

CENTRAL LINCOLNSHIRE LOCAL PLAN

CORE STRATEGY

Partial Draft Plan for Consultation:
Area Policies for
Lincoln, Gainsborough and Sleaford

January 2013

NOTE: The content of this Draft Plan, including policies, text and figures such as housing targets, may be subject to change prior to formal publication of the Core Strategy.



Central Lincolnshire
Joint Strategic Planning Committee

Who We Are

The Central Lincolnshire 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. For convenience, this document refers to it as the Joint Committee.

The Joint 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 below.

What is this Document?

This document has been produced for public consultation prior to its finalisation for formal Publication and Submission as part of the Core Strategy of Central Lincolnshire's Local Plan. It contains draft area policies for **Lincoln, Gainsborough and Sleaford**. The document follows on from the Partial Draft Plan of June 2012, which contained 'generic' policies covering the whole of Central Lincolnshire and which was subject to public consultation in Summer 2012. These two Partial Draft Plans will be combined and finalised as the Core Strategy which is due for Publication in July 2013.

Your Views Matter

The Joint Committee is committed to making as many people aware of the Core Strategy as possible and involving them in its preparation. Building on the previous consultations for the Core Strategy, this consultation draft plan gives people the opportunity to comment on the proposed policies and text for Lincoln, Gainsborough and Sleaford. **The consultation runs from 30 January to 13 March 2013**

PLEASE NOTE: If you commented last summer on the Partial Draft Plan for Consultation (June 2012) or the Proposed Sustainable Urban Extensions at Lincoln, Gainsborough and Sleaford - Initial Draft Policies for Consultation, you do not need to repeat the same comments in this consultation. Previous comments are already being taken into account in preparing the Publication version of the Core Strategy.

How To Respond

You can respond:

- Online at www.central-lincs.org.uk
- write or email your comments using the contact details below

✉ Central Lincolnshire Joint Planning Unit, City Hall, Beaumont Fee, Lincoln LN1 1DF

☎ 01529 414155 or 01522 699013

📧 Talkplanning@central-lincs.org.uk

What Happens Next?

The Joint Committee will consider the comments received and use them to finalise the Core Strategy for Publication. For further details of the Core Strategy timetable, please contact the Joint Planning Unit.

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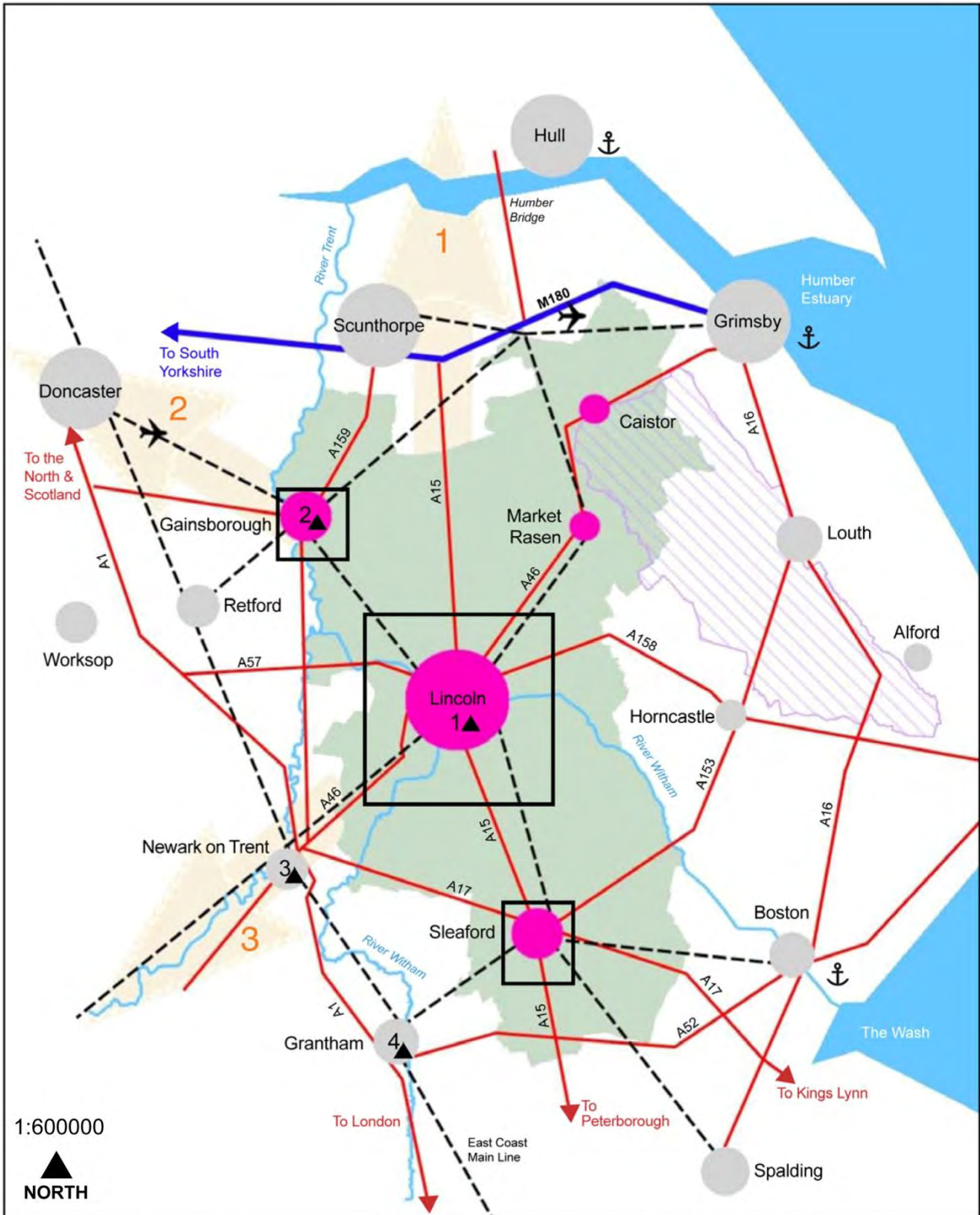
Yellow shading = draft text contained in this document
 Mauve shading = chapters previously consulted on in
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CENTRAL LINCOLNSHIRE KEY DIAGRAM










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Key:

	Central Lincolnshire		Neighbouring main centres
	Main Roads		Ports
	Motorways		Major airports
	Railways		Main rivers

Spatial Strategy for Growth

	Regional Attractor
	Primary Attractor
	Secondary Attractor
	Growth Point
	1 Lincoln Policy Area
	2 Gainsborough (West Lindsey)
	3 Newark
	4 Grantham
	Lincolnshire Wolds AONB
	Key External Linkages
	1 Humber Gateway
	2 Doncaster
	3 Newark and 3 cities (Derby, Nottingham, Leicester)
	Boundary of Key Diagram inset

1: INTRODUCTION

1.1 Central Lincolnshire faces a number of key challenges over the next decade and beyond as it seeks to achieve growth while ensuring that its quality of life and environment are conserved and enhanced. There is a need for significantly more housing and jobs in the area and for more and better facilities for its communities, while at the same time protecting the attractiveness and distinctiveness of the environment and ensuring that the area plays its part in tackling wider issues including climate change. The planning system has a crucial role in meeting these challenges at the local level, both through the decision making process on individual planning applications and by producing local planning policies for steering development and shaping places.

WHAT IS THE CORE STRATEGY?

1.2 This document is the **Core Strategy** for Central Lincolnshire. It is a local development document that sets out the overall approach to development and growth in Central Lincolnshire for the next 20 years. The Core Strategy contains a Vision for Central Lincolnshire in 2031 together with Objectives and Policies for delivering it, covering the following:

- How sustainable development will be achieved to improve the quality of life, wellbeing and resilience of Central Lincolnshire's communities
- How Central Lincolnshire will contribute to a low carbon future by helping to reduce carbon emissions
- The overall amount of growth proposed and how this should be distributed around Central Lincolnshire to maximise sustainability, including major locations for new development for Lincoln, Gainsborough and Sleaford
- The provision of new and improved services and infrastructure (schools, transport facilities, open space, etc) needed as part of growth and how they will be delivered
- How Central Lincolnshire's environment will be conserved and improved, including its ecology, landscapes, built heritage and natural resources, as part of an approach to maintaining the area's local character and diversity.

1.3 The Core Strategy will be used to guide the actions not only of the Central Lincolnshire Authorities but also those of other bodies and stakeholders involved in shaping the area's communities and places. To achieve this, the Core Strategy has been developed in partnership with others to identify shared objectives and align strategies where possible.

1.4 The Core Strategy is part of the **Local Plan** for Central Lincolnshire. The latter refers to all the local planning policies that are in place in the Central Lincolnshire area, including any policies that have been saved from previous local

plans. The Core Strategy is the first element of a revised Local Plan for Central Lincolnshire, and provides an overall planning framework of strategic policies. It is proposed that more detailed policies will be prepared subsequently, including any site-specific allocation of land for housing or other uses. Further details including the timetable for Local Plan preparation are set out in the Local Development Scheme (LDS) for Central Lincolnshire, which can be viewed on the website.

1.5 The Local Plan will evolve over time as it is completed and updated. Over time it will replace the 3 districts' individual Local Plans and the saved policies in them. The Core Strategy is the start of this process, and clearly identifies which Local Plan policies it is replacing (see Appendix A).

CENTRAL LINCOLNSHIRE – A SHARED APPROACH

1.6 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 Local Plan for the area. This approach has a number of key benefits for planning for Central Lincolnshire, including:

- A single shared planning vision and strategy for the whole area;
- The ability to plan in a co-ordinated and integrated way, including policies based on functioning areas rather than council administrative boundaries, particularly in relation to Lincoln and its surrounding areas;
- Sharing the costs of preparing the Local Plan, including the evidence base.

1.7 The name Central Lincolnshire was taken initially from the Housing Market Area as defined in the adopted East Midlands Regional Plan. It reflects Lincoln's centrality within the historic county of Lincolnshire, as well as the area's geographical location between North Lincolnshire and the south Lincolnshire districts of South Kesteven and South Holland.

1.8 Preparation of the joint Local Plan is being overseen by a new joint committee established by Parliamentary order in 2009. The committee has representatives from each of the four partner Councils, and has full decision-making powers on planning policy matters. Its formal title is the Central Lincolnshire Joint Strategic Planning Committee, but for convenience is referred to in this document as the Joint Committee. The four councils engaged in the joint Local Plan are referred to as the Central Lincolnshire Authorities. The Joint Committee is supported by a team of planning staff called the Central Lincolnshire Joint Planning Unit (JPU).

1.9 It is noted that processing and decision-making on planning applications remains with the individual local authorities as previously. As part of the Local Plan for Central Lincolnshire, the Core Strategy will be taken into account in decisions on planning applications alongside relevant saved policies from the previous Local Plans.

HOW WAS THE CORE STRATEGY PREPARED?

1.10 The Core Strategy has been prepared by the Joint Committee over the past 3 years. It has been through a process of continuous stakeholder engagement including the following periods of public consultation:

- Preliminary Stakeholder Engagement – August 2010
- Issues & Options Consultation – October to December 2010
- Consultation on Draft Plan – July to September 2012 (Generic Policies) and January to March (Area Policies).

1.11 Full details of the engagement on the Core Strategy, including the Joint Committee's response to comments received in the public consultations, are set out in a separate **Report of Stakeholder Engagement**, which is available on the Joint Committee's website.

1.12 In line with the legal duty to co-operate with other public bodies on strategic priorities relating to the Core Strategy, the Joint Committee has worked closely with the relevant bodies to identify and agree shared approaches, including cross-boundary issues affecting Central Lincolnshire and neighbouring authorities. Details of these strategic priorities and the joint working undertaken are contained in a separate **Statement of Compliance with the Duty to Co-operate**. Joint working and partnership approaches will also be key to implementing the Core Strategy.

1.13 In formulating the Vision, Objectives and Policies within the Core Strategy, a range of issues and requirements have been taken into account alongside the views of stakeholders and the public:

1. **National Planning Policy** – during the preparation of the Core Strategy, the new National Planning Policy Framework (NPPF) was introduced by the Government to replace the previous system of PPSs and PPGs. As the early stages of Core Strategy preparation took place in the context of the latter policy documents, an exercise was undertaken in 2012 to review the emerging Core Strategy against the NPPF guidance, and appropriate revisions to objectives and policies made where necessary to ensure consistency. Details of this review are set out in the Joint Committee's Self – Assessment of Soundness which was prepared to accompany the submission of the Core Strategy. Further details of the NPPF can be found on the DCLG website www.communities.gov.uk.
2. **The Regional Plan** – at the time of writing this Core Strategy, regional planning policy remains as part of the development plan for the area, as set out in the East Midlands Regional Plan. The Regional Plan was published in March 2009 following a process of consultation and examination, and sets out broad strategic policies for the East Midlands including Central Lincolnshire. It also contains specific policies for Lincoln and its hinterland, defined as the Lincoln Policy Area Sub-Regional Strategy, which aims to provide a strategic sustainable context for the growth of Lincoln. The Government has stated

that it intends to abolish the regional planning system, and has sought to revoke adopted regional plans ahead of its proposed changes to planning legislation. However, this approach has been successfully challenged through the High Court, which has judged that adopted regional plans and the policies in them remain legally in place as a consideration until such time as they are formally removed by new legislation. At present, Local Plans are still therefore required to be in general conformity with the adopted Regional Plan. This Core Strategy has been prepared to meet this requirement whilst also recognising that the Regional Plan is likely to disappear in due course. It has therefore sought to provide policies that will replace the Regional Plan where these are considered necessary for planning in Central Lincolnshire.

- 3. Growth Points** – the Lincoln area and Gainsborough/West Lindsey both have Growth Point status in recognition of their role as major centres of potential housing growth and regeneration. Growth Points were established to give access to central government funding to help with the planning and delivery of new housing and infrastructure in their area. They are not formal planning designations as such, and therefore have to be tested when Local Plans are prepared. The Lincoln area was designated as a Growth Point before the completion of the East Midlands Regional Plan, so its growth objectives are already reflected in the latter and its housing figures. However, the Gainsborough (West Lindsey) Growth Point post-dated the Regional Plan, and the Core Strategy has therefore considered and proposed appropriate levels of growth and housing targets for the area within the context of the overall growth of Central Lincolnshire. The Government retained the existing Growth Points when it came to power in 2010, though specific funding has been discontinued and alternative arrangements for supporting housing growth have been introduced nationally.
- 4. Eco-town Status** – Central Lincolnshire made a successful bid for Eco-town status in 2010. Funding received under this initiative has been used to pursue high standards for sustainable development in Central Lincolnshire as part of its growth agenda. In particular, the potential for eco-town standards has been assessed via the Sustainable Futures Study and its supporting studies covering Energy and Green Infrastructure [see Evidence Base below]. The Joint Committee is committed to promoting the highest viable standards of sustainable development and design that can be achieved, and has set out its aspirations and requirements for such in the Core Strategy.
- 5. Evidence Base** – in preparing the Core Strategy, the Joint Committee has undertaken or commissioned research into a range of matters to provide an evidence base for the plan that is objective, robust and as up-to-date as possible while also being proportionate. Where appropriate, stakeholders and delivery partners have been engaged in this process. Appendix B provides more details of the evidence base underpinning the Core Strategy, which includes:

 - Sustainable Futures Study
 - Energy Study
 - Green Infrastructure Study

- Strategic Flood Risk Assessments (SFRAs) and Water Cycle Studies
- Strategic Housing Land Availability Assessment (SHLAA)
- Strategic Housing Market Assessment (SHMA) and Economic Viability Assessment (EVA)
- Employment Land Study
- City & Town Centres Update Study
- Landscape Characterisation Assessments for North Kesteven and West Lindsey, and Lincoln Townscape Assessment

These studies can be viewed via the Joint Committee website.

Additionally, the Core Strategy's evidence base includes other plans and strategies and their evidence bases, including:

- The East Midlands Regional Plan
- Sustainable Community Strategies
- Lincolnshire Local Transport Plan and Lincoln Transport Strategy

6. Previous Local Plan review work by the Central Lincolnshire Authorities

- each of the district councils in Central Lincolnshire had progressed a review of its Local Plan individually prior to the decision to move to a joint plan. All work previously undertaken, including stakeholder responses to previous consultations, has been taken into account alongside the responses to the joint Core Strategy work. A summary of the documents that were being prepared individually by the districts is included in Appendix C.

7. Integrated Impact Assessment incorporating Sustainability Appraisal –

Sustainability Appraisal (SA) is an essential part of Core Strategy preparation. It involves a detailed assessment of the impacts of the Core Strategy in environmental, social and economic terms. The results are used to inform policy choices identified when preparing the plan and to ensure that any adverse impacts of specific policies are identified and mitigated as far as possible. To avoid duplication, SA incorporates the requirements of the European Directive on Strategic Environmental Assessment (SEA), which applies to all Local Plan documents with significant environmental impacts. In preparing the Central Lincolnshire Core Strategy, SA has also incorporated Health Impact Assessment (HIA) and Equality Assessment, to provide a combined assessment called Integrated Impact Assessment (IIA). Further information on IIA including SA is contained in Appendix D. The Core Strategy is accompanied by an IIA Report setting out full details of the process and its findings. This can be viewed via the Joint Committee website.

8. Screening under the Habitats Regulations –

European Directives require that the impacts of plans such as Local Plans are assessed in relation to internationally protected habitats and species. This process involves “screening” of policies and consultation with Natural England on the results to establish whether and how any necessary mitigation of impacts is built into the plan.

9. Central Lincolnshire Infrastructure Delivery Plan (IDP) – the IDP identifies the infrastructure requirements needed to support Central Lincolnshire’s growth, including physical, social and green infrastructure. The IDP has been developed in parallel with the Core Strategy and sets out key infrastructure needs in a schedule informed by the level, location and phasing of development in the Core Strategy. It also identifies the costs of infrastructure, together with the proposed sources of funding, known funding gaps, and the proposed delivery mechanisms and partners.

10. Other Strategies – Partnership working and co-ordination of strategies are key requirements for successful Local Plans. The Joint Committee has therefore liaised closely with relevant bodies that prepare other strategies affecting Central Lincolnshire’s future, including health, transport, housing, economic development and nature conservation. This is to ensure that the Core Strategy and other plans are as closely aligned as possible, and that strategies support each other. Many of the policies in the Core Strategy rely on action or investment by these other parties. Further details of other Strategies and Programmes are contained in Appendix E.

11. Neighbourhood Plans – a number of Neighbourhood Plans are being progressed by communities in Central Lincolnshire with the support of the partner authorities and the Joint Committee. These were at a relatively early stage at the time the Core Strategy was published, but the latter provides relevant local guidance on Neighbourhood Plans and how they relate to the planning framework for Central Lincolnshire.

THE SOUNDNESS OF THE CORE STRATEGY

1.14 The Core Strategy has been prepared to meet the Government’s criteria for soundness as set out in the NPPF [see Box].

THE “TESTS” OF SOUNDNESS

To be assessed as sound, Local Plans must be:

- **Positively Prepared** – the plan should be prepared on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of

sustainable development in accordance with the policies in the Framework.

Source: NPPF (DCLG, March 2012)

1.15 A **self-assessment of soundness** was undertaken as part of the preparation of the Core Strategy, and submitted as supporting evidence. This is available on the Joint Committee website.

1.16 The deliverability of the Core Strategy over the plan period has been a central requirement that the Joint Committee has addressed through the development of appropriate evidence and engagement with stakeholders. To help ensure that the plan remains flexible and responsive, a **Strategic Risk Analysis** has been prepared to identify the main risks and how they can be mitigated, including key uncertainties that could affect deliver such as the future state of the economy and levels of central government funding. A summary of the Risk Analysis is set out in Appendix F.

IMPLEMENTING & MONITORING THE CORE STRATEGY

1.17 The successful implementation of the Core Strategy is key for its effectiveness, and has therefore been a key consideration in its preparation and content.

1.18 The Joint Committee sees partnership working with other bodies and agencies as crucial for delivery and has therefore aligned the Core Strategy with other strategies and implementation plans that will play a role in achieving sustainable development in Central Lincolnshire. The economic development and housing strategies are key examples where alignment and collaboration are required to deliver the growth agenda as part of the wider vision for sustainable development in Central Lincolnshire.

1.19 Details of the implementation strategy including key partnerships are set out in Appendix G. Additionally, a summary of the main delivery mechanisms for each policy is included in the text of the plan.

1.20 Monitoring of the Core Strategy will be undertaken to ensure that its implementation and effectiveness can be assessed, and any necessary changes addressed through future reviews of the plan. Details of the monitoring framework are set out in Appendix H.

HOW TO USE THE CORE STRATEGY

1.21 The Core Strategy is divided into 10 chapters. The first two chapters introduce the Core Strategy, including the context for its preparation, and provide a portrait of Central Lincolnshire and the planning issues it faces today.

1.22 The remaining 8 chapters set out the planning strategy for Central Lincolnshire for the period to 2031, including the specific **policies** that will be used to

guide development, investment and other activity. The chapters fall into 2 main groups:

- Chapters 3 - 7 cover generic planning themes that apply to the whole of Central Lincolnshire
- Chapters 8, 9 and 10 set out more detailed planning approaches respectively for the three main settlements of Lincoln, Gainsborough and Sleaford.

1.23 Each policy is accompanied by **supporting text** that sets out the context and evidence for the policy, and explains any technical aspects or detailed requirements for planning applicants.

1.24 The main proposals in the Core Strategy are illustrated on a **Key Diagram** located at the front of the document. Further diagrams and maps are included in the chapters where these are felt necessary to provide clarity.

Generic Chapters

1.25 The following chapters deal with generic themes, and contain **generic policies** that relate to Central Lincolnshire as a whole, including the main settlements. These policies are prefixed by the letters CL, denoting Central Lincolnshire.

Chapter 3 (Towards a Sustainable Central Lincolnshire) - explains the overall approach to planning in Central Lincolnshire, setting out a locally-specific **Vision for Central Lincolnshire** in 2031, together with the **Strategic Objectives** for its delivery. The chapter explains how the Core Strategy is underpinned by the concept of sustainable development – meeting people’s needs for housing, jobs, services, etc, while conserving the natural systems that support life on earth and protecting environmental quality.

Chapter 4 (Tackling Climate Change – A Low Carbon Future) - explains how Central Lincolnshire will move to low carbon living to tackle climate change together with policies for energy and renewables.

Chapter 5 (Growing Central Lincolnshire) – sets out Central Lincolnshire’s growth agenda, including the rationale behind the proposed amount and distribution of growth in the area. The **Spatial Strategy for Growth** proposes growth targets for the period 2011 – 2031, including figures for the provision of new housing and employment development, together with an overall approach to distributing growth in Central Lincolnshire based on sustainability principles. Chapter 4 also covers the infrastructure and transport needs of Central Lincolnshire and how these will be met as part of the area’s growth.

Chapter 6 (Flourishing Communities and Places) – addresses the needs of local communities across Central Lincolnshire, in both existing and new locations, covering housing, jobs and services. Policies are included for affordable housing, employment, retail and town centres, and the visitor economy. Additionally, the chapter identifies particular places or locations

within Central Lincolnshire where targeted approaches are required to achieve sustainability, including areas of regeneration priority, RAF bases and the rural area as a whole.

Chapter 7 (Quality of Environment) – sets out the framework for the protecting Central Lincolnshire’s environmental quality, including its natural resources, local character, and heritage of natural and historic assets. Additionally, the Chapter covers design quality, including the range of design considerations that proposals for development will be required to demonstrate via a **Statement of Design Quality**.

Area-based Chapters

1.26 In addition to the generic themes and policies, the Core Strategy sets out more detailed planning approaches for each of the three main settlements of Lincoln, Gainsborough and Sleaford. Each settlement has a separate chapter covering the existing built-up area of the settlement plus the adjoining area that forms the context for its proposed growth. In each case, the area covered is shown indicatively as an inset of the Key Diagram. It is stressed that formal boundaries are not defined for these areas as such, and that they essentially represent a magnification of the relevant part of the main Key Diagram to allow detail to be shown more clearly.

1.27 For each settlement, the Core Strategy provides a specific **Vision** and **Objectives** tailored to the locally-specific characteristics and issues of the settlement, and sets out the **area policies** relating to it. Policies for Lincoln, Gainsborough and Sleaford are prefixed by the letter L, G and S respectively.

Colour Coding

1.28 Throughout the Core Strategy, the following approach is used:

Visions and Objectives are contained in orange boxes

Policies are contained in green boxes

Other information such as summaries is contained in blue boxes

Policies Map

1.29 The adopted Core Strategy is accompanied by an updated Policies Map (formerly called the Proposals Map). Extract maps showing the proposed changes to the Policies Map were produced as part of the Publication and Submission of the Core Strategy.

DRAFT

8. THE LINCOLN AREA

8.1 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.

8.2 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, Nettleham and Skellingthorpe. These settlements look to Lincoln for many of their services and employment needs.

8.3 This chapter focuses on planning 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 delivering economic growth and planned development while protecting Lincoln’s character, including its unique setting and outstanding heritage assets.

WHAT IS THE LINCOLN AREA?

8.4 The Lincoln area has a number of different definitions depending on what is being considered. For example, Lincoln’s Travel to Work Area (TTWA) covers a wide area that extends into Nottinghamshire, while the City of Lincoln administrative boundary is drawn very tightly. However, as explained in Chapter 1 (see Paragraph 1.26), formal boundaries for the Lincoln area are not defined in this Core Strategy, as it is intended primarily as an inset of the main Key Diagram for which greater magnification is required to show the detail of proposals. In broad terms, it represents the area which is most significantly and directly affected by the proposed growth of Lincoln over the plan period, corresponding roughly to the Lincoln Policy Area as defined in the adopted Regional Plan. The area is represented indicatively by the Lincoln Area Inset of the Key Diagram.

8.5 For policy purposes, the Core Strategy carries forward the Lincoln Principal Urban Area (PUA) as set out in the Regional Plan. This is defined as the existing built-up area of the administrative City of Lincoln plus the existing built-up areas of Bracebridge Heath, North Hykeham and Waddington parishes in North Kesteven, as shown in Appendix I (Main Urban Area Boundaries).

8.6 Most of the policies in this chapter are framed with reference to the Lincoln PUA boundary, such as the housing and employment land targets and the proposed network of District and Neighbourhood Centres. However, a number of policies have wider applicability that clearly extends beyond the PUA boundary and relates to the wider Lincoln area, for example the Green Wedges, landscape, tourism and transport issues. The Vision and Strategic Objectives for Lincoln are therefore defined with reference to the Lincoln area as a whole. This is done to achieve a wider view of planning for Lincoln as a functioning area with challenges that are best addressed by looking at the relationships between the city and the surrounding settlements within its sphere of influence.

8.7 At the time of writing, the Lincoln Policy Area Sub-regional Strategy remains as part of the adopted Regional Plan pending the Government's completion of the necessary legal processes to formally revoke it. This chapter and the policies within it are intended to provide an updated framework for the Lincoln area to replace that in the Regional Plan.

THE LINCOLN AREA TODAY – CONTEXT & KEY CHALLENGES

THE LINCOLN AREA – A PORTRAIT

Lincoln:

- is a regional centre for services including employment, retail, leisure, culture, health and education
- has a Travel To Work Area (TTWA) of 300,000 people which includes much of Lincolnshire and 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 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. 10,000 Lincoln residents live in areas considered 'deprived' (within the 10% most deprived in England), with one area in the south of Lincoln ranking as within the 1% most deprived in England
- Almost ¼ of children in Lincoln are considered to be living in relative poverty, accounting for 4,500 children
- 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 at the confluence of 5 national landscape character areas, reflecting the diversity of its local landscape and ecology
- 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. In 2011/12, there were more than 10,000 undergraduate students and 1,000 postgraduate students studying at the University of Lincoln. In 2011/12, 910 migrant workers entered the City of Lincoln, 66% of whom came from EU Accession (largely central and eastern European) countries

Table 1 – Key Figures for the Lincoln area

Size of Lincoln PUA	38.8 sq. km
Number of homes in Lincoln PUA	59,530
<u>Population of Lincoln PUA</u>	(Census 2011, based on Output Areas)
• Total Population	119, 200
• % Population aged 65 and over	tbc
• % Population at working age	tbc
Population of Economic Zone	202,176 (Census, 2011)
<u>Main employment sectors in Lincoln Economic Zone</u>	
○ Public administration, education and health	34%
○ Distribution, restaurants and hotels	25%
Number of schools	47
Number of SSSIs	2
Conservation Areas	13
Local Wildlife Sites	49
Local Nature Reserves	2
Scheduled Monuments	32
Listed Buildings	436
Non car-owning households (Lincoln Economic Zone)	13.62% (Census, 2001)
Number of households in fuel poverty (LRO, 2010)	1391

8.8 The Lincoln area faces key challenges over the next two decades. Overall, it has a clear need for renewal and growth to tackle a variety of social, economic and environmental needs while simultaneously conserving and enhancing its existing

environmental quality and the unique setting and heritage of Lincoln. These are covered in more detail within the chapter, but can be summarised as follows:

KEY CHALLENGES & OPPORTUNITIES FACING THE LINCOLN AREA

- Maintaining and strengthening Lincoln's role as a Regional Attractor within Central Lincolnshire
- Delivering ambitious levels of growth and development, including the housing and employment targets for the Lincoln PUA, with appropriate supporting infrastructure
- Ensuring that access and movement in the Lincoln area are facilitated in a sustainable manner with appropriate investment in transport infrastructure and services as part of the growth of the PUA and Central Lincolnshire
- Enhancing the sustainability, health and wellbeing of all communities and neighbourhoods in the Lincoln area
- Boosting the local economy to realise Lincoln's full potential as the main driver of economic growth in Central Lincolnshire, through tackling poor skills and employment diversity, increasing inward investment in key sectors and partnership working
- Realising and developing Lincoln's particular potential as a lead area within Lincolnshire for low carbon technologies, biomass energy and energy saving through innovative design and development and effective partnerships for knowledge transfer, manufacture and delivery between the business, education and public sectors
- Regenerating areas of physical decay or vacancy and neighbourhoods with high levels of social deprivation and/or poor environments
- Protecting the ranking and primacy of Lincoln's City Centre within the regional retail hierarchy through appropriate retail expansion as Central Lincolnshire grows, coupled with enhancement of its role as the main destination in Central Lincolnshire for services, culture, recreation, tourism and other facilities
- Growing and enhancing the visitor economy, and linking it with tourism in the surrounding countryside and other opportunities for green tourism in Lincolnshire such as waterways and food
- Conserving and enhancing Lincoln area's unique natural and historic environment, character and assets in the context of growth, including the central landmark contribution of Lincoln Cathedral and its setting, and the wealth of biodiversity, landscape, townscape, open spaces and historic buildings that frame the area's special character and quality of life

VISION & OBJECTIVES FOR THE LINCOLN AREA

8.9 A Vision and Strategic Objectives have been prepared to guide sustainable development in the Lincoln area over the plan period to 2031 as follows:

VISION FOR LINCOLN IN 2031

Lincoln is a vibrant, creative and attractive city at the heart of Central Lincolnshire, and has realised its potential as a regional centre providing services, employment, housing, and other opportunities for its residents and the surrounding area. It is recognised as an outstanding place to live, work, learn, invest and visit and is internationally renowned for its successful economy, culture and special character.

Lincoln is both the main hub and driver of Central Lincolnshire's economy, and provides excellent job opportunities that cater for a range of skills. Augmenting its traditional base in engineering, services and tourism, growth has also occurred in other sectors including green technology, cultural industries and food. Lincoln is a leader in the low carbon economy and environmental innovation through the Low Carbon Lincolnshire partnership. Many more graduates now choose to stay and move into the area, and employment and educational attainment are now above the national average.

Complementing urban regeneration, new communities have been successfully developed through sustainable urban extensions at Swanpool, Canwick Heath and Greetwell providing a range of housing in attractive, well-designed neighbourhoods with local facilities and high quality public transport linkages to the City Centre. Green space within these developments is linked to Lincoln's wider network of green wedges that continue to frame Lincoln's overall shape and protect its unique character and rich biodiversity.

Much of the built-up area is served by low carbon energy networks which utilise Lincolnshire's extensive biomass resources and its expertise in renewable technologies. Concerns over flood risk at Swanpool have been successfully overcome and the site is regarded nationally as an exemplar for flood-resilient design and development. It has also provided investment for upgrading Lincoln's flood defences to meet the increasing frequency and intensity of severe weather events seen across the country.

Lincoln forms a sustainable transport hub for Central Lincolnshire, with improved rail links to London, Nottingham and other centres. The City has a popular park and ride system for commuters and shoppers that was delivered as part of a sustainable transport strategy alongside the Eastern Bypass and improvements to public transport, cycling and walking networks. These measures have limited traffic levels in the Lincoln area to 2012 levels, while air quality has improved over the same period.

Lincoln City Centre is a thriving and popular destination that offers an excellent range of attractions including shops, restaurants, leisure and

cultural venues and a vibrant night-time economy. New shopping facilities at Lindongate and St. Mark's have expanded Lincoln's retail offer, while investment has tackled the city's previous legacy of vacant land through a range of imaginative regeneration schemes. Based on its central Brayford Campus, the University of Lincoln continues to increase in popularity and reputation, and remains a key driver in the Central Lincolnshire economy with strong links to local businesses.

Lincoln's hilltop cathedral and historic core remain central to the city's unique identity and were designated as a World Heritage Site in 2018. This has greatly raised Lincoln's profile with visitors and investors, along with the showcasing of the Magna Carta via the Lincoln Castle Revealed project. Lincoln's visitor economy is thriving and now attracts many overnight stays based on the range and quality of its attractions.

The regeneration and growth of Lincoln has delivered major improvements in the health, wellbeing and safety of Lincoln's communities since 2012, through expanded training and job opportunities, investment and improved co-ordination of services including health, social care, leisure, recreation and education. Lincoln's neighbourhoods are now prosperous, safe and sustainable, and levels of deprivation and unemployment are well below the national average.

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

8.10 The following specific objectives for the Lincoln area are identified alongside the Strategic Objectives for Central Lincolnshire:

Objective 1	Strengthen Lincoln's role as a regional centre for jobs, services and growth, including the development of 18,800 new homes and 210ha of employment land and proportionate investment in infrastructure.
Key Policies for Delivery	L1, L2, L3, L4, L5, L6, L7, L8, L9, L10

Objective 2	<p>Deliver Lincoln's growth in a co-ordinated and sustainable way by:</p> <ul style="list-style-type: none"> ➤ prioritising the re-use of previously-developed land in the built-up area ➤ focusing urban expansion in 3 masterplanned urban extensions at Swanpool, Canwick Heath and Greetwell that are successfully integrated with Lincoln and surrounding settlements ➤ maintaining a network of Green Wedges that define the shape of Lincoln and the surrounding villages, and protect Lincoln's unique setting and character in the context of planned growth.
Key Policies for Delivery	L1, L2, L3, L4, L5, L7, L8, L9, L10

Objective 3	Promote a sustainable approach to access and travel in and around Lincoln that capitalises on the city's wider role as a public transport hub and successfully tackles issues of accessibility, parking, traffic congestion, air pollution and environmental quality, through appropriate planning and infrastructure provision including park and ride, improved public transport, cycling, walking and targeted highways improvements.
Key Policies for Delivery	L1, L2, L5, L6

Objective 4	Support the creation of a diverse, resilient and highly competitive local economy in Lincoln that acts as the main hub and driver of economic growth in Central Lincolnshire and delivers major increases in jobs and skills, with a particular emphasis on the following key sectors within Lincoln: <ul style="list-style-type: none"> ➤ specialist engineering and manufacture, including low carbon technologies ➤ retail ➤ tourism and cultural industries ➤ construction and energy saving ➤ business and professional services
Key Policies for Delivery	L1, L2, L3, L4, L5

Objective 5	Support the regeneration and improvement of areas of physical and/or social need in the Lincoln area, including: <ul style="list-style-type: none"> ➤ derelict, vacant or underused sites ➤ inner urban neighbourhoods with aging housing or poor quality environments, including those in Park and Abbey wards ➤ other areas with high levels of social deprivation, including Boutham and Moorland wards and the St. Giles estate.
Key Policies for Delivery	L1,L2, L3, L4, L5, L6, L7

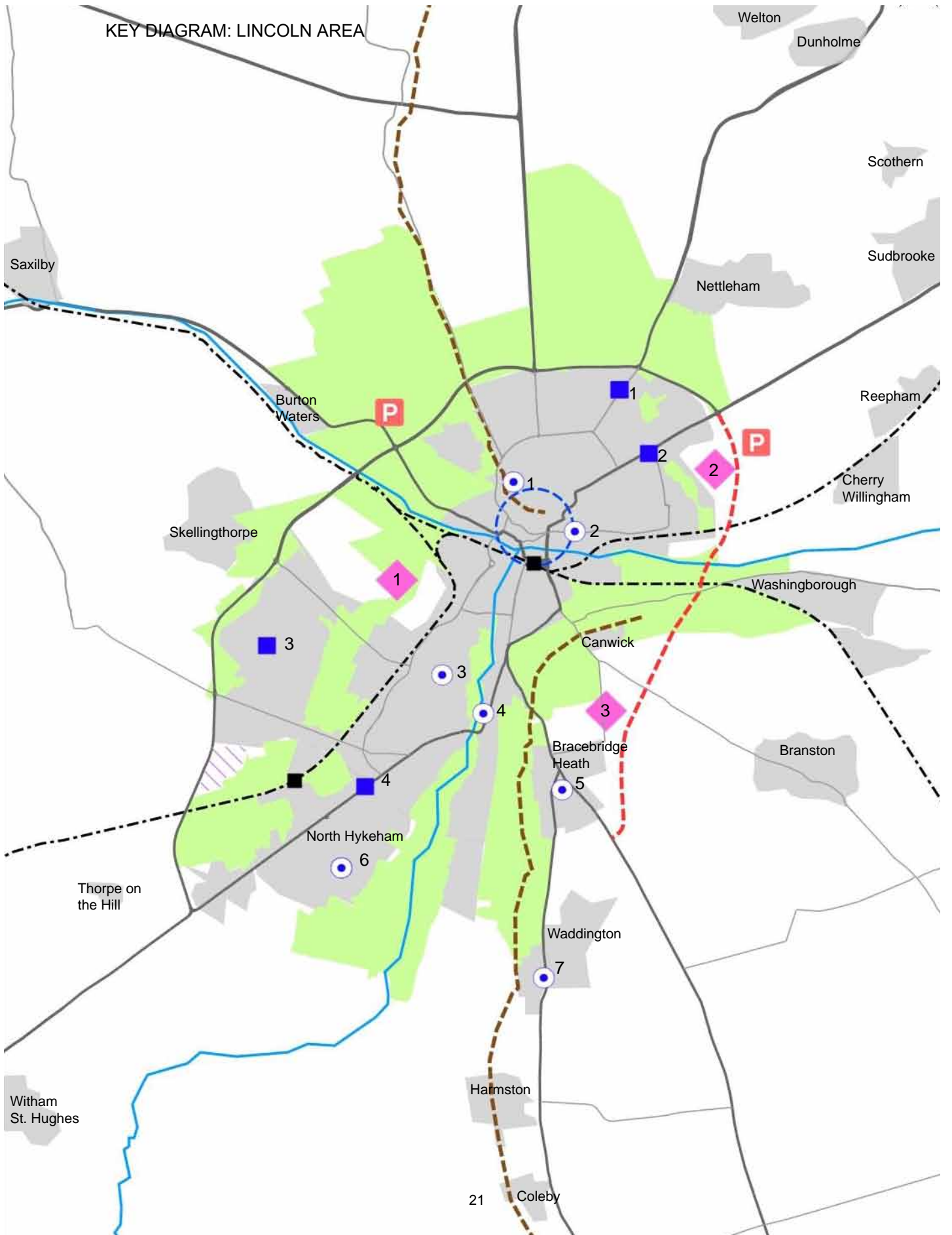
Objective 6	Enhance and grow Lincoln's City Centre to meet the evolving needs of residents and visitors as Central Lincolnshire grows, including expansion of its retail offer through appropriate new shopping floorspace that retains the compactness and walkability of the shopping core and boosts Lincoln's retail competitiveness.
Key Policies for Delivery	L1, L2, L3, L4, L5, L6

Objective 7	Maintain and enhance a network of attractive, thriving and sustainable District and Neighbourhood Centres to provide for local shopping and services needs within the Lincoln PUA in a manner that complements but does not compete with the City Centre.
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Key Policies for Delivery	L1, L6, L8, L9, L10
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Objective 8	Protect and enhance Lincoln’s unique setting, built heritage and biodiversity by ensuring that growth and development respect these assets and contribute to environmental quality, character and diversity.
Key Policies for Delivery	L1, L2, L7, L8, L9, L10

KEY DIAGRAM: LINCOLN AREA



KEY:

	Existing built-up area
	Main roads
	Railway line
	Railway station
	Main rivers
	Lincoln Edge escarpment
	Lincoln SUES 1 Western Growth Corridor (Swanpool) 2 North East Quadrant (Greetwell) 3 South East Quadrant (Canwick Heath)
	Green Wedge Network (existing)
	Priority Locations for Employment outside the City Centre
	Lincoln City Centre
	District Centre 1 Nettleham Road 2 Wragby Road/Carlton Centre 3 Birchwood 4 The Forum, North Hykeham
	Neighbourhood Centre 1 Burton Road 2 Monks Road 3 Boultham Road/Skellingthorpe Road Junction 4 Newark Road (Bracebridge) 5 Bracebridge Heath 6 Old Hykeham 7 Waddington
	Proposed Lincoln Eastern Bypass
	Park & Ride Area of Search (indicative)

LINCOLN AREA STRATEGY FOR GROWTH

8.11 The Spatial Strategy for Growth in Central Lincolnshire identifies the Lincoln PUA as the principal focus for development, with 45% of Central Lincolnshire's total planned new housing provision and 66 % of its employment land for the plan period located in and adjoining the Lincoln PUA. This reflects the Core Strategy's focus on the main urban areas generally, as set out in Chapter 5, as well as the specific opportunities that the Lincoln area offers for sustainable development, based on its existing role as a Regional Attractor and public transport hub for Lincolnshire. Lincoln also has significant regeneration needs, including a legacy of vacant and underused land and buildings and neighbourhoods with significant problems of multiple deprivation that require intervention.

8.12 The Strategy for the Lincoln Area seeks to realise this potential for sustainable development to improve the Lincoln area itself in terms of economic, environmental and social conditions, as well as consolidating and enhancing Lincoln's wider role within Central Lincolnshire (and Lincolnshire generally) as a sustainable hub for jobs, services and facilities. Lincoln's growth has the potential to benefit all of Central Lincolnshire as the main driver for sustainable economic growth and development.

8.13 The Strategy therefore seeks to strengthen Lincoln's role as a Regional Attractor, based on the settlement roles identified in Chapter 5 and Policy CL4. In achieving this, various aspects of growth need to be carefully planned to ensure that the benefits are delivered in a sustainable way that maintains and enhances the Lincoln area's environment and quality of life. These include:

- Infrastructure – ensuring that appropriate infrastructure is identified and delivered to support growth
- Transport – ensuring the access and movement are addressed in a sustainable way alongside growth, with appropriate investment in transport infrastructure and other measures to avoid traffic congestion and cut carbon emissions
- Communities – ensuring that the neighbourhoods and communities of the Lincoln area share in the benefits of growth through appropriate opportunities and environmental improvements, and that the adverse impacts of developments are carefully managed and mitigated
- Economy – ensuring that inward investment benefits the residents of Central Lincolnshire, and supports the overall strategy of sustainable development
- Regeneration – ensuring that growth gives priority to areas in need of regeneration socially and/or physically
- City Centre and Retail – ensuring that Lincoln City Centre evolves and expands to meet the needs of the increasing population while maintaining and enhancing its quality and character
- Quality of Environment – ensuring that the special quality, character and heritage of Lincoln and its setting are conserved as the Lincoln area grows and changes.

In particular, the dominance of Lincoln Cathedral in the city's townscape and in views approaching the city should be retained, and the importance of the Lincoln Edge and Lincoln Gap as the landscape setting for Lincoln respected.

- Green Infrastructure – maintaining and enhancing a network of green infrastructure as part of planned growth.

8.14 Policy L1 below sets out this integrated approach to sustainability as a headline policy for the Lincoln area, embodying the Vision and Strategic Objectives. Policies in the rest of the chapter flow from it to provide more detail on particular aspects, as follows:

- L2 – Locational Priorities for Growth in the Lincoln Area
- L3 – Green Wedges and Green Infrastructure in the Lincoln Area
- L4 - Employment Priorities in the Lincoln Area
- L5 – Regenerating Lincoln
- L6 – Lincoln City Centre
- L7 – District & Neighbourhood Centres in the Lincoln PUA
- L8, L9 & L10 – detailed policies for the 3 proposed SUEs for Lincoln.

8.15 It is noted that these policies focus on issues for which a specific approach is felt to be needed for the Lincoln area. The Lincoln area is, however, also subject to the generic policies in the Core Strategy as set out in Chapters 3 – 7, including those covering issues of major significance to it, such as low carbon living, infrastructure, affordable housing and design quality.

Policy L1 – Strategy for Growth in the Lincoln Area

The growth and regeneration of Lincoln will be delivered through a co-ordinated and sustainable approach to planning and development based on the area's Vision and Strategic Objectives. This approach integrates housing, economic, regeneration, transport, infrastructure and environmental policy to achieve major housing and economic growth linked to infrastructure improvements, whilst protecting and enhancing Lincoln's environmental quality, heritage assets and unique character. To achieve this, the Local Plan and any development proposals should:

- 1. Support the strengthening of Lincoln's role as a Regional Attractor (ie. as a regional centre for retail, employment, culture, leisure, tourism, education and other services), through significant growth, regeneration activity, and improvements to its infrastructure and the range and quality of facilities it provides for residents and visitors;**
- 2. Support Lincoln as the main focus for new development in Central Lincolnshire in the period 2011 - 2031, including delivery of approximately 18,800 dwellings (45% of Central Lincolnshire's new housing provision) and 140 ha of employment land within or adjacent to the Lincoln Principal Urban Area (PUA), as set out in Policy CL4;**

- 3. Locate development relating to the Lincoln area in a strategic and sustainable manner as set out in Policy L2;**
- 4. Promote sustainable, high quality access and movement in the Lincoln area through appropriate measures that address accessibility, traffic congestion, parking, carbon emissions, environmental quality and air pollution, including investment to achieve modal shift to public transport, cycling and walking along with necessary highways improvements;**
- 5. Support the creation of a diverse, resilient and highly competitive local economy in Lincoln that is the main hub and driver of economic growth in Central Lincolnshire and delivers major increases in jobs and skills levels;**
- 6. Regenerate the Lincoln area physically, socially and economically;**
- 7. Promote the enhancement and growth of Lincoln City Centre to meet the needs of residents and visitors as Central Lincolnshire grows, as detailed in Policy L5;**
- 8. Maintain and enhance a network of thriving District and Neighbourhood Centres to support sustainable communities in the Lincoln PUA, as detailed in Policy L6;**
- 9. Review the individual and collective roles of Lincoln's satellite settlements, (including those within the Principal Urban Area) to define their appropriate levels and types of growth, as part of the preparation of the proposed Allocations Document, having regard to local aspirations and any Neighbourhood Plans for those settlements;**
- 10. Protect, nurture and enhance Lincoln's natural and historic environment and assets as a key component of the strategy for growth by:**
 - i) Respecting Lincoln's unique character and setting, including its landscapes, townscapes, biodiversity, geodiversity, views and corridors that contribute to these;**
 - ii) Protecting the dominance and approach views of Lincoln Cathedral on the skyline;**
 - iii) Maintaining a strategic network of green infrastructure including protected Green Wedges for the Lincoln area, as set out in Policy L7; and**
 - iv) Conserving and promoting Lincoln's natural and built heritage as key elements of Lincoln's quality of life and local distinctiveness, and for their benefits for the economy, regeneration and tourism.**

Policy L1 will be implemented by:

- The Central Lincolnshire Authorities working with each other, partners and local communities to develop and co-ordinate strategies affecting the Lincoln area, including housing, economic development, regeneration, transport and infrastructure
- Pursuing investment opportunities and funding to regenerate and grow Lincoln
- Development management by the Central Lincolnshire Authorities
- Further policy development in the Local Plan, including the proposed Allocations Document

LOCATIONAL PRIORITIES FOR ALLOCATING AND RELEASING SITES FOR DEVELOPMENT

8.16 To deliver the development targets for the Lincoln PUA identified in Policy CL4, the Core Strategy has two main locational priorities for development as follows:

- 1) re-using previously-developed sites ('brownfield' land) within the existing built-up area of the PUA; and
- 2) focusing urban expansion in large-scale sustainable urban extensions (SUEs) that can be masterplanned with appropriate infrastructure and a range of facilities and to integrate with Lincoln and adjoining settlements.

8.17 It is intended that these two components will meet the bulk of the development targets for the Lincoln PUA for the period 2011 – 2031, and will provide sufficient sites for new housing and employment development on an ongoing basis throughout the plan period, as set out in the Housing Trajectory for Central Lincolnshire (see Chapter 4 and Appendix J).

8.18 Specifically, the Core Strategy identifies and allocates 3 SUEs for the Lincoln Area, all of which adjoin the Lincoln PUA boundary, as follows:

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

8.19 Each of the three proposed SUEs is covered by an individual policy in the Core Strategy (see this chapter) that deals with the specific matters relating to its planning and delivery in more detail.

How were these priorities decided?

8.20 The locational priorities for the Lincoln area carry forward those set out in the adopted Regional Plan 2009 within the Lincoln Policy Area Sub-regional Strategy, but have undergone detailed review and testing as part of Core Strategy preparation to assess whether they remain the best approach to growth. In particular, the Sustainable Futures Study has investigated potential development locations across the Lincoln area, with supporting information on sites from the Central Lincolnshire SHLAA and Employment Land Availability Study. Successive engagement with

stakeholders has also been undertaken as the Core Strategy has moved from options about the form and direction of growth for Lincoln (see Issues & Options Report) through to specific SUE proposals.

8.21 The emphasis on previously-developed land as a priority is consistent with the NPPF Core Planning Principles and has key benefits for Lincoln and Central Lincolnshire, including:

- Directing resources and investment to the existing urban area to maintain and strengthen its role as the hub of the Lincoln area
- Regenerating areas and sites that are derelict, vacant or underused, especially in central Lincoln
- Supporting the prosperity, vitality and diversity of the City Centre as a location for living, working, shopping, etc
- Reducing development pressure on greenfield land in the urban area and the surrounding countryside
- Making use of Lincoln's existing infrastructure and reducing the need to duplicate this in more peripheral locations
- Utilising locations that have good access to Lincoln's existing facilities, including its public transport hub, cycling and walking routes, thereby reducing journey lengths and reliance on the private car.

8.22 The evidence base, including housing monitoring data, indicates that significant capacity exists on previously-developed sites in the Lincoln PUA, and that new sources of previously-developed land are likely to continue to come forward through the lifetime of the plan. However, previously-developed land within the PUA is not sufficient on its own to meet the scale of growth proposed for the Lincoln, so other sources will be required.

8.23 Having assessed all reasonable options for the form and direction of growth, the three SUEs were selected as the most sustainable approach for Lincoln. Other options considered individually and in combination were: incremental piecemeal growth adjoining or near the PUA; major expansion of Lincoln's satellite villages; and one or more freestanding new settlements at some distance from Lincoln. None of these approaches matches the SUEs for overall sustainability.

8.24 In terms of specific locations, the three SUEs represent the most sustainable package for the Lincoln area based on their performance individually and collectively for sustainability and deliverability. Key considerations when assessing potential development locations included¹:

- Overall contribution to the wider Vision and Strategic Objectives for the Lincoln area
- Relationship to infrastructure and its delivery
- Proximity to Lincoln and its facilities to reduce new infrastructure requirements and minimise journey lengths and car reliance
- Potential to integrate physically and functionally with the existing built-up area, including impacts on existing centres, neighbourhoods and other settlements

¹ For further details, see Sustainable Futures (AECOM, 2012)

- Potential contribution to low carbon living, including renewable or low carbon energy schemes
- Social and economic benefits and opportunities
- Environmental impacts and ease of mitigation, including landscape, biodiversity, built heritage and natural resources
- Flood risk and drainage issues
- Deliverability and availability in relation to the plan period and key pieces of Lincoln's infrastructure, including the Lincoln Eastern Bypass.

Infrastructure to support growth

8.25 The growth of Lincoln will inevitably place greater demands on the area's infrastructure, including transport, education, health, water, sewage treatment, energy networks and so on. It is important that new development is supported by new infrastructure and contributes to its delivery.

8.26 Two key pieces of infrastructure have been identified in the Strategy for Growth, as follows:

- Lincoln Eastern Bypass
- Upgrading Lincoln's flood defences.

8.27 The SUEs in particular will need to be co-ordinated phased to these key infrastructure items. Further details are covered in the individual SUE policies.

Site allocation and the release of land in the Lincoln area

8.28 Apart from the three SUEs, the Core Strategy does not allocate individual sites either within or outside the Lincoln PUA boundary. Such allocation will be considered through the preparation of the proposed Allocations Document, and sites identified on a revised Policies Map if appropriate.

8.29 As discussed in Chapter 5 (Growing Central Lincolnshire), the Allocations Document will include consideration of the role and level of growth for settlements within the Rural Area, including those settlements that are within the wider Lincoln area but outside the PUA boundary, such as Saxilby, Nettleham, Welton, Skellingthorpe, Washingborough and Navenby. Such satellite settlements may have the potential for further growth in a supporting role to Lincoln where this can be achieved sustainably and is consistent with the aspirations of residents and stakeholders to be established through engagement.

8.30 It is stressed that this staged approach to site allocation within the Local Plan should not preclude development other than the SUEs coming forward ahead of the adoption of the Allocations Document. Such development proposals will be assessed against the Core Strategy policies, particularly Policy CL5, and any relevant saved policies. Clearly, it is intended and hoped that development on previously-developed sites and in the rest of the Lincoln area continues under the Core Strategy where it can demonstrate that it is sustainable and consistent with the NPPF and the development plan.

Policy L2 – Locational Priorities for Development in the Lincoln Area

In meeting the targets for housing and employment growth in the Lincoln area and to regenerate Lincoln, development will be focused simultaneously on previously-developed sites within the Lincoln Principal Urban Area (PUA) and in Sustainable Urban Extensions (SUEs) that are carefully integrated with Lincoln and other adjoining settlements and supported by necessary facilities and infrastructure provision.

Priorities for the allocation and/or release of land for development in the Lincoln area for the period 2011 – 2031 will be as follows:

- **Making best use of previously-developed land and buildings within the Lincoln PUA for housing and other uses, with first priority given to sites in Central Lincoln, followed by those in the rest of the PUA;**
- **Bringing forward, on a planned basis, three strategic Sustainable Urban Extensions (SUEs) as follows:**
 - ❖ **Western Growth Corridor (Land at Swanpool, Fen Farm and Decoy Farm, as allocated on the Policies Map) - approximately 2,700 dwellings and 40 ha of employment land within the plan period, plus related uses, community facilities and infrastructure, as detailed in Policy L8;**
 - ❖ **South East Quadrant (Land at Canwick Heath and Bracebridge Heath, as allocated on the Policies Map) - approximately 2,800 dwellings and 19 ha of employment within the plan period, plus related uses, community facilities and infrastructure, as detailed in Policy L9; and**
 - ❖ **North East Quadrant (Land at Greetwell, as allocated on the Policies Map) –approximately 2,000 dwellings and 6 ha of employment land, plus related uses, community facilities and infrastructure, as detailed in Policy L10; and**
- **Other sustainable housing sites within or adjoining the Lincoln PUA identified in the proposed Allocations Document, to provide the balance of housing if required.**

Policy L2 will be implemented by:

- The Central Lincolnshire Authorities working with partners, developers and communities to promote and bring forward previously-developed sites for re-use or redevelopment as part of the regeneration of Lincoln
- The Central Lincolnshire Authorities working with each other and with partners, developers and communities to promote and bring forward the 3 proposed Sustainable Urban Extensions and necessary supporting infrastructure
- Development management by the Central Lincolnshire Authorities
- Further policy development, including site allocations, in the Local Plan.

CONSERVING LINCOLN'S CHARACTER & HERITAGE

8.31 The level of growth planned for Lincoln presents a major challenge for the conservation of the natural and historic environment of the city and surrounding villages, requiring major change and development to be accommodated while maintaining and enhancing the contribution of these assets to Lincoln's quality of life and character.

Shaping Lincoln's Growth – Green Wedges and other Green Infrastructure

8.32 Lincoln's special character arises in large part from its unique setting around the Lincoln Gap, where the River Witham cuts east through the Jurassic limestone ridge from the Trent lowlands to the Fens. The City's historic core is focused on the north side of the Gap where Lincoln Cathedral forms a dominant landmark that can be seen from all parts of the city and surrounding areas. The flanking limestone escarpment of the Lincoln Edge north and south of the Gap also contributes to Lincoln's highly distinctive topography, having remained largely undeveloped, while the river valleys of the Witham and its tributaries penetrate the built-up area as green corridors that also help to define the shape of the city and link it to the surrounding countryside. Except on the south-east, where the suburb of North Hykeham extends for several miles, Lincoln retains the feel of a relatively small city surrounded by countryside. Currently, there is clear separation between Lincoln and its satellite villages which retain their character as individual settlements.

8.33 Earlier planning frameworks recognised the need to protect the setting and character of Lincoln and the surrounding villages by defining a network of Green Wedges. These were first identified in their current form in the City of Lincoln Local Plan 1998, and subsequently extended through joint working into the adjoining areas of North Kesteven and West Lindsey via the Lincolnshire Structure Plan (2006, now abolished) and the respective local plans for these areas. All existing Green Wedges defined in the Lincoln area are covered by saved policies in these 3 local plans, and have boundaries defined on the Local Plan Policies Map. The Regional Plan 2009 confirms the importance of the Green Wedges for Lincoln's urban fringe and requires their designation in new Local Plans.

8.34 The Core Strategy carries forward the existing Green Wedges as a key planning tool for shaping the growth and expansion of Lincoln and its relationship to the surrounding countryside and settlements. In particular, Green Wedges have a number of roles as follows:

- Protecting structurally important areas of open land to shape the form and direction of Lincoln's development, including prevention of coalescence between Lincoln and adjoining settlements
- Protecting the historic landscape setting and character of Lincoln from inappropriate development
- Conserving areas of importance for nature conservation or heritage assets
- Protecting long views into and out of Lincoln, including those of Lincoln Cathedral
- Providing recreational open space as part of a wider network of Green Infrastructure
- Providing an accessible attractive network for cycling, walking and horseriding

- Providing wildlife habitats and corridors.

8.35 The current Green Wedge network is shown indicatively on the Key Diagram for the Lincoln area, and will form the basis of the network over the plan period. However, a review of Green Wedges is proposed as part of the future development of the Local Plan. This will identify opportunities to consolidate, extend or enhance the network, and will make any revised or new boundary designations for Green Wedges as appropriate.

Other Green Infrastructure in the Lincoln area

8.36 Green Wedges are one element of a wider network of multi-functional open space or Green Infrastructure (GI) serving the Lincoln area. Policy CL24 covers the overall aims and policy approach to GI across Central Lincolnshire. Policy L3 below augments this with the specific issues and requirements relating to the Lincoln area.

8.37 The GI network for the Lincoln area is underpinned by the Central Lincolnshire Green Infrastructure Study (Chris Blandford Associates, 2011). This sets out a Green Infrastructure Concept Plan for the Lincoln Area (see p.32), the main components of which are:

- Strategic Green Corridors (see Policy CL24)
- Strategic Green Access Links (see Policy CL24)
- Lincoln Urban Green Grid
- Local Green Links.

8.38 The Authorities will work in partnership with others to deliver this network and other appropriate GI as part of the Strategy for Growth of the Lincoln area.

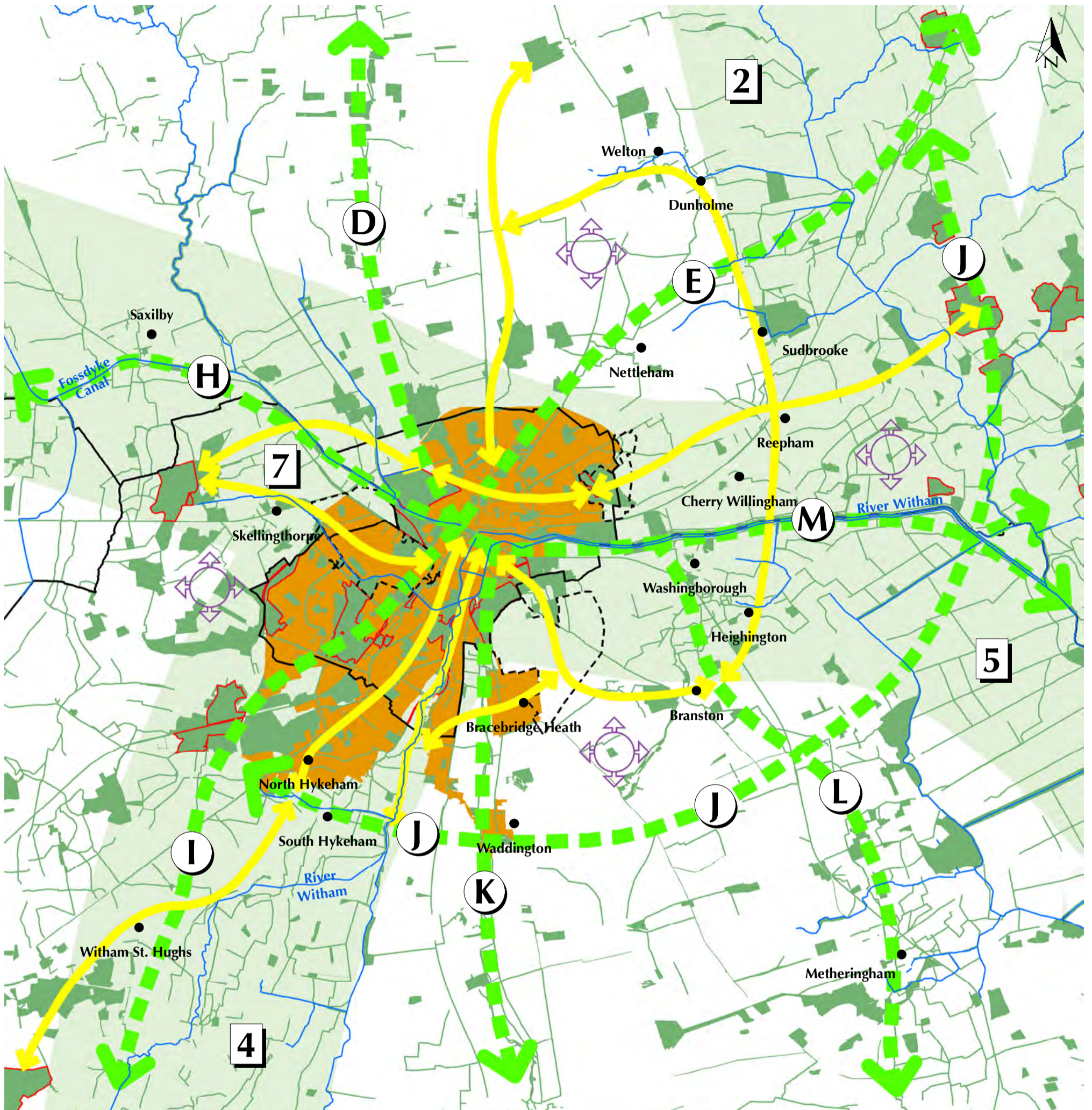
Lincoln's Natural and Built Heritage

8.39 Alongside its green infrastructure, the Lincoln area has a particularly rich and diverse natural and built environment, including:

- a varied landscape at the meeting point of 5 National Character Areas (Trent & Belvoir Vales; Northern Lincolnshire Edge with Coversands; Southern Lincolnshire Edge; Central Lincolnshire Vale; and Lincolnshire Fens);
- a rich and varied biodiversity reflecting the range of geological and ecological conditions that form one of Central Lincolnshire's biodiversity 'hotspots';
- a rich townscape with a large number of listed buildings and Conservation Areas;
- archaeology of international significance.

8.40 It is crucial that this heritage is conserved as part of the Strategy for the Growth of the Lincoln area, and that development helps to protect and enhance these environmental assets in terms of accessibility, setting and ongoing

Figure 1: Green Infrastructure Concept Plan for the Lincoln Area



- | | | | |
|--|---|---|--|
| <p>2 Strategic Green Corridors
Priority areas with key opportunities for strategic GI enhancement, linkage and creation</p> <ul style="list-style-type: none"> 2 Ancholme Green Corridor 4 Upper Witham Green Corridor 5 Lower Witham & Fens Green Corridor 7 Fossdyke Green Corridor | <p>D Strategic Green Access Links
Key opportunities for multi-user, predominantly off-road, strategic access routes</p> <ul style="list-style-type: none"> D Lincoln Edge North Link E Lincoln - Wolds Link H Fossdyke Canal Link I Upper Witham Link J Witham Valley Country Link - Limewoods Link K Lincoln Edge South Link L Lincoln - Sleaford Link M Lower Witham & Fens Link | <p>Lincoln Urban Green Grid
Priority area with key opportunities for greening of the built environment, including potential new sustainable urban extensions</p> <p>Local Green Links
Key opportunities for local GI linkages</p> <p>Proposed Sustainable Urban Extension
(as identified in the Central Lincolnshire Local Plan Core Strategy, Partial Draft Plan for Consultation, June 2012)</p> | <p>Wider Countryside
Opportunities for targeted environmental and access improvements</p> <p>Existing Strategic Greenspace</p> <p>Existing Accessible Natural Greenspace</p> <p>Proposed Areas of Search for New Accessible Natural Greenspace</p> <p>— Main Watercourses</p> <p>□ District Boundaries</p> |
|--|---|---|--|

This GI Network Concept Plan provides a strategic framework for delivery of GI. It is only illustrative and does not necessarily indicate a constraint on development.

conservation. Lincoln's heritage underpins its quality of life and appeal for residents, visitors and investors. Lincoln's historic buildings also form an invaluable resource for conservation-based regeneration to enhance the city's environmental quality of life, visitor appeal and economic prosperity.

8.41 Development in the Lincoln area will therefore be carefully assessed against relevant Core Strategy policies, particularly CL23 (A Quality Environment), CL24 (Green Infrastructure & Biodiversity) and CL26 (Design Quality), alongside Policy L3 below.

Policy L3 – Green Wedges and Green Infrastructure in the Lincoln Area

The Central Lincolnshire Authorities will work with partners and stakeholders to protect, enhance and deliver an integrated green infrastructure network for the Lincoln area. In addition to meeting the general principles for green infrastructure and biodiversity in Policy CL24, this network will meet the specific requirements for the Lincoln area, and will be achieved through development management, investment and appropriate management of land.

In relation to growth and development in the Lincoln area, the Local Plan will:

- 1) Protect and enhance the existing network of green spaces, including Green Wedges and wildlife sites, as defined and designated in the saved policies and Policies Maps of the Local Plans for the City of Lincoln, North Kesteven and West Lindsey, together with any future revisions to the network;**
- 2) Undertake a review of the existing Green Wedge network as part of the Central Lincolnshire Local Plan to consolidate, enhance and, where appropriate, extend the network, including revised or additional designation of land if required, taking account of:**
 - i. The opportunities identified in the Green Infrastructure Study for Central Lincolnshire;**
 - ii. the proposed locational priorities for development in the Lincoln area, including the Sustainable Urban Extensions, as set out in Policy L2;**
 - iii. the other requirements and objectives set out in this policy;**
- 3) Pursue the planning and delivery of the proposed Green Infrastructure Network for the Lincoln Area as illustrated in the Concept Plan, including:**
 - i. The provision of Strategic Green Access Links within a landscaped setting to connect communities and businesses with local leisure opportunities/destinations, green spaces and public transport services;**
 - ii. The protection, enhancement and creation of Local Green Links to**

connect the Lincoln Urban Green Grid to the Strategic Green Access Links, greenspace and habitats in the countryside around the city, including the Witham Valley, and also to the surrounding satellite villages;

- 4) Support the delivery of the Witham Valley Country Park through the creation of a substantial, accessible network of managed outdoor spaces for the benefits of residents and visitors;**
- 5) Protect the Lincoln Edge escarpment and its natural character from inappropriate development;**
- 6) Protect and enhance the environmental quality of landscapes that contribute to the character and setting of Lincoln and its setting, including the key access corridors, Green Wedges and woodlands;**
- 7) Retain existing important natural green spaces and provide significant levels of habitat re-creation to form stepping stones to link existing wildlife habitats;**
- 8) Provide extensive levels of new accessible natural green space to meet the needs of the expanding population for outdoor recreational space, and to act as ecological buffer zones to protect sensitive wildlife habitats;**
- 9) Protect, enhance and promote managed access to archaeological sites, historic landscapes and other historic environmental assets as part of the Green Infrastructure Network;**
- 10) Promote the use of green roofs and walls to provide wildlife linkages between green spaces.**

Development in the Lincoln area will be required to be in accordance with these principles and requirements.

Explanation of Policy L3:

8.42 All existing Green Wedges and related designations for the natural environment and biodiversity in the saved policies of the 3 district Local Plans are confirmed within the Core Strategy for planning and development management purposes until such time as they are reviewed and updated within the Central Lincolnshire Local Plan. This network will be protected as part of the Strategy for Growth in the Lincoln Area, and planning permission not normally granted for development on land covered by these designations except when it complies with the relevant saved policy and is consistent with the Central Lincolnshire Local Plan. Exceptionally, where development within a Green Wedge or a related open space designation is proposed as part of a SUE that is allocated in the Core Strategy, this may be considered acceptable provided it forms part of a coherent masterplan for the SUE as a whole and that compensating strategic open space is satisfactorily demonstrated and delivered as part of the proposal.

Policy L3 will be implemented by:

- The Central Lincolnshire Authorities working with each other, partners and local communities to develop and implement strategies and proposals for green infrastructure in the Lincoln area
- The Central Lincolnshire Authorities and partners pursuing investment and funding for the provision and management of green infrastructure
- Promoting green infrastructure objectives in other strategies and programmes, and developing linkages between green infrastructure and other strategies
- Promoting green infrastructure objectives in the land management practices of the Central Lincolnshire Authorities, partners, stakeholders, communities and individuals
- Development management decisions by the Central Lincolnshire Authorities, including appropriate masterplanning processes
- Further policy development in the Local Plan, including site allocation and designation

LINCOLN'S ECONOMY

8.43 As a Regional Centre, Lincoln is of crucial importance to Central Lincolnshire's economic growth and prosperity. In line with the Economic Strategy objectives, economic resilience in the Lincoln area will be achieved by:

- Diversifying the employment offer
- encouraging inward investment
- ensuring the availability of a skilled labour force, and
- providing sufficient high quality employment land.

8.44 Key sectors identified for growth in the Lincoln area include:

- specialist engineering and manufacture, including low carbon technologies
- retail
- tourism and cultural industries
- construction and energy saving
- business and professional services

8.45 The Central Lincolnshire Authorities are addressing skills levels in Lincoln through a number of initiatives including neighbourhood access centres, a redundancy support scheme and an Education Business Partnership. The provision of new schools is also being sought through the Infrastructure Delivery Plan. Along with the proposed expansion of the University of Lincoln and the strengthening of the relationship between the University and the business sector, these measures will help to improve educational attainment and graduate retention.

8.46 The provision of suitable development opportunities for the growth sectors for the area Lincoln is evidenced in the Central Lincolnshire Employment Land Review, and underpins the figures set out below in Policy L4.

8.47 Issues cited by companies looking to relocate in Lincoln include access and parking problems and the lack of freehold office and industrial premises with space to grow. To address these issues, a package of transport measures is proposed for the Lincoln area including new infrastructure, improved public transport, walking and cycling connectivity, and a parking strategy. As part of the economic strategy for Lincoln, the Central Lincolnshire Authorities therefore support the identification and funding of appropriate transport infrastructure, as well as providing a choice of employment sites in locations that meet the needs of the existing and future businesses.

8.48 A significant number of economic opportunities exist across the Lincoln area including:

- Intervention sites identified in the City Centre Masterplan
- The Sustainable Urban Extensions
- Sites along the A46 corridor to the west of Lincoln, such as Teal Park / LN6 and a high quality business park at the Western Growth Corridor
- The Brayford Enterprise Park
- The University Science Park
- Regeneration sites identified in Policies L5 and L6.

8.49 The City Centre is an important location for a range of employment opportunities including retail, offices, services, cultural industries and the public sector, including local authorities and the police. Currently, these public services are heavily focused in Lincoln's Civic Quarter but may decide to reconsider their locations in future years to tie in with wider provision. If so, this area with its secondary routes to the historic core of uphill Lincoln could offer huge potential for economic regeneration.

8.50 The proposed SUEs will be masterplanned to ensure new residential development is supported by employment that can be easily accessed by all modes, and take advantage of new transport infrastructure such as the Lincoln Eastern Bypass, in line with policies L8 to L10.

8.51 The LN6 area, centred on Hykeham, offers major opportunities for employment growth based on its proximity to the A46 and available sites. The area has received support for its Neighbourhood Plan from the DfT's Local Sustainable Transport Fund.

Policy L4 – Employment Priorities in the Lincoln Area

The Central Lincolnshire Authorities will work with their partners and other stakeholders to strengthen, broaden and grow the economy of the Lincoln area in line with the status of the Lincoln Principal Urban Area (PUA) as a Regional Attractor within Central Lincolnshire.

In pursuit of this, the Central Lincolnshire Authorities will help to improve conditions for investment through: identifying infrastructure needs and funding for their provision; the allocation of employment sites in the Local

Plan in line with policies CL7, CL23, CL26, L5 and L6; improving quality of place; supporting the delivery of the City Centre Masterplan; and initiatives to improve training and education.

The Local Plan will support the following sectors as clusters that offer a strong basis for growth:

- specialist engineering and manufacture, including low carbon technologies
- retail
- tourism and cultural industries
- construction and energy saving
- business and professional services
- Health

To attract inward investment and the expansion of existing businesses, a wide choice of sites and accommodation types will be required. In particular, the following will be encouraged in the Lincoln PUA:

- Small industrial workshops (0-200 sq.m) particularly in the north and south of the City
- Grow-on industrial space (200-500 sq.m units)
- Serviced offices (50-200 sq.m) at both city centre and business park locations
- Offices – (100-500 sq.m) suites in city centre
- Offices – (1500-3000 sq.m) units– both city centre and business park locations
- Incubator units/managed workspace.

In accordance with Policy CL4, approximately 140 ha of land will be allocated in the Local Plan for employment use within and immediately adjoining the Lincoln PUA to meet the employment needs of both the existing and future population including the following allocations at the Sustainable Urban Extensions:

- Western Growth Corridor – 40 ha
- South East Quadrant – 19 ha
- North East Quadrant – 6 ha

Other priority locations to cater for economic growth, within which development will be positively encouraged include, but are not limited to:

- Employment sites delivered through the City Centre Masterplan
- Teal Park / LN6
- Brayford Enterprise Park
- University Science Park

The allocation of specific sites will be made through further Local Plan work involving a criteria-based assessment of both existing and potential new

allocations to provide a portfolio of high quality sites that are accessible, flexible to the needs of modern industry, deliverable and meet the needs of Central Lincolnshire's population as it grows.

The take-up of employment land will be monitored and allocations reviewed both to ensure deliverability of sites and that the needs of the labour force are being met. The sector and premises priorities for growth will also be reviewed and updated as necessary in line with the Central Lincolnshire Economic Strategy.

Policy L4 will be implemented by:

- The Central Lincolnshire Authorities working with each other and with partners, developers and communities to promote and bring forward the 3 proposed Sustainable Urban Extensions and necessary supporting infrastructure
- Development management by the Central Lincolnshire Authorities
- Further policy development in the Local Plan, including site allocations
- Implementation of the Central Lincolnshire Economic strategy and work with key stakeholder including the Lincolnshire Local Enterprise partnership to bring forward new economic development
- City Centre Management initiatives such as the Business Improvement District.
- Alignment between the Local Plan and relevant strategies and initiatives affecting the City Centre, including the Local Transport Plan
- Regeneration of Lincoln (see Policy L5)

REGENERATING LINCOLN

8.52 In recent years, the Lincoln area has seen major successes in tackling physical, social and economic needs left as a legacy of the decline of Lincoln's employment base in heavy engineering and industry from the 1980s. The development of Lincoln University from the mid 1990s has contributed strongly to the city's revival, bringing new investment and cultural diversity, and regenerating areas to the west of the City Centre along the Brayford Waterfront. In addition, there have been major new cultural developments in the Danesgate area, and neighbourhood management initiatives that seek to improve areas in the City where deprivation is an issue.

8.53 Continuing to build on these successes is a key challenge, and will be achieved by improvements and investment in the remaining legacy areas and communities with regeneration needs. The City of Lincoln Local Plan 1998 (CLLP) strategy for urban regeneration focused on a central crossroads: one axis running east/west, the other north/south, with a crossing in the heart of the city. Whilst this is still relevant, regeneration needs extend much further across the city including inner urban areas and peripheral housing areas.

8.54 Area regeneration will relate largely to ensuring that the housing, economic and social needs of future and existing residents can be met through new development while protecting or enhancing Lincoln's environmental quality and assets. Neighbourhoods with high levels of social deprivation will be prioritised,

which currently include those covered by Lincoln City Council's Neighbourhood Management initiatives. Neighbourhood Management teams work with some of the most disadvantaged communities across the city on a wide variety of community development projects. These are currently overseen by a Neighbourhood Board (or Partnership); there are currently 5 such Boards operating in the city with early focus being in areas such as St. Giles and Moorland.

8.55 Other inner urban neighbourhoods with aging housing or poor quality environments include those in Park and Abbey wards. Several schemes will encourage regeneration, including the new East-West Link road, Lincoln North East Quadrant SUE, Lindongate, and a recent planning permission for 150 new apartments on Newark Road. The East-West Link will, for example, improve the level of access to underused and derelict sites along its route and allow new commercial and residential development and public spaces to be created. In addition, areas of traffic pressure, such as the southern High Street, will in part be relieved by the scheme and by the Lincoln Eastern Bypass, thereby enabling improvements to the quality of the environment. The North East Quadrant provides an opportunity to develop a new Sustainable Urban Extension whose influence can extend beyond its boundaries to encourage new investment in areas adjoining the site such as the Allenby Road industrial area. Poor housing will also be addressed through schemes such as the Empty Housing Strategy and by regulation and enforcement of private sector housing standards, licensing and accreditation including Houses in Multiple Occupation, landlords and student accommodation.

8.56 In addition, there are number of significant developments in the pipeline that should help to enhance social and economic conditions in their locations, including the extension to the Wragby Road Tesco Extra Superstore and the Castings at North Hykeham.

Policy L5 - Regenerating Lincoln

The Central Lincolnshire Authorities will pursue the regeneration of the Lincoln area economically, socially and environmentally, and will seek to address social deprivation through new housing, employment, social, environmental and public realm development and other improvements.

To achieve this, the Local Plan and development proposals will support the following regeneration priorities:

- 1) The creation of sustainable neighbourhoods where the day-to-day needs of residents and businesses can be met within a walkable distance;**
- 2) Ensuring that the allocation of sites for housing and employment development supports regeneration where possible;**
- 3) Promoting appropriate development, including new housing and employment schemes, in areas of high deprivation;**
- 4) Improving the City Centre, including its retail, commercial and residential offer, as detailed in Policy L6;**

- 5) Maintaining, strengthening and improving East-West and North-South connectivity, particularly in the City Centre;**
- 6) Restructuring Lincoln's public transport infrastructure to improve accessibility and create a single and seamless interchange in the City Centre;**
- 7) Enhancing the public realm through the creation of new public spaces and improvement of existing spaces; and**
- 8) Improving access to derelict or underused sites through new transport infrastructure and encouraging inward investment.**

Policy L5 will be implemented by:

- The Central Lincolnshire Authorities working with each other, partners and local communities to develop and implement strategies and proposals for the regeneration of the Lincoln area including the Local Enterprise Partnership
- The Central Lincolnshire Authorities and partners pursuing investment and funding for regenerating the Lincoln area
- Promoting regeneration objectives in other strategies and programmes, and developing linkages between the Local Plan and these
- Development management decisions by the Central Lincolnshire Authorities, including appropriate masterplanning processes
- Further policy development in the Local Plan including site allocation and designation

LINCOLN CITY CENTRE

8.57 Lincoln City Centre is the main hub in Central Lincolnshire 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, hotels, bars and cultural venues including the Drill Hall, Engine Shed and theatre. It has seen many changes in recent years, including the development of a Cultural Quarter based around the Collection. As Central Lincolnshire grows, the City Centre will need to continue to evolve to ensure that Lincoln's role as a Regional Attractor is maintained and enhanced to meet the needs of shoppers, residents, businesses and visitors.

8.58 However, there are a number of barriers that, if not addressed, could hamper the delivery of improvements. In particular, issues include:

- ensuring sufficient land for employment and retail development
- access and movement
- parking

8.59 The north and south sections of High Street are, in part, severed by the railway line with the section north of the railway line performing more strongly than the southern section, while links between uphill and downhill Lincoln could be

improved. Nevertheless, the High Street still dominates the City Centre with very little leakage east or west of this axis. Part of the reason for this is poor connectivity and a large number of derelict and underused buildings and sites. Better linkage of the surrounding neighbourhoods to the City Centre is needed for them to benefit fully from their close proximity to its range of facilities and opportunities.

8.60 Policies CL4, L1 and L4 will in part address issues relating to land availability but this will need to be delivered in conjunction with other improvements. In particular, the East-West Link road will provide an alternative route to the High Street to overcome the problem of increased down time at the rail crossing and to improve access to the bus / rail interchange proposed as part of the Lindongate scheme.

City Centre Retailing & the Central Shopping Core

8.61 Lincoln City Centre benefits from a broad retail offer that currently sustains it as a thriving retail centre. As well as the larger national retailers, it has the diverse/niche shops of the historic Uphill area and the vibrant entrepreneurial small business market in South High Street. It is, therefore, largely focused on comparison goods (for example electrical items and clothes) whilst the edge-of-centre and out-of-centre developments are largely anchored by convenience (food) shopping.

8.62 However, there is no room for complacency. While Lincoln's national retail ranking was 39th in 2011², placing it ahead of Meadowhall Shopping Centre and emphasising its regional importance for retailing, its ranking has declined from 35th in 2005 and 30th in 2007. While this relative decline is likely to be linked to the UK recession, a 'do nothing' scenario could lead to Lincoln being unable to strengthen its retail offer and greater competition from other centres including Grimsby, Newark and Grantham. A lack of current space for new retail and leisure operators could pose a particular risk in future if not addressed. The City & Town Centres Study 2012 identifies the need for significant additional retail floorspace in Lincoln up to 2031, with a City Centre first approach, plus improvements to lower tier Centres in line with Policy L7. In the City Centre, Lindongate is seen as the priority for additional facilities over the short to medium term. This will deliver a large proportion of the required retail space as well as commercial elements and parking. However, there may also be potential for the redevelopment of land at St Mark's Retail Park in the longer term to benefit the overall vitality and viability of the City Centre. Improvements to the Waterside Shopping Centre, given its link to the Lindongate Scheme, and the opportunity to improve its connections with the riverfront, would also be supported.

8.63 Expansion of the shopping core boundary to reflect these developments will be considered in detail in the next stages of the Local Plan, alongside those of the other centres in Central Lincolnshire as identified in Policy CL20.

City Centre Masterplan

8.64 The role of the City Centre Masterplan is an important strategic one, influencing development, policy and delivery and, whilst not a formal planning

² Venuescore

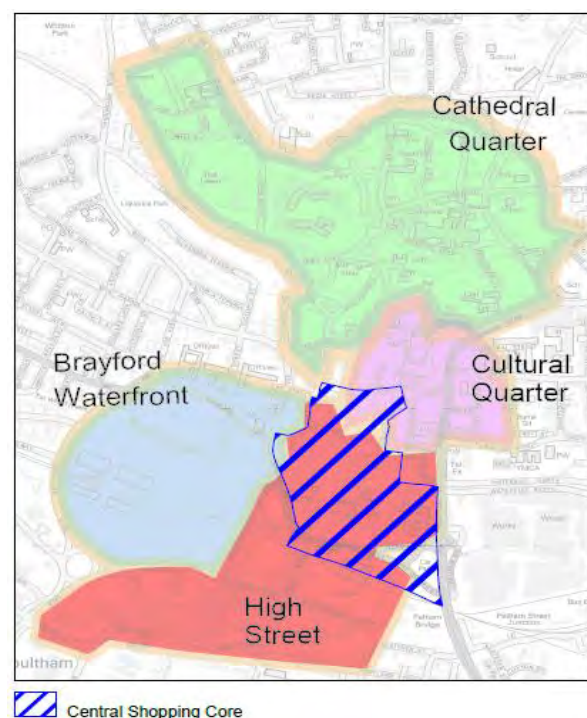
document, will be used as material consideration in planning applications. It is a framework for future decision-making that will steer development to achieve the Vision for Lincoln. Some work has already taken place, such as public realm improvements to the High Street and Bailgate but more is still required.

8.65 The City Centre Masterplan has recently undergone a refresh, but still continues to identify key intervention sites that relate to individual areas, providing background information on each location, notable achievements to date, key observations, and recommended specific measures and design principles. It also presents five main principles that will help to deliver a vibrant, well-connected and well-managed City Centre with a strong mix of uses. These principles are:

- 'Re-stitching' the City Centre to its wider context – a Movement Strategy and Street Hierarchy that aim to provide existing and proposed new communities sustainable neighbourhoods with improved connectivity;
- Consolidating Urban Blocks – ensuring new development relates effectively with the public realm and strengthens and enlivens the City's streets;
- Achieving a Good Mix of Uses;
- A Strategic Merchandising Plan – a Retail Strategy for the City to strengthen Lincoln's retail market dominance and contribute directly to the wider visitor offer;
- Enhancing Lincoln's Character Areas – considers how future proposals should collectively enhance the City's diverse and people orientated cultural offer.

8.66 The Masterplan and proposed intervention sites have a relationship with the City Centre 'quarters' that have been defined based on their roles and concentrations of particular uses. This branding helps coherence and usability of the City Centre.

Figure 2 – Lincoln City Centre and its main quarters



Policy L6 - Lincoln City Centre

The Central Lincolnshire Authorities will work with partners and stakeholders to promote, improve and grow Lincoln City Centre as the main hub in Central Lincolnshire for retail, employment, leisure, culture and other services, and for the visitor economy, in line with Lincoln's role as a Regional Attractor and the proposed growth in Central Lincolnshire.

To achieve this, the Local Plan will:

- 1) Plan for a City Centre that is high quality, sustainable and fit-for-purpose, in line with the Core Strategy's Vision and Objectives for the Lincoln area. This includes the physical expansion of the City Centre to meet identified growth needs where this is supported by robust evidence;**
- 2) Seek to enhance the overall offer that the City Centre provides in terms of the range and quality of services and facilities for visitors and residents;**
- 3) Protect and enhance the quality, attractiveness, character and assets of the City Centre as a place to visit, work and live, in line with policies CL23, CL24 and CL26;**
- 4) Support the creation and enhancement of distinctive quarters within the City Centre in accordance with partner strategies and initiatives;**
- 5) Improve pedestrian linkages, walkability and connectivity within the City Centre, and between the City Centre and adjoining residential areas;**
- 6) Seek to further improve the linkage between uphill and downhill areas of the City Centre in terms of pedestrian access and public transport, including promotion of innovative solutions such as a funicular railway where such can be demonstrated to have an acceptable impact;**
- 7) Ensure that access to the City Centre is maintained and enhanced in the context of the growth of Lincoln and Central Lincolnshire, with priority given to walking, cycling and public transport, as part of the wider Transport Strategy for the Lincoln Area;**
- 8) Support the ongoing regeneration of areas within the City Centre, in line with Policy L5;**
- 9) Support the ongoing development of higher and further education establishments in the City Centre, including the University of Lincoln, and ensure that these are well integrated with and contribute positively to their surroundings physically, socially and economically;**
- 10) Prioritise the City Centre as a location for development for retail and other town centre uses in line with Policy CL20.**

Area policies, designations and site allocations in future Development Plan

Documents will be prepared as appropriate to support the implementation of this policy.

Development in the Lincoln area will be required to be in accordance with the above principles and requirements.

Policy L6 will be implemented by:

- Working in partnership with relevant stakeholders and developers.
- City Centre Management initiatives.
- Alignment between the Local Plan and relevant strategies and initiatives affecting the City Centre, including the Local Transport Plan.
- Development management decisions by the Central Lincolnshire Authorities.
- Preparation of further policies in Local Plan, including new/revised site allocations and designations as required.
- The regeneration policy, which provides a framework against which any new proposals will be assessed, support the City Centre Masterplan, and other delivery mechanisms that are identified by appropriate evidence, and encourage joint working with key stakeholders and partners to realise regeneration opportunities.

OTHER CENTRES IN THE LINCOLN AREA

District & Neighbourhood Centres

8.67 The provision of retail and related services in the Lincoln PUA is based on a range of centres of differing size and role, ranging from the City Centre to small centres containing a few shops that serve purely local needs. The Core Strategy defines a hierarchy of centres for Central Lincolnshire as a whole in Policy CL20, based on the City & Town Centres Study (2012). Below Lincoln City Centre (Tier 1) and the town centres (Tier 2), two tiers of centre are defined based on size and catchment area as follows³:

- Tier 3 = District Centre
- Tier 4 = Neighbourhood Centre

8.68 In addition to centres previously designated in the saved Local Plans, the Core Strategy identifies further District and Neighbourhood Centres within or adjoining the Lincoln PUA as follows:

- (i) Existing areas which are considered to operate as District or Neighbourhood Centres, based on the Core Strategy evidence base and previous work on the City of Lincoln LDF:

³ The roles of District and Neighbourhood Centres are defined in Core Strategy Policy CL20 and are based on the national hierarchy set out in former Planning Policy Statement 4: Planning for Sustainable Economic Growth (DCLG, 2010). This hierarchy was applied to Central Lincolnshire via the City & Town Centres Study (2012).

- Carlton Centre/Wragby Road (= District Centre)
- Burton Road (= Neighbourhood Centre)
- Monks Road (= Neighbourhood Centre)

(ii) Future District and Neighbourhood Centres that will be needed in connection with the proposed SUEs for Lincoln, as set out in the individual policies for these sites.

Policy L7 – District & Neighbourhood Centres in the Lincoln Area

The Central Lincolnshire Authorities will support the maintenance and development of a network of attractive, thriving and accessible District and Neighbourhood Centres to serve local retail and service needs in the Lincoln Principal Urban Area, in line with Policy CL20. Such Centres will complement but not compete with the City Centre. Proposals for development in District and Neighbourhood Centres will be required to:

1. Contribute to the vitality and mix of uses in that Centre, and meet a need within the immediate locality;
2. be appropriate in scale and nature to their location; and
3. Prioritise and promote access by walking, cycling and public transport.

The following are designated as District Centres to serve the Lincoln PUA:

<i>Administrative Area</i>	<i>District Centre</i>	<i>Relationship to Saved Local Plans, including Site Boundaries</i>
City of Lincoln	Birchwood	Defined as DMUC in CLLP. Boundary retained.
	Nettleham Road	Defined as DMUC in CLLP. Boundary retained.
	Wragby Road/ The Carlton Centre	This designation enlarges the Wragby Road DMUC, as defined in CLLP, to include the Carlton Centre. There is no policy boundary for the latter at present, so this will be defined by the Local Plan review as appropriate.
North Kesteven	The Forum (North Hykeham)	Defined as District Centre by NKLP, but no defined boundary. Latter to be defined by Local Plan review as appropriate.

The following are designated as Neighbourhood Centres to serve the existing built-up areas of the Lincoln PUA:

Administrative Area	Neighbourhood Centre	Relationship to Saved Local Plans, including Site Boundaries
City of Lincoln	Burton Road	Defined as Local Shopping Centre in CLLP. Boundary retained for Neighbourhood Centre designation.
	Junction of Boutham Park Road and Skellingthorpe Road	Defined as DMUC in CLLP. Boundary retained for Neighbourhood Centre designation.
	Monks Road (including Post Office and Co-op Food Store)	Not identified as a centre in CLLP. Boundary to be defined by Local Plan review as appropriate.
	Newark Road (Bracebridge)	Defined as DMUC in CLLP. Boundary retained for Neighbourhood Centre designation.
North Kesteven	Bracebridge Heath	All 3 centres are defined as District Centres in NKLP, but do not have site boundaries. Latter to be defined by Local Plan review as appropriate.
	Old Hykeham (North Hykeham)	
	Waddington	

Additionally, new District and Neighbourhood Centres will be required in relation to the proposed Sustainable Urban Extensions (SUEs) in the Lincoln area, in line with Policy CL20 and the relevant policy for each SUE.

The status of centres in the Rural Area, including existing District Centres, will be reviewed and revised as appropriate as part of the wider review of settlement roles in the proposed Allocations Document.

Explanation of Policy L7:

8.69 Policy L7 provides more detail on the retail centres for the Lincoln PUA by setting out the individual District Centres and Neighbourhood Centres serving the area. It is noted that the terms District Centre and Neighbourhood Centre have been chosen to provide consistency across the Lincoln PUA, and in some cases involve redesignation or renaming of existing centres. In relation to the saved City of Lincoln Local Plan (CLLP), the new designations replace the term District Mixed Use Centre (DMUC). However, as they essentially correspond to Lincoln's DMUCs in terms of the location and broad role of these centres, all existing DMUCs are confirmed as

either a District or Neighbourhood Centre in the Core Strategy. The site boundaries of the former DMUCs are therefore retained under saved Policy 74A of the CLLP, as shown on the adopted Policies Map, until such time as they are reviewed and amended within the joint Local Plan process. In relation to the saved North Kesteven Local Plan (NKLP), centres within the PUA that were defined as District Centres have been reviewed by the City & Town Centres Study (2012) and confirmed or redesignated as appropriate. Site boundaries for such centres are not defined in the NKLP, so these will be identified as appropriate in the joint Local Plan. Details of the new and previous status of each centre are set out in the policy.

Policy L7 will be implemented by:

- Aligning the Local Plan with relevant strategies and initiatives relating to the District Centres and how they link with surrounding areas and neighbourhoods
- Preparation of further policies in the Local Plan, including new/revised boundaries for centres as required
- Development management decisions by the Central Lincolnshire Authorities

Smaller Centres in Lincoln

8.70 Individual centres below the Neighbourhood Centre tier are not identified in the Core Strategy, as these are not considered to play a strategic role in planning the Lincoln area, albeit that they are important locally and will normally be protected under Policy CL20 (Retail & Town Centres in Central Lincolnshire). It is noted that saved Policy 74A in the City of Lincoln Local Plan defines Local Shopping Centres, and that this designation is proposed for retention alongside the Core Strategy. The Local Shopping Centres are shown on the adopted Policies Map, and saved Policy 74A also sets out the uses that are considered appropriate within them for development management purposes. It is envisaged that such centres will be reviewed as part of the Local Plan in future, and revised or renewed designations made if necessary.

SUSTAINABLE URBAN EXTENSIONS TO LINCOLN

8.72 Three urban extensions to Lincoln are proposed for the plan period, as set out in Policy L2 above. They are:

- 1) Western Growth Corridor (land at Swanpool, Decoy Farm and Fen Farm);
- 2) North East Quadrant (land in the Greetwell area including the former Greetwell Quarry); and
- 3) South East Quadrant (land at Canwick Heath and Bracebridge Heath)

8.73 Details of each proposed SUE are set out below under the individual SUE policies.

8.74 Collectively, the SUEs constitute about 40% of the total housing target for the Lincoln PUA for the plan period. They are a key component of the Lincoln Area

Strategy for Growth, providing planned expansion of the city in a way that maximises sustainability and the benefits for the Lincoln area.

8.75 The three SUEs will need to be delivered in a phased and co-ordinated way based on the delivery of key pieces of supporting infrastructure. The completion of the Lincoln Eastern Bypass is of particular significance, as transport modelling work indicates that it is needed for satisfactory access and traffic management for both the North East Quadrant and South East Quadrant. Western Growth Corridor is not dependent on such major road construction beyond the provision of key access points, but will require the prior completion of appropriate flood risk management measures. It is therefore envisaged that development of Western Growth Corridor will be able to commence earlier than the other two SUEs.

WESTERN GROWTH CORRIDOR (SWANPOOL)

8.76 Western Growth Corridor (WGC) lies between Lincoln City Centre and the A46 Bypass on the west side of Lincoln. It will be a masterplanned SUE that exploits its close proximity to the City Centre and other adjoining built-up areas through appropriate linkages whilst also forming a distinctive new community of one or more defined neighbourhoods that have their own facilities including shops, primary schools and employment. In line with the Vision developed for WGC⁴, it will be a flagship development for the growth and renaissance of Lincoln as a thriving and sustainable city, with high quality design that incorporates cutting edge approaches to low carbon living and water management.

8.77 The proposed SUE will deliver approximately 2,700 new homes by 2031 (with the potential for more beyond that date)⁵ including a broad mix of housing types and sizes to meet a range of needs. Key to the development will be one or more new Centres (envisaged as one for each main neighbourhood) that will incorporate a range of facilities serving the SUE's local needs including local shops, a community centre, and other uses such as a health centre, post office, and places of worship. Housing should also be included as an integral part of the Centre(s) to ensure a range of uses and passive surveillance.

8.78 Alongside housing, the SUE will contain significant new employment development to provide job opportunities for residents as well contributing to Lincoln's wider employment needs as identified in Policy L4 (Employment Priorities in the Lincoln area). Some large-scale employment is envisaged in the form of business parks located at the eastern and western ends of the site, adjoining the City Centre and A46 bypass respectively. Additionally, there will be opportunities for smaller-scale employment in the new Centres.

8.79 The SUE will exploit its potential for low carbon energy provision, including district heating or Combined Heat & Power (CHP), based on the range of different energy users within and adjoining the site. In particular, areas to be considered for inclusion and/or linkage for district heating include Beever Street, Lincoln University

⁴ Note: a Vision for WGC is set out in the City of Lincoln Council's objectives for the site, and is being refined through the engagement process for use in the Core Strategy

⁵ Note: subject to the completion of appropriate supporting work on site capacity and flood management solutions currently in progress

Campus and Birchwood, as well as potential linkage to the North Hykeham Energy from Waste (EfW) plant.

8.80 Road access to the site will be via a number of points, including Tritton Road, Beevor Street, Skellingthorpe Road and the A46, as part of a sustainable transport approach that will favour modes of travel and movement other than the private car. High quality and efficient public transport links to the City Centre and other key locations are crucial, and should be linked to improved services for the surrounding areas such as Birchwood and Skellingthorpe. Connectivity by walking and cycling will be a key feature both within the SUE and its linkage to surrounding areas, with a high quality network of walking and cycling routes that are attractive and safe. In particular, the network will make full use of the green corridors and other green infrastructure for the site, and link to adjoining routes to key destinations including the City Centre, Birchwood, Hartsholme Park and Sustrans cycle route along the Fosdyke.

8.81 The management of flood risk is a crucial issue for delivering the site's potential as an SUE. The severity of risk at present varies across the site, which is split between Flood Zones 1, 2 and 3. It is recognised that a significant area of the site identified for development potential falls within Flood Zone 3, albeit that it is currently protected by Lincoln's existing flood defences. Work is currently underway to identify a technical solution that reduces the level and severity of flood risk to an acceptable level while enabling sufficient housing to meet Lincoln's growth targets. Opportunities to upgrade Lincoln's flood defences form part of this consideration.

8.82 The creation of a high quality environment for living and working is central to the vision for WGC as an attractive, sustainable and innovative development. Structural green space will form an integral part of the development, and provide a range of functions including water and flood management, recreation and relaxation space, nature conservation, and also provide opportunities for allotments, sports facilities, biomass production and other open space uses. High standards of urban design will be a feature of the SUE, with imaginative and inspiring layouts and buildings that reflect both the site's potential for low carbon energy (particularly district heating/CHP) and its distinctive setting close to Lincoln with dramatic views of the Cathedral and historic hillside. Appropriate 'theming' of styles and materials and 'branding' of street furniture and signage across the development are sought to increase the identity of the development as a new and distinctive community within Lincoln. High quality hard and soft landscaping will contribute the SUE's emphasis on quality and sense of place.

8.83 The SUE will protect, and where appropriate enhance, existing natural and historic environmental assets within or near the site, including appropriate management arrangements for visitor access where required. Identified assets include:

- (i) Critical Natural Assets as designated in the City of Lincoln Local Plan [reference numbers refer to Appendix C of that Plan]:
 - The Pheantry [20]
 - Catchwater Drain [21]
 - Foal Close [22]

- Land east of Foal Close [23]
- Swan Pool [24]
- Boultham Mere (Local Nature Reserve) [25]; and

(ii) The Old Decoy Scheduled Ancient Monument in North Kesteven.

8.84 Additionally, the following areas are designated as Basic Natural Stock in the City of Lincoln Local Plan and are therefore subject to saved Policy 44B of that Plan as confirmed by Core Strategy Policy L3 [reference numbers refer to Appendix C of the City of Lincoln Local Plan]:

- Land north of Skellingthorpe Road [49]
- Fen Plantation [50]
- Skewbridge Swath [51]
- Skewbridge Former Tip [53]
- Spike Island [56]
- Pyewipe to West Holmes Junction [57]

8.85 There are currently outline planning applications for the site, though these have been on hold pending the resolution of the flood risk management issues noted above. It is envisaged that a fully revised or new application will be developed alongside or shortly after the Core Strategy to reflect the updated position. Accompanying the revised application will be a detailed Masterplan and Phasing Plan setting out how the development will be delivered over the plan period.

8.86 It is expected that construction will commence on site in 2015 and the SUE will be built out at between 100-150 dwellings per annum initially. Infrastructure requirements and affordable housing provision will be triggered through different phases of development and in accordance with the Masterplan and Phasing Plan accompanying the outline planning application.

Policy L8 – Lincoln Western Growth Corridor (Land at Swanpool, Fen Farm and Decoy Farm)

This area to the west of Lincoln, as shown on the Policies Map, is identified as a strategic site for a Sustainable Urban Extension (SUE) to deliver the following mix of uses:

- **Approximately 2,700 dwellings to be constructed in the plan period to 2031 as part of a larger development beyond that plan period;**
- **Employment uses (offices, start-up units, Research & Development uses, warehousing and light industry compatible with its location) totalling approximately 40 hectares, in the form of:**
 - **A high quality business park of approximately 26 hectares in the Decoy Farm and Fen Farm area;**
 - **A business park of approximately 11 hectares located at the eastern end of the SUE ; and**
 - **Smaller-scale employment provision of an appropriate scale and**

type in the proposed Centres;

- **Appropriate Centres to provide the SUE with retail, service, employment and community uses in line with Policies CL20 and L6;**
- **Appropriate education provision, including two [tbc] on-site primary schools and contributions to improved education provision in the Lincoln area;**
- **Associated transport, green and other infrastructure.**

In addition to the generic requirements for Sustainable Urban Extensions in Policy CL7, the development will be required to meet the following locally specific requirements:

Delivery, Phasing & Infrastructure

The development shall be phased to ensure that it meets the requirements of Policy CL7 and positively contributes to the wider objectives for the Lincoln area and Central Lincolnshire over its construction period and beyond. To achieve this, the development and Phasing Plan should have regard to:

- a. The Central Lincolnshire Infrastructure Delivery Plan, including infrastructure capacity and improvements needed in the Lincoln area to support the overall level of growth proposed;**
- b. The timing and construction of key transport infrastructure, especially the new access roads to the City Centre and to the A46 road, and how these will impact on the wider area;**
- c. The provision of public transport to serve the development, including services to the City Centre;**
- d. The objective that development of the eastern part of the site, including access to the City Centre, is phased early to achieve successful linkage of the SUE and the City Centre;**
- e. The requirement to deliver the proposed District Centres, employment and other uses in parallel with residential development to meet the needs of those living or working in the SUE;**
- f. The provision of any major flood defence, green infrastructure or other infrastructure required for the SUE;**

Connectivity and Transport

To ensure that the development contributes positively to sustainable access and transport in the Lincoln area, the detailed Transport Assessment, Travel Plan and the development should:

- a. Take full account of planned projects identified in the Central Lincolnshire Infrastructure Delivery Plan and transport infrastructure impacts and opportunities associated with the wider growth strategy for the Lincoln**

area;

- b. Ensure that the development is well served by public transport including high quality services to the City Centre, and is provided with appropriate supporting infrastructure such as bus stops and shelters;
- c. Ensure high quality, safe and effective pedestrian and cycling links within and adjoining the development, including very strong connectivity to the Witham Valley Country Park, existing Sustrans Routes and to routes into the City Centre;
- d. Make provision for the following access points to the site:
 - To the A46 via a new roundabout junction
 - To Skellingthorpe Road via a fourth arm at the existing Birchwood Avenue junction and a new junction adjacent to Hartsholme Park
 - To Tritton Road south of the Dixon Street junction, requiring a bridge over the railway line
 - To Beevor Street to the north east, requiring a bridge over the railway line;
- e. Assess and contribute to mitigation where appropriate of any unacceptably adverse traffic or highways impacts on the surrounding road network;

Centres for Retail and Other Services

The SUE shall be provided with two new centres in line with Policy L6 to serve the needs of those living or working in the SUE. The centres shall complement the existing hierarchy of centres in the Lincoln area and not adversely affect the vitality and viability of Lincoln City Centre, Birchwood District Centre or other centres in the Lincoln area;

A Quality Environment

To ensure that the development contributes positively to the conservation and enhancement of the environmental quality and character of the Lincoln area, and that adverse impacts are minimised and mitigated, the masterplan and development should:

- a. Provide a network of green infrastructure that links to the wider Green Infrastructure Network for the Lincoln area as set out in Policy L3, and which:
 - i) protects and, where appropriate, enhances sites within and adjoining the development that are designated for open space, landscape or nature conservation purposes, including Critical Natural Assets, Basic Natural Stock and Green Wedges in the saved Local Plans for the City of Lincoln and North Kesteven;
 - ii) creates a green swath to provide a substantial area of public open

space running through the development connecting to Hartsholme Lakes as part of the Witham Valley Country Park;

- iii) protects and creates view corridors of Lincoln Cathedral and into the development, particularly from the north east. Such corridors should be integrated into the development as a contribution to its identity and form part of the design context required under Policy CL26;**
- iv) retains, where possible, existing field boundaries and dykes within and adjoining the development as part of the layout and articulation of the development;**
- v) retains and protects the Old Decoy Scheduled Ancient Monument and its setting including an appropriate buffer zone;**
- vi) satisfactorily resolves any issues of public access or visitor management in relation to designated sites and biodiversity arising from the development;**

b. Achieves the satisfactory integration of the development visually and functionally with surrounding areas and settlements, including Birchwood, Skellingthorpe, Swanpool Garden Suburb and the adjoining parts of Central Lincoln; and

c. Delivers the satisfactory reclamation of the former Skewbridge Tip.

Policy L8 will be implemented by:

- The development of a masterplan
- Ongoing partnership working with relevant bodies, stakeholders and local communities
- Development management

SOUTH EAST QUADRANT (CANWICK HEATH)

8.87 South East Quadrant (SEQ) lies on the limestone plateau of the Lincoln Heath between the villages of Canwick and Bracebridge Heath. At its closest, the SUE is within 1 mile (1.6 km) of Lincoln City Centre, with the escarpment of the Lincoln Edge, including Lincoln's South Common, forming an open area between the development and the edge of the city's existing built-up area. It will be a masterplanned SUE that exploits its close proximity to Lincoln and the City Centre through appropriate linkages whilst also forming a distinctive new community of two or more defined neighbourhoods that have their own facilities including shops, primary schools and employment. Building on the reputation for innovative design established at Swanpool, the SEQ will embody high quality urban design that achieves an attractive and distinctive place and incorporates cutting edge

approaches to sustainable design including low carbon energy and water management.

8.88 The proposed SUE will deliver approximately 2,800 new homes by 2031 (with further potential beyond that date to a total of 6,000 dwellings) including a broad mix of housing types and sizes to meet a range of needs. Key to the development will be one or more new Centres (envisaged as one for each main neighbourhood) that will incorporate a range of facilities serving the SUE's local needs including local shops, a community centre, and other uses such as a health centre, post office, and places of worship. Housing should also be included as an integral part of the Centres to ensure a range of uses and passive surveillance.

8.89 Alongside housing, the SUE will contain new employment development to provide job opportunities for residents as well contributing to Lincoln's wider employment needs as identified in Policy L4 (Employment Priorities in the Lincoln area). Approximately 19ha of employment land is proposed as part of the development. Additionally, there will be opportunities for smaller-scale employment in the new Centres.

8.90 The SUE will exploit its potential for low carbon energy provision, including district heating or Combined Heat & Power (CHP), based on the range of different energy users within and adjoining the site.

8.91 The delivery of SEQ (and of NEQ) will be linked and co-ordinated with the construction and completion of the Lincoln Eastern Bypass and other transport infrastructure improvements needed in relation the site. Direct access from the Eastern Bypass will not be provided, and the main road access points will be from the A15/B1188/B1131 and potentially from Heighington Road (with junction improvements at Canwick Hill) as part of a sustainable transport approach that will favour modes of travel and movement other than the private car. High quality and efficient public transport links to the City Centre and other key locations are crucial. Connectivity by walking and cycling will be a key feature both within the SUE and its linkage to surrounding areas, with a high quality network of walking and cycling routes that are attractive and safe. In particular, the network will make full use of the green corridors and other green infrastructure for the site, and link to adjoining routes to key destinations including the City Centre.

8.92 The creation of a high quality environment for living and working is central to the vision for SEQ as an attractive, sustainable and innovative development. Structural green space will form an integral part of the development, and provide a range of functions including water and flood management, recreation and relaxation space, nature conservation and also provide opportunities for allotments, sports facilities, biomass production and other open space uses. High standards of urban design will be a feature, with imaginative and inspiring layouts and buildings that reflect both the SUE's potential for low carbon energy (particularly district heating/CHP) and its distinctive setting on the Heath close to Lincoln with views of Cathedral and across the dip slope of the limestone to the distant Fens and Wolds. Appropriate 'theming' of styles and materials and 'branding' of street furniture and signage across the development are sought to increase its identity as a new and

distinctive community within Lincoln. High quality hard and soft landscaping will contribute the SUE's emphasis on quality and sense of place.

8.93 The SUE will protect, and where appropriate enhance, existing natural and historic environmental assets within or near the site, including appropriate management arrangements for visitor access where required. Identified assets include:

- (i) Critical Natural Assets as designated in the City of Lincoln Local Plan [reference numbers refer to Appendix C of that Plan]:
 - Bracebridge Old Clay Pit [10]
 - Cross O'Cliff Orchard [11]
 - South Common [13]
- (ii) The Canwick/Bracebridge Heath Green Wedge as designated in the North Kesteven Local Plan [see Appendix 5 of that Plan].

8.94 The relationship between the development and its setting will require careful management visually and functionally. Specifically, the character, biodiversity and landscape/townscape contribution of the South Common make it an extremely valuable asset for Lincoln that the development will need to respect with appropriate buffering and access arrangements. The integrity and character of Canwick and Branston as distinct and separate villages will also need to be respected. The appearance of the development from surrounding areas needs to be sensitively planned, including views across the Witham Valley from the historic core of Lincoln and from the south and east across the Heath plateau. Sensitive approaches to lighting will be important for minimising light pollution in an area that is currently open farmland.

8.95 An outline planning application for the site is expected in 2015. Accompanying the application will be a detailed Masterplan and Phasing Plan setting out how the development will be delivered over the plan period. It envisaged that the first phase of development will include up to 300 new dwellings together the new Neighbourhood Centre. Throughout the lifetime of the development there will be a need to upgrade sewerage infrastructure and make significant contributions to or direct improvements to secondary education and transport infrastructure, the exact details of which are yet to be determined.

8.96 It is expected that construction will commence on site in 2018 following completion of the Lincoln Eastern Bypass and that the SUE will be built at between 100-150 dwellings per annum over the plan period. Infrastructure requirements and affordable housing provision will be triggered through different phases of development and in accordance with the Masterplan and Phasing Plan accompanying the outline planning application.

Policy L9 – Lincoln South East Quadrant (Land at Canwick Heath and Bracebridge Heath)

This area to the south east of Lincoln, as shown on the Policies Map, is

identified as a strategic site for a Sustainable Urban Extension (SUE) to deliver the following mix of uses:

- Approximately 6,000 dwellings in total, of which about 2,800 dwellings to be delivered in the plan period to 2031;
- Employment uses totalling about 19 hectares including small offices, start-up premises and light industry compatible with the location;
- Two new Centres of an appropriate scale, providing for local retail, services and community uses, in line with Policies CL20 and L6;
- Education provision, including two on-site primary schools and proportionate contributions towards the development of secondary and sixth form facilities in the Lincoln area;
- Associated transport, green, social and other infrastructure.

In addition to the generic requirements for Sustainable Urban Extensions in Policy CL7, the development will be required to meet the following locally specific requirements:

Phasing and Infrastructure

The development shall be phased to ensure that it meets the requirements of Policy CL7 and positively contributes to the wider objectives for the Lincoln area and Central Lincolnshire over its construction period and beyond. To achieve this, the development and Phasing Plan should have regard to:

- a. The Central Lincolnshire Infrastructure Delivery Plan and recognise infrastructure capacity and improvements needed in the Lincoln area to support the overall level of growth proposed;
- b. The timing and construction of key transport infrastructure such as the Lincoln Eastern Bypass and the East-West Link road;
- c. Ensuring sustainable communities are developed through each phase of development, and over the period of construction, by delivering the proposed new Centres, employment and other uses in parallel with residential development;
- d. Where viable, ensuring development that achieves successful linkages with the City Centre and existing development is phased early in construction period; and
- e. The need for investment in upgrading utility services in the wider Lincoln area, particularly where there are known capacity issues such as the Canwick Sewage Treatment works.

Connectivity and Transport

To ensure that the development contributes positively to sustainable access and transport in the Lincoln area, a detailed Transport Assessment, Travel Plan and the development should:

- a. Take full account of, and contribute towards, planned projects identified in the Central Lincolnshire Infrastructure Delivery Plan, Lincoln Area Transport Strategy, and the impacts and opportunities associated with the wider growth strategy for the Lincoln area, including bus priority on the B1188 Canwick Road. This includes an appropriate agreement under section 106 to meet the cost, on a pro rata basis with the proposed SUE at North East Quadrant, of the proposed Lincoln Eastern Bypass, to deliver the additional highway capacity required as a result of these two SUE developments;
- b. Ensure that the development is well served by public transport including high quality services to the City Centre and other key facilities, and is provided with appropriate supporting infrastructure such as bus stops and shelters;
- c. Ensure high quality, safe and effective pedestrian and cycling links within and adjoining the development, including very strong connectivity to routes into the City Centre;
- d. Make provision for appropriate access points to the site which should include:
 - From the A15, B1188 or B1131
 - From Heighington Road, but only with major improvements at the junction with Canwick Hill;
- e. Have no direct access onto the Lincoln Eastern Bypass;
- f. Assess and, where appropriate, contribute towards mitigation of any unacceptable adverse impacts on existing transport infrastructure, including Canwick Avenue and the A15; and
- g. Contribute to the delivery of a Park and Ride to the east of Lincoln.

A Quality Environment

To ensure that the development contributes positively to the conservation and enhancement of the environmental quality and character of the Lincoln area, and that adverse impacts are minimised and mitigated, the masterplan and development should:

- a. Provide a network of green infrastructure that links to the wider Green Infrastructure Network for the Lincoln area as set out in Policy L3, and which:
 - i) protects and, where possible, enhances the sites within and adjoining the development that are designated for open space, landscape or nature conservation purposes, including the Critical Natural Assets, Basic Natural Stock and Green Wedges in the saved Local Plans for the City of Lincoln and North Kesteven;

- ii) provides an appropriate buffer zone between the development and Lincoln's South Common, and satisfactorily addresses access and any visitor management issues for the latter arising from the development;
- b. Protect and create view corridors of Lincoln Cathedral and into the site, particularly from the north from the historic core and hillside of Lincoln and the Witham Valley. Such corridors should be integrated into the development as a contribution to its identity and form part of the design context under Policy CL26;
- c. Ensure that flood risk in surrounding areas is mitigated through the implementation of measures such as sustainable urban drainage systems;
- d. Take account of, and where possible enhance, the provision of facilities such as allotments and the Canwick Golf Course that encourage self-sufficiency, health and wellbeing;
- e. Protect and, where possible, enhance the heritage assets on and adjoining the site, including listed buildings, and accommodate any proposals for a 'Bomber Command' memorial as appropriate.

Policy CL9 will be delivered by:

- The development of a masterplan
- Ongoing partnership working with relevant bodies, stakeholders and local communities
- Development management

NORTH EAST QUADRANT (GREETWELL AREA)

8.97 North East Quadrant (NEQ) lies on the north eastern edge of Lincoln between the existing residential area of Bunkers Hill and the predominantly industrial area at Allenby Road. Sitting within the line of the proposed Lincoln Eastern Bypass, it forms a natural urban extension to the Lincoln PUA and has been demonstrated to be one of the most sustainable locations for growth for the latter. At its closest, the SUE is within 1.5 miles (2.4 km) of Lincoln City Centre. The area is dominated by the former Greetwell Quarry that has been used for both quarrying and mining until relatively recently. Previous ironstone mining will present some challenges and the quarry face has been designated as a Site of Specific Scientific Interest (SSSI) on account of its geological make up, so any new development would be expected to maintain and enhance this feature.

8.98 NEQ will be a masterplanned SUE that exploits its close proximity to Lincoln and the City Centre through appropriate linkages whilst also forming a distinctive new community of one or more defined neighbourhoods that have their own facilities including shops, primary schools and employment. Its location provides the opportunity to link into the employment areas to the west of the site and the City

Centre. Building on the reputation for innovative design established at Swanpool, the NEQ will embody high quality urban design that creates an attractive and distinctive place and incorporates cutting edge approaches to sustainable design including low carbon energy and water management.

8.99 The proposed SUE will deliver approximately 2,000 new homes by 2031 including a broad mix of housing types and sizes to meet a range of needs. Key to the development will be one or more new Centres (envisaged as one for each main neighbourhood) that will incorporate a range of facilities serving the SUE's local needs including local shops, a community centre, and other uses such as a health centre, post office, and places of worship. Housing should also be included as an integral part of the Centres to ensure a range of uses and passive surveillance.

8.100 Alongside housing, the SUE will contain new employment development to provide job opportunities for residents as well contributing to Lincoln's wider employment needs as identified in Policy L4 (Employment Priorities in the Lincoln area). Approximately 6 ha of employment land is proposed as part of the development. Additionally, there will be opportunities for smaller-scale employment in the new Centres.

8.101 The SUE will exploit its potential for low carbon energy provision, including district heating or Combined Heat & Power (CHP), based on the range of different energy users within and adjoining the site.

8.102 The delivery of NEQ (and of SEQ) will be linked and co-ordinated with the construction and completion of the Lincoln Eastern Bypass and other transport infrastructure improvements needed in relation the site. Direct access from the Eastern Bypass will not be provided, and the main road access points will be from Greetwell Road, Carlton Boulevard and St. Augustine Road, as part of a sustainable transport approach that will favour modes of travel and movement other than the private car. High quality and efficient public transport links to the City Centre and other key locations are crucial. Connectivity by walking and cycling will be a key feature both within the SUE and its linkage to surrounding areas, with a high quality network of walking and cycling routes that are attractive and safe. In particular, the network will make full use of the green corridors and other green infrastructure for the site, and link to adjoining routes to key destinations including the City Centre.

8.103 The creation of a high quality environment for living and working is central to the vision for NEQ as an attractive, sustainable and innovative development. Structural green space will form an integral part of the SUE, and provide a range of functions including water and flood management, recreation and relaxation space, nature conservation, as well as providing opportunities for allotments, sports facilities, biomass production and other open space uses. High standards of urban design will be a feature, with imaginative and inspiring layouts and buildings that reflect both the SUE's potential for low carbon energy (particularly district heating/CHP) and its setting close to Lincoln with views of the Cathedral and across the Witham Valley. Appropriate 'theming' of styles and materials and 'branding' of street furniture and signage across the development are sought to increase the identity of the development as a new and distinctive community within Lincoln. High

quality hard and soft landscaping will contribute the SUE's emphasis on quality and sense of place.

8.104 The SUE will protect, and where appropriate enhance, existing natural and historic environmental assets within or near the site, including appropriate management arrangements for visitor access where required. Identified assets include:

- (i) Critical Natural Assets as designated in the City of Lincoln Local Plan [reference numbers refer to Appendix C of that Plan]:
 - Greetwell Hollow [37]
- (ii) The geological SSSI of the Greetwell Quarry face exposure.

8.105 It is expected that construction will commence on site in 2018 following completion of the Lincoln Eastern Bypass and that the SUE will be built at between 100-150 dwellings per annum over the plan period. Infrastructure requirements and affordable housing provision will be triggered through different phases of development and in accordance with the Masterplan and Phasing Plan accompanying the outline planning application. Throughout the lifetime of the development there will be a need to upgrade sewerage infrastructure and make significant contributions to or direct improvements to secondary education and transport infrastructure, the exact details of which are yet to be determined.

Policy L10 – Lincoln North East Quadrant (land at Greetwell including former Greetwell Quarry)

This area to the north east of Lincoln, as shown on the Policies Map, is identified as a strategic site for a Sustainable Urban Extension (SUE) to deliver the following mix of uses within the plan period to 2031:

- **Approximately 2,000 dwellings;**
- **Employment uses totalling approximately 6 hectares including small offices, start-up premises and light industry compatible with the location;**
- **A new Centre of an appropriate scale, providing for local retail, services and community uses in line with Policy CL20;**
- **Education provision, including an on-site primary school and proportionate contributions towards the development of secondary and sixth form facilities in the Lincoln area;**
- **Associated transport, green, social and other infrastructure.**

In addition to the generic requirements for Sustainable Urban Extensions in Policy CL7, the development will be required to meet the following locally specific requirements:

Phasing and Infrastructure

The development shall be phased to ensure that it meets the requirements of Policy CL7 and positively contributes to the wider objectives for the Lincoln

area and Central Lincolnshire over its construction period and beyond. To achieve this, the development and Phasing Plan should have regard to:

- a. The Central Lincolnshire Infrastructure Delivery Plan and recognise infrastructure capacity and improvements needed in the Lincoln area to support to overall level of growth proposed;
- b. Ensuring sustainable communities are developed through each phase of development, and over the period of construction period, by delivering the proposed District Centre, employment and other uses in parallel with residential development;
- c. Where viable, ensuring development that achieves successful linkages with the City Centre and existing development is phased early in construction period;
- d. The timing and construction of key transport infrastructure such as the Lincoln Eastern Bypass and the East-West Link road;
- e. The need for investment in upgrading utility services in the wider Lincoln area, particularly where there are known capacity issues such as the Canwick Sewage Treatment works.

Transport and Connectivity

To ensure that the development contributes positively to sustainable access and transport in the Lincoln area, a detailed Transport Assessment, Travel Plan and the development should:

- a. Take full account of, and contribute towards, planned projects identified in the Central Lincolnshire Infrastructure Delivery Plan and Lincoln Area Transport Strategy and the impacts and opportunities associated with the wider growth strategy for the Lincoln area. This includes an appropriate agreement under section 106 to contribute to the cost, on a pro rata basis with the proposed SUE at Canwick Heath, of the proposed Lincoln Eastern Bypass, to deliver the additional highway capacity required as a result of these two SUE developments;
- b. Ensure that the development is well served by public transport including high quality services to the City Centre and other key facilities, and is provided with appropriate supporting infrastructure such as bus stops and shelters;
- c. Ensure high quality, safe and effective pedestrian and cycling links within and adjoining the development, including links to the National Cycle Route 1 and Sustrans local routes;
- d. Make provision for the following access points to the site:
 - To the south via a new junction onto an improved Greetwell Road;
 - To the north via accesses onto Carlton Boulevard and St Augustine

Road;

- e. Have no direct access onto the proposed Lincoln Eastern Bypass;**
- f. Assess and, where appropriate, contribute towards mitigation of any unacceptably adverse impacts on existing transport infrastructure, such as Greetwell Road and Carlton Boulevard; and**
- g. Contribute to the delivery of a Park and Ride to the east of Lincoln.**

A Quality Environment

To ensure that the development contributes positively to the conservation and enhancement of the environmental quality and character of the Lincoln area, and that adverse impacts are minimised and mitigated, the masterplan and development should:

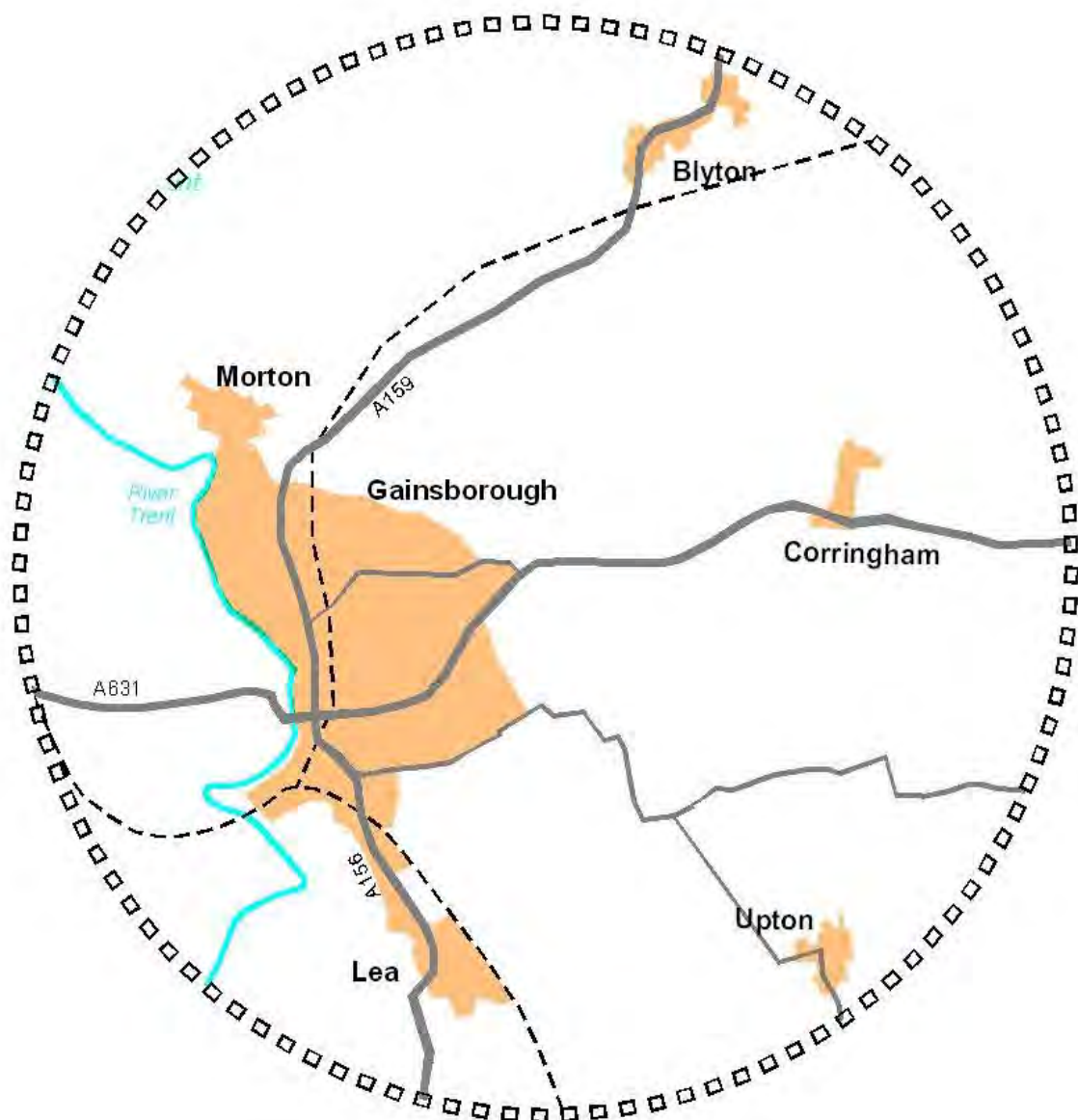
- a. Provide a network of green infrastructure that links to the wider Green Infrastructure Network for the Lincoln area as set out in Policy L3, and which:
 - i) protects and, where appropriate, enhances the sites in or adjoining the development that are designated for open space, landscape or nature conservation purposes, including the Critical Natural Assets, Basic Natural Stock and Green Wedges designated in the saved Local Plans for the City of Lincoln and West Lindsey;**
 - ii) provides an appropriate buffer zone between the development and Greetwell Hollow;**
 - iii) provides adequate compensating open space within or adjoining the development for any loss of the designated Green Wedge south of Greetwell Road;**
 - iv) ensures that flood risk in the lower lying land in the surrounding area is adequately mitigated through the implementation of measures such as sustainable urban drainage systems;****
- b. Protect or enhance the designated SSSI at Greetwell Quarry;**
- c. Protect and create view corridors of Lincoln Cathedral that are integrated into the development as a contribution to its identity, and form part of the design context under Policy CL26; and**
- d. Address geotechnical issues such as ground stability and mining voids relating to the site and its development.**

Policy CL10 will be implemented by:

- The development of a masterplan
- Ongoing partnership working with relevant bodies, stakeholders and local communities
- Development management

9. THE GAINSBOROUGH AREA

9.1 With a population of around 19,000, Gainsborough is the second largest settlement in Central Lincolnshire, providing employment, services and facilities for the surrounding villages both in Lincolnshire and across the River Trent in Nottinghamshire. It is also the administrative centre for West Lindsey District. Past development has extended the built-up area of Gainsborough northwards to the built edge of the village of Morton (population 1,325) without a discernible break. The town is also linked to the village of Lea (population 1,009) by past development extending northwards from the village.



9.2 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, however, led to a whole range of economic and social issues

and left Gainsborough with a legacy of decay and deprivation. The town additionally experienced a population decline of 4.3% between 1991 and 2001, principally amongst the younger generation.

9.3 Since the latter years of the 20th century a programme of initiatives has been pursued by the public authorities and their partners to tackle the range of regeneration needs and deprivation issues experienced by the town and its residents, and reverse the population decline. These include in 2007 the adoption by West Lindsey District Council of 'Gainsborough Regained – The Masterplan' (the Masterplan) setting out ambitious plans for the growth of the town together with regeneration initiatives, and in 2008 the town's designation as a Growth Point.

9.4 This chapter builds upon these initiatives, establishing the planning strategy framework for continuing the regeneration of the town and enhancing the prosperity of the Gainsborough area.

WHAT IS THE GAINSBOROUGH AREA?

9.5 The Gainsborough area comprises the combined settlements of Gainsborough, Lea and Morton (defined in Policy CL4 as the 'Gainsborough Urban Area') together with an undefined area around this urban area that provides the setting for these settlements and which therefore will be impacted upon to some degree by the specific policies within this chapter. The inclusion of Lea and Morton with Gainsborough for spatial planning purposes stems from the Masterplan. The very close proximity of these two villages to the town means that their futures are inextricably linked to that of Gainsborough. Planning for these three settlements as a whole will enable any further coalescence to be prevented and the identities of the two villages safeguarded. At the same time it is recognised that the town's sphere of influence will extend beyond this more immediate area, however it is felt that any issues or opportunities arising from this within Central Lincolnshire will be addressed by the generic policies and/or further development of the Local Plan following the review of individual settlement roles as outlined in Policy CL4. The review of individual settlement roles will include Morton and Lea, however any future growth at these villages will be considered with reference to the role of the Gainsborough Urban Area.

THE GAINSBOROUGH AREA TODAY – CONTEXT AND KEY CHALLENGES

THE GAINSBOROUGH AREA – A PORTRAIT

Gainsborough:

- is the second largest settlement in Central Lincolnshire and provides an important role as a main centre for employment, retail, services, leisure, culture, health and education
- has a unique riverside setting, a prominent escarpment that affords extensive views across the Trent Valley and is surrounded by pockets of land protected for their biodiversity or quality of landscape
- is within 45 minutes drive of two international airports
- has one of the finest medieval houses in the country, Gainsborough Old Hall, together with other cultural, heritage and leisure assets including Gainsborough Golf Club
- experienced a 25.1% decline in 15 – 29 year olds between 1991 and 2001 compared to 10.4 % nationally
- has areas of significant deprivation particularly in respect of employment, education and crime
- has higher than average proportions of terraced housing, a number of which are in poor physical condition and/or privately rented. Despite lower than average house prices, affordability is a problem due to low wage rates
- has a narrow employment base, higher than average unemployment and a shortage of skills amongst its workforce
- has a 'state of the art' Educational Village and a consistently top performing grammar school
- is home to a number of high-profile companies including PING, Eminox and Paragon
- has significantly enhanced its retail offer by the opening of the award winning Marshall's Yard
- has a number of strategic but vacant sites remaining in and around the town centre which require investment to support the regeneration of the town

Table 2 – Key Figures for the Gainsborough Area

Size of Gainsborough Urban Area	6.9 sq. km
<u>Population of Gainsborough Urban Area</u>	(Census 2011, based on Output Areas
<ul style="list-style-type: none"> • Total Population • % Population aged 65 and over • % Population at working age 	20,842 tbc tbc
Population of Economic Zone (Census 2011)	30,647
Number of homes in Urban Area (Valuation Office 2011)	10,220
<u>Main employment sectors in Gainsborough Economic Zone:</u>	26%
<ul style="list-style-type: none"> ○ Public administration, education and health ○ Distribution, restaurants and hotels 	26%
Number of schools	12
Number of SSSIs	0
Conservation Areas	3
Local Wildlife Sites	3
Local Nature Reserves	1
Scheduled Monuments	1
Listed Buildings	88
Non car-owning households (Lincoln Economic Zone)	15.4% (Economic Zone)
Number of households in fuel poverty (2010)	277 (LSOA)

9.6 The Gainsborough area faces key challenges over the next two decades. Overall, it has a clear need for growth to achieve the regeneration of the town and address its social, economic and environmental issues whilst at the same time enhance and conserve its environmental quality and heritage. These are covered in more detail within the chapter, but can be summarised as follows:

KEY CHALLENGES & OPPORTUNITIES FACING THE GAINSBOROUGH AREA

- Maintaining and strengthening Gainsborough's role as a Primary Attractor within Central Lincolnshire
- Delivering ambitious levels of growth and development, including the housing and employment targets for the Gainsborough area, with appropriate supporting infrastructure
- Enhancing the prosperity, sustainability, health and wellbeing of all communities and neighbourhoods in the Gainsborough area
- Regenerating areas of physical decay and neighbourhoods with high levels of deprivation and/or poor environments
- Boosting the local economy to realise Gainsborough's full potential as a main centre for economic growth in Central Lincolnshire, through tackling poor skills and employment diversity, increasing inward investment in key sectors and partnership working.
- Achieving an integrated, environmentally enhanced and strengthened town centre, maintaining its role within the Central Lincolnshire retail hierarchy.
- Conserving and enhancing Gainsborough area's natural and historic environment, character and assets in the context of growth

VISION & STRATEGIC OBJECTIVES FOR GAINSBOROUGH

9.7 A Vision and Strategic Objectives have been prepared to guide sustainable development in over the plan period to 2031 as follows:

VISION FOR GAINSBOROUGH IN 2031

Gainsborough is a socially balanced, economically prosperous and environmentally sustainable town, where people choose to live, work, invest and visit, and which provides a thriving service centre for its rural hinterland.

The population has grown substantially over the past twenty years with three new communities having been successfully developed through sustainable urban extensions to the south of Foxby Lane, and on the north and eastern fringes of the town either side of the A631. Within each of these neighbourhoods is a range of quality homes in an attractive environment together with local shops, services and facilities such as education and health. Job opportunities are also located within easy reach.

Accessible green space within the neighbourhoods is linked to a wider network of accessible green corridors that permeate through and around the town providing leisure opportunities and protecting the quality of Gainsborough's setting, its distinctive escarpment feature and rich biodiversity. Accessible green space also helps to protect the separate identities of Lea and Morton.

Growth provided through the new neighbourhoods has supported new investment and created a strong, diverse and high quality local economy with a broad range of employment for a suitably skilled workforce, which in turn has contributed to the regeneration of the town, tackling issues of deprivation and physical decay which had existed within areas of the South-West and East Wards.

Gainsborough's town centre is well-integrated, strong and healthy offering a broad mix of retail, service, leisure, cultural and housing uses. It is well-designed with a restored historic built fabric and capitalises on its River Trent frontage.

Opportunities and challenges presented by climate change are embraced by the town. It is well connected throughout the town and beyond with good rail and bus services and a network of safe cycling and walking routes, making use of the network of green corridors, which provide sustainable travelling options as a real alternative to the use of the car. The design and construction of development involves adaptation and mitigation measures including the use of Sustainable Urban Drainage Systems and low-carbon energy solutions.

9.8 The following specific objectives for the Gainsborough area are identified alongside the Strategic Objectives for Central Lincolnshire:

Objective 1	Reinforce the role of Gainsborough as a Primary Attractor through growth including the development of 10,000 new homes and 25 ha of employment land and proportionate investment in local infrastructure
Key Policies for Delivery	G1, G2, G3, G4, G5, G6, G7, G8, G9

Objective 2	Ensure that growth does not adversely impact upon the characters of Lea and Morton and that they retain separate identities
Key Policies for Delivery	G1, G2, G6, G7, G8, G9

Objective 3	Achieve the regeneration of Gainsborough economically, socially and environmentally, addressing multiple deprivation through new housing, employment, social, environmental and public realm development and other improvements.
Key Policies for Delivery	G1, G2, G3, G4, G5, G6, G7, G8, G9

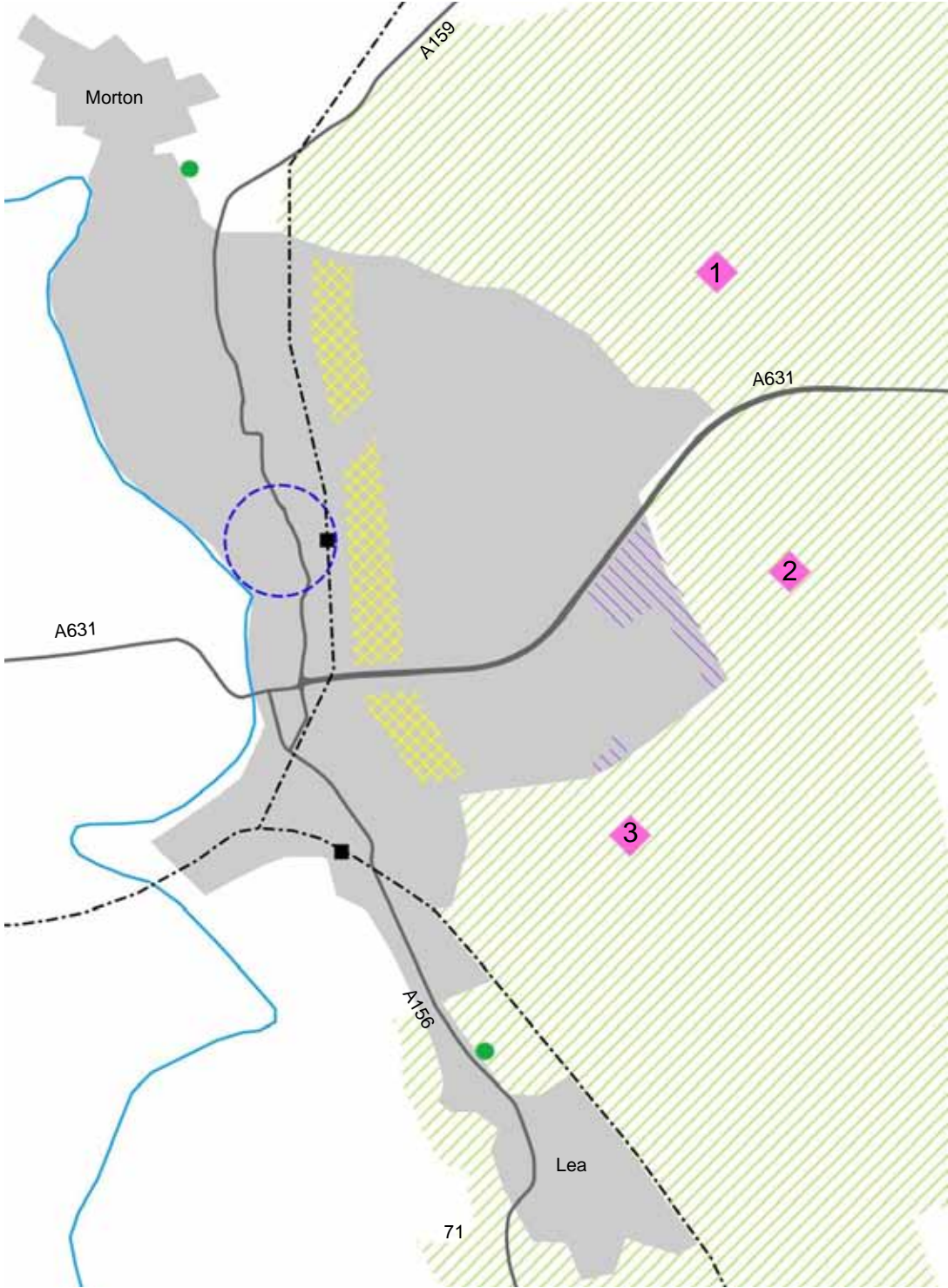
Objective 4	Build a more resilient local economy with substantial job growth, transition to higher skilled economy and providing premises of a variety of sizes, suitable for a broad range of potential investors
Key Policies for Delivery	G1, G2, G3, G4, G5, G7, G8, G9

Objective 5	Strengthen the role of the town centre, broadening and improving the offer and encouraging new development that contributes to the enhancement of the urban form
Key Policies for Delivery	G1, G3, G5,

Objective 6	Improve connectivity to, from and within Gainsborough that enables alternative transport options to the car
Key Policies for Delivery	G1, G2, G3, G5, G6, G7, G8, G9

Objective 7	Increase opportunities for accessing green space both within and around Gainsborough, protecting and enhancing biodiversity and the quality of the town's landscape setting
Key Policies for Delivery	G1, G2, G3, G5, G6, G7, G8, G9

KEY DIAGRAM: GAINSBOROUGH AREA



KEY:



Existing built-up area



A Roads



Railway line



Railway station



Main rivers



Gainsborough Escarpment



Gainsborough SUES

- 1 Gainsborough Northern Neighbourhood
- 2 Gainsborough Eastern Neighbourhood
- 3 Gainsborough Southern Neighbourhood



Area of Great Landscape Value



Existing/potential Settlement Break



Major employment opportunities



Gainsborough Town Centre

GAINSBOROUGH AREA STRATEGY FOR GROWTH

9.9 The Central Lincolnshire Spatial Strategy for Growth identifies Gainsborough as a main urban area and Primary Attractor, identifying a need for 10,000 new dwellings and 25 ha of employment land to be delivered over the plan period.

9.10 This level of growth is needed to support the ongoing regeneration of Gainsborough and ensure its future prosperity. Major housing growth is needed to create the critical mass of population, and therefore spending power, that can act as the catalyst for a range of other investment, particularly by the private sector, in employment, retail and leisure activity. Expanding the local employment land offer as part of a growth programme will provide a greater choice of options for investors and an improved choice of employment for residents. Higher levels of disposable income can contribute to town centre regeneration.

9.11 Policy G1 below sets out an integrated approach to sustainability as a headline policy for the Gainsborough area, embodying the Vision and Strategic Objectives. Policies in the rest of the chapter flow from it to provide more detail on particular aspects, as follows:

- G2 – Locational Priorities for Growth in the Gainsborough Area
- G3 – Regenerating Gainsborough
- G4 – Employment Priorities in the Gainsborough Area
- G5 – Gainsborough’s Town and Other Centres
- G6 – Green Infrastructure in the Gainsborough Area
- G7, G8 & G9 - detailed policies for the 3 proposed SUEs for Gainsborough.

9.12 These policies focus on issues for which a specific approach is felt to be needed for the Gainsborough area. The Gainsborough area is, however, also subject to the generic policies in the Core Strategy as set out in Chapters 3 – 7.

Policy G1 – Strategy for Growth in the Gainsborough Area

Growth in the Gainsborough area will be delivered through a co-ordinated and sustainable approach to planning and development based on the Core Strategy’s Vision and Objectives for the Gainsborough area. This approach integrates housing, regeneration, economic, transport, green infrastructure and environmental policy to achieve major housing and economic growth linked to infrastructure improvements, whilst protecting and enhancing Gainsborough’s environmental quality and character. To achieve this, the Local Plan and any development proposals, should:

- 1. Support the strengthening of Gainsborough’s role as a Primary Attractor (i.e. as a key centre for retail, employment, culture, leisure, tourism, education and other services), through significant growth, regeneration activity, and improvements to its infrastructure and the range and quality of facilities it provides for residents and visitors;**
- 2. Support the role of Gainsborough through significant growth in Central**

Lincolnshire in the period 2011 – 2031, including delivery of approximately 23% of Central Lincolnshire’s new housing and 25 ha of employment land within and adjacent to the Gainsborough Urban Area, as set out in Policy CL4;

- 3. Plan the pattern of growth of the Gainsborough area in a strategic and sustainable manner with appropriate supporting infrastructure, as set out in Policy G2;**
- 4. Support the regeneration of Gainsborough socially, economically and environmentally as detailed in Policy G3;**
- 5. Support the creation of a diverse, resilient and highly competitive local economy in Gainsborough as detailed in Policy G4;**
- 6. Promote the enhancement and growth of Gainsborough Town Centre to meet the needs of residents and visitors as Central Lincolnshire grows, as detailed in Policy G5;**
- 7. Maintain and enhance a network of thriving Neighbourhood Centres to support sustainable communities and neighbourhoods in Gainsborough as detailed in Policy G5;**
- 8. Review and define the individual and collective roles of villages in the Gainsborough area, including those in the Gainsborough Urban Area, including their appropriate levels and types of growth, as part of the preparation of the proposed Allocations Document, having regard to local aspirations and any Neighbourhood Plans for those villages;**
- 9. Promote a sustainable and high quality transport system for the Gainsborough area to support its growth and tackle issues of carbon emissions, traffic congestion, air quality and accessibility, including investment to achieve modal shift to public transport, cycling and walking along with necessary highways improvements;**
- 10. Protect, nurture and enhance Gainsborough’s environmental and heritage assets by conserving and promoting Gainsborough’s natural and built heritage as key elements of its quality of life and local distinctiveness, and for their benefits for tourism, regeneration and the economy.**
- 11. Define and promote a strategic network of green infrastructure to link the Gainsborough Urban Area with the surrounding countryside and communities as set out in Policy G6.**

Policy G1 will be implemented by:

- The Central Lincolnshire Authorities working with each other, partners and local communities to develop, co-ordinate and implement strategies affecting the Gainsborough area, including housing, economic development, regeneration, transport, infrastructure and green infrastructure.

- Pursuing investment opportunities and funding to regenerate and grow Gainsborough.
- Development management by the Central Lincolnshire Authorities.
- Further Policy development in the Local Plan, including the proposed Site Allocations Document.

LOCATIONAL PRIORITIES FOR DEVELOPMENT IN THE GAINSBOROUGH AREA

9.13 To meet the development targets for the Gainsborough Urban Area identified in Policy CL4, the Core Strategy has two main locational priorities for development as follows:

- 1) re-using previously-developed sites ('brownfield' land) within the Gainsborough Urban Area with the priority being sites within or adjoining the town centre;
- 2) focusing urban expansion in large-scale sustainable urban extensions (SUEs) that can be masterplanned with appropriate infrastructure and a range of facilities and that can be integrated with Gainsborough.

9.14 It is intended that these two components will meet the bulk of the development targets for the Gainsborough Urban Area for the period 2011 – 2031, and will provide sufficient sites for new housing and employment development on an ongoing basis throughout the plan period, as set out in the Housing Trajectory for Central Lincolnshire (see Chapter 4 and Appendix J).

9.15 Specifically, the Core Strategy identifies and allocates three SUEs for the Gainsborough Area, both of which adjoin the Gainsborough Urban Area boundary, as follows:

1. Gainsborough Southern Neighbourhood - land south of Foxby Lane;
2. Gainsborough Northern Neighbourhood - land north of Corringham Road and the A631;
3. Gainsborough Eastern Neighbourhood - land south of the A631 and north of Heapham Road.

How were these priorities decided?

9.16 The locational priorities for the Gainsborough area are consistent with those set out in the adopted Regional Plan 2009 which prioritises the use of previously-developed land and delivering development in a way that:

- shortens journeys and facilitates access to jobs and services
- strengthens rural enterprise and linkages between settlements
- maintains the distinctive character and vitality of rural communities.

9.17 The Masterplan identifies potential locations for residential development. These locations reflect the following principles, which were established through

consultation and consideration of environmental, highway and sustainability issues during the masterplanning process:

- To increase the vibrancy and sustainability of the town centre by introducing new high quality housing onto current poor quality town centre industrial sites
- To significantly increase residential land to the south and east of the town, to take advantage of the proximity of the A631 and railway station. This would also minimise through traffic in the town centre
- To build family housing in the vicinity of the Education Village
- To retain the identity of Morton and Lea by avoiding large scale residential development
- To build residential land close to but not encroaching on the proposed green corridor around the town
- To integrate the existing housing allocation and allocated sites.

9.18 Based on these principles, the single major landowner in the area, Thonock and Somerby Estates, worked in partnership with West Lindsey District Council to produce initial feasibility plans for three proposed new neighbourhoods. This work was then further developed and a successful bid made for Growth Point status for Gainsborough in 2008. Outline planning permission was granted by West Lindsey District Council for the southern neighbourhood in 2011.

9.19 The Core Strategy preparation process has enabled the locational priorities initiated through the Masterplan to be confirmed, successive engagement with stakeholders having been undertaken as it has moved from options about the form and direction of growth for Gainsborough (see Issues & Options Report) through to specific SUE proposal. The Sustainable Futures Study also investigated potential development locations across the Gainsborough Area, with supporting information on sites from the Central Lincolnshire SHLAA and Employment Land Availability Study.

Infrastructure to support growth

9.20 The growth of Gainsborough will inevitably place greater demands on the area's infrastructure, including transport, education, health, water, sewage treatment and so on. It is important that new development is supported by the required infrastructure and that it contributes to its delivery. The SUEs in particular will need to be co-ordinated and phased to ensure key infrastructure items are delivered to the benefit of the wider area. Further details are covered in the individual SUE policies.

Site allocation and the release of land in the Gainsborough area

9.21 Apart from the three SUEs, the Core Strategy does not allocate individual sites either within or outside the Gainsborough Urban Area boundary. This will be considered through the preparation of the proposed Allocations Document, and sites identified on a revised Policies Map if appropriate.

9.22 As discussed in Chapter 5 (Growing Central Lincolnshire), the Allocations Document will include consideration of the role and level of growth for settlements within the Rural Area, including those settlements that are within the wider

Gainsborough area but outside the defined Gainsborough Urban Area, such as Blyton, Corringham and Upton. Such settlements may have the potential for growth, not only to meet their own local needs but also possibly in a supporting role to Gainsborough, where this can be achieved sustainably and is consistent with the aspirations of residents and stakeholders to be established through engagement. Morton and Lea will also be given similar consideration at the same time but within the context of growth proposals for the Gainsborough Urban Area as a whole and subject to their separate identities being maintained.

9.23 It is stressed that this staged approach to site allocation within the Local Plan should not preclude development other than the SUEs coming forward ahead of the adoption of the Allocations Document. Such development proposals will be assessed against the Core Strategy policies, particularly Policy CL5, and any relevant saved policies. Clearly, it is intended and hoped that development on previously-developed sites and in the rest of the Gainsborough Area continues under the Core Strategy where it can demonstrate that it is sustainable and consistent with the NPPF and the development plan.

Policy G2 – Locational Priorities for Development in the Gainsborough Area

In meeting the targets for housing and employment growth in the Gainsborough area and to regenerate Gainsborough, development will be simultaneously focused on previously-developed sites within the Gainsborough Urban Area and in Sustainable Urban Extensions (SUEs) that are carefully integrated with Gainsborough and supported by necessary facilities and infrastructure provision.

Priorities for the allocation and/or release of land for development in the Gainsborough area for the period 2011 – 2031 will be as follows:

- **Making best use of previously-developed land and buildings within the Gainsborough Urban Area for housing and other uses, with first priority given to sites within and adjoining Gainsborough Town Centre, and;**
- **Bringing forward through detailed master plans, on a planned and phased basis, three strategic Sustainable Urban Extensions (SUEs) as follows:**
 - ❖ **Gainsborough Southern Extension (Land at Foxby Lane as allocated on the Policies Map) - approximately 2,500 dwellings, employment land, community services and facilities, and infrastructure, as detailed in Policy G7;**
 - ❖ **Gainsborough Northern Extension (Land adjacent Corringham Road and Thorndyke Way as allocated on the Policies Map) - approximately 2,400 dwellings, employment land, community services and facilities, and infrastructure, as detailed in Policy G8;**
 - ❖ **Gainsborough Eastern Extension (Land at Foxby Lane as allocated on the Policies Map) - approximately 2,100 dwellings, employment land,**

community services and facilities, and infrastructure, as detailed in Policy G9; and

- **Other sustainable sites within or adjoining the Gainsborough Urban Area, identified through site allocations to provide the balance of housing and/or employment if required.**

This combined strategy of urban regeneration and master planned sustainable urban extensions will be followed by additional smaller sustainable expansions if required to provide the balance of housing and economic growth in the Gainsborough Area and to be allocated through subsequent planning documents.

Policy G2 will be implemented by:

- The Central Lincolnshire Authorities working with partners, developers and communities to promote and bring forward previously-developed sites for re-use or redevelopment as part of the regeneration of Gainsborough
- The Central Lincolnshire Authorities working with each other and with partners, developers and communities to promote and bring forward the 3 proposed Sustainable Urban Extensions and necessary supporting infrastructure
- Development management by the Central Lincolnshire Authorities
- Further policy development in the Local Plan, including site allocations

REGENERATING GAINSBOROUGH

9.24 The regeneration of Gainsborough has been an ongoing priority since the mid 1990s. Substantial public and private investment has been made into schemes based around improving the physical environment. At the turn of the 21st century a major flood defence scheme opened up public access in the town along the River Trent, followed by the restoration of important riverside warehouse and mill buildings, creating homes and space for leisure, retail and office uses. Later in 2007, the Marshall's Yard retail development opened in the listed former Britannia Iron Works.

9.25 Whilst these schemes have also brought about economic and social benefits to Gainsborough, deprivation remains a key issue for the town. In 2010:

- Gainsborough South West ward has one of its three Lower Super Output Areas (LSOAs) in the 5% most deprived nationally¹ and one in the 20% most deprived; and
- Gainsborough East, has one of its four LSOAs in the 10% most deprived and two in the 20% most deprived and Gainsborough North has one of its four LSOAs in the 20% most deprived.

¹ Indices of Multiple Deprivation for England 2010 - Department for Communities and Local Government

9.26 Deprivation from the domains of education, skills and training, employment and crime and disorder are of particular concern.

9.27 The Masterplan identifies particular issues that need to be addressed to tackle deprivation within the town which the Local Plan supports through Policy G4 and other policies:

- Economic diversification

Chapter 6 sets out the need to diversify Central Lincolnshire's economy and encourage the growth of knowledge intensive industries. This is particularly true for Gainsborough, a town historically dominated by the manufacturing industry which has seen the closure of significant employers and now has higher than average levels of unemployment. Policies CL17 and G6 seek to address this issue.

- Educational attainment and skills

Educational attainment plays a key role in determining people's future life chances, with young people who leave formal education without qualifications being more likely to be at risk of unemployment, low pay and poor job satisfaction. At the same time, the availability of a skilled labour force is a key factor for businesses when making long-term decisions on location and investment. A long period of low educational attainment and low expectations, coupled with a high proportion of the labour force active within manual sectors, has resulted in Gainsborough's workforce being dominated by low skills and qualifications.

Improving educational attainment and the skills base of the workforce in Gainsborough is essential for growing and diversifying the local economy. This issue is already being addressed with the opening in 2009 of the Gainsborough Educational Village, involving the merging of two secondary schools with low educational attainment to form the Trent Valley Academy. A special school, the Aegir Community School, is also located at the site. Other initiatives that have been established include an annual Gainsborough Employment and Skills Fair and the provision of apprenticeship and training opportunities as a requirement of a local authority commissioned scheme to bring empty homes back into use.

- Housing and the Physical Environment

Parts of Gainsborough are characterised by poor environment and low quality, high density terraced housing in the private rented sector, with little or no open space and children's play facilities. The low cost of housing in the town has contributed to these areas becoming characterised by a range of social problems, particularly crime and unemployment.

In 2009 part of South West Ward was identified as a priority neighbourhood for improvements to be delivered. Following an assessment and consultation a Neighbourhood Action Plan has been drawn up, principally focussing on:

- improving the standard and quality of accommodation of privately owned and privately tenanted homes;

- improving and maintaining the physical appearance of the area to maximise its attractiveness and encourage investment;
- undertaking improvements to commercial premises in line with residential properties to create an overall change in the area;
- ensuring that the community has been involved in shaping the proposals and that they have widespread support for them.

9.28 The Masterplan introduced a step change in addressing the regeneration of Gainsborough by promoting ambitious levels of growth to create the critical mass needed to enable the town to once again prosper. The objective of the Local Plan growth strategy in respect of Gainsborough is to provide this significant population increase. However, it is vital that in doing so every opportunity is sought to deliver development to those areas of the town where it can lead to physical, economic and social improvements. Policy G4 seeks to achieve this by requiring the allocation of housing and employment sites to support regeneration wherever possible. Policy CL5 will also support this aim by prioritising the use of previously-developed land to deliver regeneration objectives.

9.29 A regenerated Gainsborough needs to be a well-connected, coherent town with new development fully integrated to the existing town, providing good access for all modes of transport. The Gainsborough Transport Strategy 2010 identifies a number of current and potential issues associated with travelling to, from and within Gainsborough. These include:

- limited accessibility from regional locations, which may deter investment in the town. Despite being better connected than other parts of Lincolnshire, Gainsborough is still some distance from the A1/motorway network, and accessibility to regional destinations by public transport is limited
- limited travel options for those on a low income or without access to a private car, car ownership in the town being relatively low.

9.30 The Transport Strategy has been developed, taking into account feedback from a consultation exercise, to help control the growth in traffic volumes, minimise the level of congestion in future by providing a range of quality travel options for the town, including walking and cycling, and achieve modal shift. Policy G3 seeks to support the Strategy.

9.31 Gainsborough's core area is based on a medieval street pattern which persisted during the town's population explosion of the 19th century, the medieval plots being in-filled to the rear creating distinctive yards and alleys which strongly characterise the town's central area today. Although some of the medieval pattern of narrow streets, alleys and courtyards are still evident today, clearance of the historic fabric during the 20th century, and subsequent redevelopment where this has taken place, has in most instances impacted detrimentally on the quality of the townscape. At the same time a new main thoroughfare has resulted in the town having its back to the riverfront, one of its greatest assets. Improving the quality of the townscape by revitalising the existing historic fabric, raising the standard of urban design for new development and re-establishing the historic linkages across the town will contribute to providing the right conditions to attract future investment. Policy G3

therefore seeks to protect, enhance and make best use of Gainsborough's heritage assets and ensure that the re-development of sites achieves environmental enhancement. Support for the development of key town centre sites which can serve to enhance the town centre offer as well as the environment is also provided by Policy G5.

Policy G3 - Regenerating Gainsborough

The Central Lincolnshire Authorities will pursue the regeneration of the Gainsborough area economically, socially and environmentally, and will seek to address multiple deprivation through new housing, employment, social, environmental and public realm development and other improvements.

Informed by and in support of the Gainsborough Masterplan, and subsequent updates, the Local Plan and development proposals will support the following regeneration priorities:

- **Ensuring that the allocation of sites for housing and employment development supports regeneration where possible;**
- **Neighbourhood renewal in areas of high deprivation and, in particular, the Gainsborough South West Ward;**
- **Improving education and skills provision;**
- **Improving connectivity to and within the Gainsborough Urban Area including by foot, cycle and public transport;**
- **Protecting, enhancing and making best use of Gainsborough's heritage assets including the riverside area, Gainsborough Old Hall, and All Saints Church;**
- **Redeveloping key sites for uses that will contribute to the environmental enhancement and overall prosperity of the town.**

Policy G3 will be implemented by:

- The Central Lincolnshire Authorities working with each other, partners and local communities to develop and implement strategies and proposals for the regeneration of Gainsborough.
- The Central Lincolnshire Authorities and partners proactively pursuing and promoting opportunities for investment and funding for regenerating the Gainsborough area.
- Promoting regeneration objectives in other strategies and programmes, and developing linkages between these and the Local Plan
- Actions by West Lindsey District Council and others focussed towards the delivery of specific projects identified in the Gainsborough Masterplan or subsequent refresh.

- Development management decisions by the Central Lincolnshire Authorities, including appropriate masterplanning processes
- Further policy development in the Local Plan, including site allocation and designation

EMPLOYMENT PRIORITIES IN THE GAINSBOROUGH AREA

9.32 As referred to under Regenerating Gainsborough, the Masterplan identifies economic diversification as a key priority for the town in order to move towards future economic sustainability.

9.33 Business Register and Employment Survey data identifies that in 2010 employment in Gainsborough is concentrated in three sectors as illustrated in Table 3 below.

Table 3 – A comparison of sectoral employment

	2004	2010			
		Gainsborough	Central Lincolnshire	East Midlands	England
Public Administration, Education and Health	27.4%	32.7%	34.2%	28.2%	27.6%
Distribution, hotels and restaurants (includes retail)	28.0%	26.3%	21.9%	21.4%	22.5%
Manufacturing	23.6%	17.8%	10.3%	13.4%	8.7%
Total employment in the 3 sectors	79.0%	76.8%	66.4%	60.0%	58.8%

Sources: *Annual Business Inquiry 2004/Business Register & Employment Survey 2010*

9.34 Comparing the 2010 data to the Annual Business Inquiry figures for 2004 shows a growth in employment in the public sector whilst employment in manufacturing, which had been the dominant sector, declined in the period to 2010. Manufacturing, however, remains an important sector in Gainsborough and, indeed, since 2010 public sector employment cuts and known expansion proposals by two of the town's leading manufacturers, Ping and Eminox, may well lead to a reversal in the relative prominence of these two sectors.

9.35 Table 3 also provides a comparison for these three principal sectors with the figures for Central Lincolnshire, the East Midlands and England. These further illustrate the continued significance of the manufacturing sector to the town together with the reliance for employment on three principal sectors, highlighting the need for diversification of the local economy in Gainsborough.

9.36 The need to improve the skills base of the labour force, supported by Policy G3 is critical for attracting new employment sectors to the town. This is reinforced by employment forecasts² which indicate that for West Lindsey District as a whole, whilst manufacturing will remain an important sector, it will decline over the Plan period. At the same time there is expected to be significant growth in the construction, distribution and other (mainly public) services sectors.

9.37 The objective of Policy CL17 is to develop a high quality, sustainable economy across Central Lincolnshire as a whole which is diverse and has an appropriately skilled workforce. Supported by Policies CL17 and G4, Policy G5 below sets out the components needed to achieve this within the Gainsborough area.

9.38 The 2010 Employment Land Review (ELR) for West Lindsey District identifies Gainsborough as having a primarily local property market in both the industrial and office sectors with the industrial market being far larger than the office market. There is little inward investment due to the town's relative isolation and good opportunities elsewhere. Additionally, the ELR reports that the town suffers from a negative perception by outsiders.

9.39 Gainsborough has two principal industrial areas – the Corringham Road and Heapham Road Industrial Estates, both situated on the eastern edge of the town, close to the A631, both with good take-up of units, including by companies relocating from central town sites. A third phase of the Heapham Road estate, Somerby Park, is attracting development, including a biomass processing facility. An incubator and business centre has been constructed on the Foxby Lane Business Park but the remainder of the freehold plots remain available.

9.40 There is currently no shortage of good quality employment land within the town, though the growth proposals are expected to create an increase in demand. Policy G5 identifies the proposed SUEs as the principal locations for additional employment land allocations. Other sites will also be considered for allocation as part of the further work on the Local Plan. It is important that land to be made available for employment use can provide high quality, deliverable sites in accessible locations and be flexible to meet the needs of modern industry.

9.41 Whilst there is no shortage of employment land, in respect of West Lindsey as a whole, the ELR points to a lack of available small workshop units, grow-on space of above 500 m² new modern units and freehold units. The ELR also suggests that there is sufficient office space within Gainsborough, this and the need for small industrial/workshop premises, especially freehold, being confirmed by the 2010 Gainsborough Employment Study (GES).

9.42 Gainsborough needs to attract inward investment. The GES suggests that the level of activity in certain sectors would justify the town's promotion as a strong location for construction and general engineering. Construction, in particular, would form a natural development and spin-off from the significant levels of growth being

² LEFM Feb 2009 – based on population RSS 2009, Cambridge Econometrics (Source: Lincolnshire Business Accommodation Study 2009)

proposed for the town. The drive for energy efficiency may provide an opportunity to present Gainsborough as a location for green construction industries. There may also be opportunities to take advantage of both the town's farming hinterland for encouraging agricultural related industries and also its good access to Grimsby and Hull ports and Doncaster and Humberside airports for attracting companies making use of these points of entry/exit to the UK.

POLICY G4 – EMPLOYMENT PRIORITIES IN THE GAINSBOROUGH AREA

The Central Lincolnshire Authorities will work with their partners and other stakeholders to strengthen, broaden and grow the economy of the Gainsborough area in line with Gainsborough's status as a Primary Attractor within Central Lincolnshire.

In doing so, in accordance with Policy CL4, approximately 25 ha of land will be allocated in the Local Plan for employment use within and immediately adjoining the Gainsborough Urban Area to meet the employment needs of both the existing and future population, including the following allocations at the proposed Sustainable Urban Extensions:

- **Gainsborough Southern Neighbourhood – employment land to accommodate around 15,000m² of Class B1 and B2 Uses³**
- **Gainsborough Northern Neighbourhood – 7 ha**
- **Gainsborough Eastern Neighbourhood – 7.5 ha**

The allocation of other specific sites will be made through further Local Plan work involving a criteria-based assessment of both existing and potential new allocations to provide a portfolio of high quality sites that are accessible, flexible to the needs of modern industry, deliverable and meet the needs of Central Lincolnshire's population as it grows.

The Local Plan will support the following sectors and premises as employment priorities for the Gainsborough area:

- **General engineering**
- **Agricultural services/supply chain**
- **Construction/energy saving**
- **Professional and business services**

- **Incubator units**
- **Small business/industrial workshops, particularly freehold**
- **Serviced office space**
- **Sites for business modernisation and/or consolidation**

The take-up of employment land will be monitored and allocations reviewed both to ensure deliverability of sites and that the needs of the labour force are being met. The sector and premises priorities for growth will also be

³ As approved by WLDC outline planning consent ref: 125020

reviewed and updated as necessary in line with the Central Lincolnshire Economic Strategy.

Policy G4 will be implemented by:

- The Central Lincolnshire Authorities working with partners, developers and communities to promote and bring forward sites for employment in Gainsborough
- The Central Lincolnshire Authorities working with each other and with partners, developers and communities to promote and bring forward the 3 proposed Sustainable Urban Extensions and necessary supporting infrastructure
- Development management by the Central Lincolnshire Authorities
- Further policy development, including site allocations, in the Local Plan
- Implementation of the Central Lincolnshire Economic Strategy and any more locally based strategy subsequently developed by West Lindsey District Council
- Working with key stakeholders including the Greater Lincolnshire Local Enterprise Partnership to bring forward new economic development

GAINSBOROUGH'S TOWN CENTRE AND OTHER CENTRES

9.43 Gainsborough provides an important role as a retail and service destination for the local area and is identified as a 'Main Town Centre' in Central Lincolnshire's retail hierarchy set out in Policy CL20.

9.44 The opening of Marshall's Yard in 2007 has provided a significant step change in the appeal of the town as a shopping and leisure centre, attracting several national retailers into the site. The scheme has also strengthened the profile of Gainsborough in national town centre rankings⁴, advancing 257 places from 611th in 2007 to 354th in 2010.

9.45 The success of Marshall's Yard has, however, shifted the retail focus away from the traditional town centre and this is one of the issues that stakeholders within the town centre are working to address, supported by this policy. The Masterplan describes the traditional town centre as *"generally low quality, characterised by poor quality shop fronts, examples of unfortunate planning and design decisions, but with isolated pockets of higher quality buildings and public realm."* In more recent years significant high quality public realm improvements have been undertaken centred on the Market Place which could act as a catalyst to attract investment into the enhancement of the built fabric of the traditional centre, to in turn help attract new businesses and more shoppers and other visitors. Improvements to the town's twice weekly street market have also been carried out.

9.46 The Central Lincolnshire City and Town Centres Study 2012 advises the diversity of uses in the town centre is broadly similar to the national average apart from in leisure services where there is a shortfall, despite the offer available at Marshall's Yard. Taking into account committed convenience and comparison goods development (primarily the extant planning permission for the Tesco Extra store on Trinity Street) and the success and apparent strong trading of Marshall's Yard, there

⁴ Venuescore

is no quantitative need for additional convenience goods over the Plan period and only limited need for additional comparison goods in the shorter term. However, it suggests that the town would benefit from a more rounded and comprehensive offer, particularly in light of the growth strategy.

9.47 As referred to under 'Regenerating Gainsborough', there are a number of opportunities within the town centre for enhancing the offer and achieving environmental improvements. These are:

- Elswitha Quarter – being promoted as a mix of uses to complement the existing town centre offer with a focus on leisure services
- Lindsey Centre/Lindsey Centre car park/Belton's Printing premises – redevelopment to better meet the current needs of retailers and which could provide improved links, and therefore footfall, from Marshall's Yard into the Market Place area
- Magistrate's Court - a small site possibly suitable for office, hotel, leisure or residential use (above ground floor due to flood risk)
- Baltic Mill - a small site possibly suitable for office, hotel, leisure or residential use (above ground floor due to flood risk).

9.48 The Central Lincolnshire City and Town Centres Study advises that there are no existing concentrations of shops in the Gainsborough Urban Area that meet the definition of District or Neighbourhood Centres. A new development of retail units has opened at Corringham Road subsequent to the finalisation of the Study. Consideration of its status against the Central Lincolnshire retail hierarchy will take place as part of the further work on the Local Plan. The growth of Gainsborough will provide opportunities to provide additional local retail and service provision to cater for the day to day needs of communities. Such centres will be small in scale to support and complement the town centre and not compete with it. The appropriate scale and location for additional retail facilities to serve local needs arising from the SUEs will be determined with reference to location, dwelling density and existing retail and service provision. The designation of any District and Neighbourhood Centres, if appropriate, would need to be in accordance with the definitions set out in Policy CL20.

Policy G5: Gainsborough's Town and Other Centres

The Central Lincolnshire Authorities will work with partners and stakeholders to strengthen Gainsborough Town Centre and encourage new development that contributes to the enhancement of Gainsborough's role as a Main Town Centre within the Central Lincolnshire retail hierarchy.

To achieve this, the Local Plan will:

- 1) Plan for a town centre that is high quality, well-designed and is connected to the River Trent, in line with the Vision and Objectives for the**

Gainsborough area;

- 2) Focus the development of Town Centre uses serving the Gainsborough area within Gainsborough town centre in line with Policy CL20;**
- 3) Seek improved integration of Marshall's Yard with the traditional town centre based on the Market Place;**
- 4) Promote a broader range of town centre uses, including housing where appropriate, and in particular an increase in leisure and cultural provision;**
- 5) Safeguard and support the enhancement of the existing and development, as appropriate, of new markets.**
- 6) Support the delivery of projects identified through the Gainsborough Masterplan and its updates to enhance the environment and offer of the town centre, including the redevelopment of the Elswitha Quarter and the Lindsey Centre/Beltons Printing premises site;**
- 7) Seek further environmental enhancement of the historic fabric of the traditional town centre based on the Market Place;**
- 8) Seek opportunities to provide more public green open space**
- 9) Improve access into and around the town centre, prioritising public transport, cycling and walking, including associated facilities.**

To complement but not compete with Gainsborough Town Centre, a network of other centres will be developed and maintained. New centres will be an integral part of the proposed strategic Sustainable Urban Extensions and should provide a range of services and facilities to meet the daily needs of current and future residents of the Gainsborough area. To achieve this, the Central Lincolnshire Local Plan will identify new Neighbourhood Centres for the Gainsborough area and ensure that new development within them:

- 1. Contributes to the vitality and mix of uses of the locality;**
- 2. Meets a need within the immediate locality;**
- 3. Is of an appropriate scale and does not have a detrimental impact on the objectives to strengthen Gainsborough Town Centre;**
- 4. Prioritises and promotes access by walking and cycling.**

Policy G5 will be implemented by:

- The Central Lincolnshire Authorities working with each other, partners and local communities to develop and implement strategies and proposals, drawn from the Masterplan or subsequent refresh and related projects.

- The Central Lincolnshire Authorities and partners proactively pursuing and promoting opportunities for investment and funding for regenerating the Gainsborough town centre.
- Promoting the strengthening of Gainsborough town centre in other strategies and programmes, and developing linkages between these and the Local Plan
- Actions by West Lindsey District Council and others focussed towards the delivery of specific projects identified in the Gainsborough Masterplan or subsequent refresh.
- Development management decisions by the Central Lincolnshire Authorities, including appropriate masterplanning processes.
- Working with proponents of strategic sites to ensure new neighbourhood centre are fit for purpose and delivered.
- Further policy development in the Local Plan, including site allocation and designation.

GREEN INFRASTRUCTURE AND SETTLEMENT BREAKS

9.49 The provision and maintenance of a high quality Green Infrastructure Network is a key component of the Growth Strategy for Central Lincolnshire and is fundamental for ensuring the level of growth proposed for the Gainsborough Urban Area is accommodated in a sustainable manner.

9.50 Consultation for the Masterplan established the view amongst residents that there is a lack of public open space in Gainsborough's centre together with a shortage of opportunities for walking and cycling around the town's edge, despite being surrounded by open countryside. To this end the Masterplan identifies opportunities for increasing open space in proposals for key Town Centre sites and also the objective of linking the various woodlands and sites of nature conservation located around the periphery to create an accessible green corridor from the riverside at Morton in the north to the Lea Marsh SSSI in the south. A series of riverside walks and a footbridge across the Trent would then complete the loop.

9.51 The deficiency in natural green spaces both in and around Gainsborough is confirmed by the Central Lincolnshire Green Infrastructure Study. The Study also identifies the need to protect and enhance areas of open land in and around the setting of the town that contribute to its character and prevent further coalescence with Lea and Morton.

9.52 Policy G5 supports the provision of public green open space in the Town Centre whilst Policy G6 supports the implementation of the recommendations and proposals for the Gainsborough Area as set out in the GI Study.

9.53 Gainsborough lies within the Study's Trent Strategic Green Corridor, a priority area with key opportunities for strategic GI enhancement, linkage and creation, including to the west of the River Trent in Nottinghamshire. Within this Corridor, an East Gainsborough Strategic Green Access Link will be created which will connect communities and businesses within the eastern and southern SUEs to local leisure opportunities and destinations, green spaces and public transport. This East Gainsborough Link will connect to a Trent Strategic Green Access Link both to the

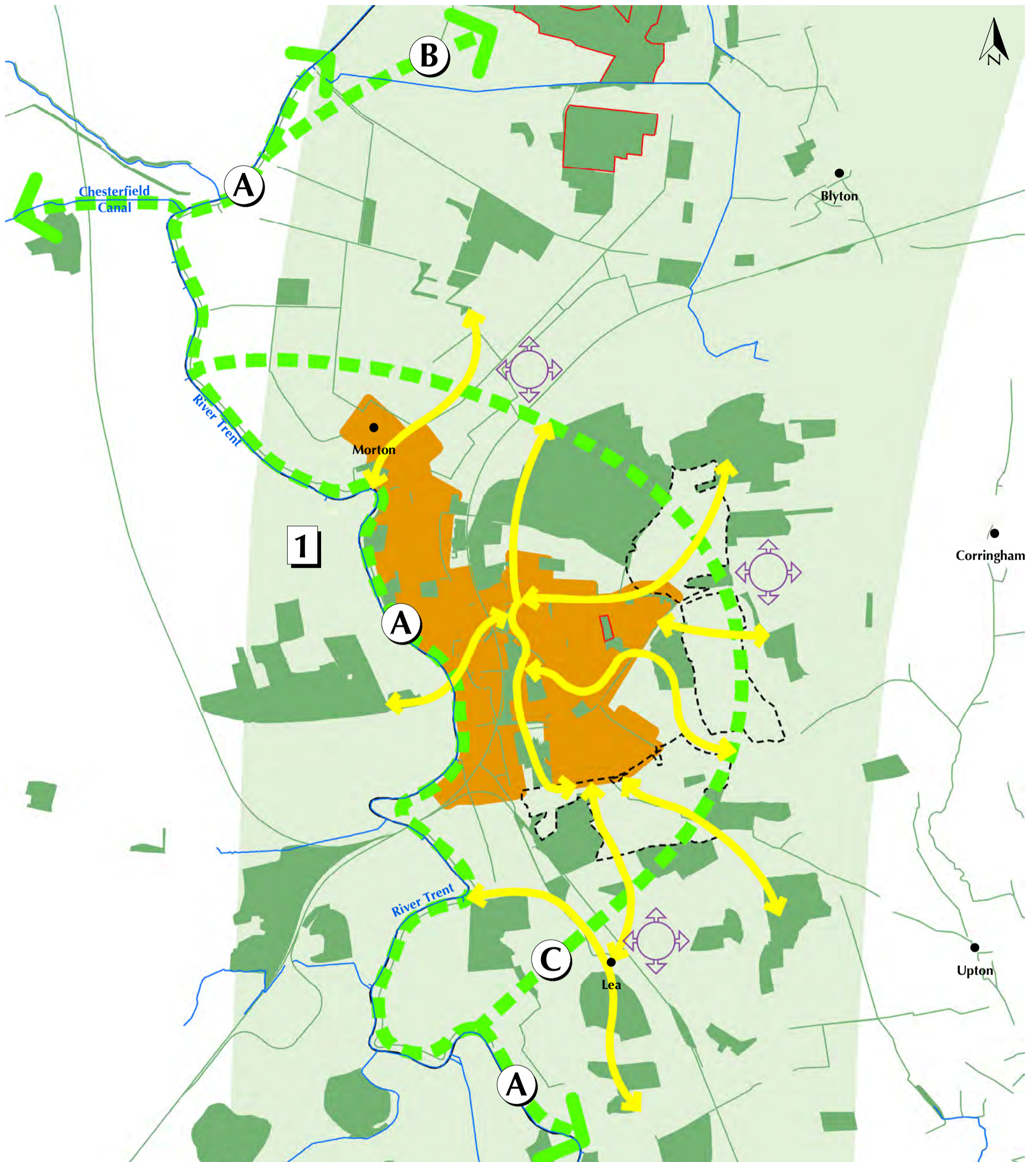
north and south of the town, the Trent Link following the route of the river, thereby achieving the Masterplan objective of creating a green corridor around the town.

9.54 Within the built-up area of the town the concept of an Urban Green Grid will be developed which will extend out into the SUEs. The Grid will comprise multifunctional networks of green and blue links and spaces threading through the built environment, weaving together areas where people live and work with public transport networks and the wider countryside. In doing so the Grid will provide the local community with green areas for recreation and access to nature, a sense of place, education opportunities and help to contribute towards sustainable travel by providing safe routes for walking and cycling. The Grid will also include green roofs and walls to provide linkages for wildlife.

9.55 Linking the Urban Green Grid to the Strategic Access Links, green spaces and habitats around the town and adjoining villages of Lea and Morton will be a network of Local Green Links. This network will include the open space of the 'Gainsborough Escarpment', the prominent north-south landscape feature that affords extensive views west across the Trent Valley and which has been afforded protection from development under local planning policy for a number of years.

9.56 Gainsborough is attached to the village of Lea by past development extending northwards from the village. This development however is only to the west of the Gainsborough Road, there being open countryside to its east. In order to retain the intrinsic character of Lea, local planning policy has aimed to prevent further coalescence of Gainsborough with the village through the designation of a 'settlement break'. Unfortunately a greater degree of coalescence has taken place between the town and Morton without any discernible break; however the village has its own identity which, together with that of Lea, the Masterplan recognises should be maintained. Undeveloped land that helps to maintain the individual identities of Lea and Morton and prevent further coalescence with Gainsborough will be protected from development. At the same time opportunities will be sought in these and other locations around Gainsborough to create accessible green space, potentially by linking and/or extending the arc of woodlands to the east of the town.

Figure 3: Green Infrastructure Concept Plan for the Gainsborough Area



(A) **Strategic Green Access Links**
Key opportunities for multi-user, predominantly off-road, strategic access routes

- (A) Trent Link
- (B) Scunthorpe Link
- (C) East Gainsborough Link

(1) **Strategic Green Corridors**
Priority areas with key opportunities for strategic GI enhancement, linkage and creation

- (1) Trent Green Corridor

Gainsborough Urban Green Grid
Priority area with key opportunities for greening of the built environment, including potential new sustainable urban extensions

Local Green Links
Key opportunities for local GI linkages

Proposed Sustainable Urban Extension
(as identified in the Central Lincolnshire Local Plan Core Strategy, Partial Draft Plan for Consultation, June 2012).

Wider Countryside
Opportunities for targeted environmental and access improvements

Existing Strategic Greenspace

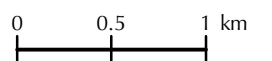
Existing Accessible Natural Greenspace

Proposed Areas of Search for New Accessible Natural Greenspace

Main Watercourses

90 District Boundaries

This GI Network Concept Plan provides a strategic framework for delivery of GI. It is only illustrative and does not necessarily indicate a constraint on development.



Policy G6 – Green Infrastructure and Settlement Breaks in the Gainsborough Area

The Central Lincolnshire Authorities will work with partners and stakeholders to protect, enhance and deliver an integrated green infrastructure network for the Gainsborough area. In addition to meeting the general principles for green infrastructure and biodiversity in Policy CL24, this network will meet the specific requirements for the Gainsborough area, and will be achieved through development management, investment and appropriate management of land.

In relation to growth and development in the Gainsborough area, the Local Plan will:

- 1) Protect and enhance the existing network of green spaces, including wildlife sites, protected open space and settlement breaks as defined and designated in the saved policies and Policies Map of the West Lindsey Local Plan), together with any future revisions to the network;**
- 2) Undertake a review of the existing network as part of the Central Lincolnshire Local Plan to consolidate, enhance and, where appropriate, extend the network, including revised or additional designation of land if required, taking account of:**
 - i) the opportunities identified in the Green Infrastructure Study for Central Lincolnshire;**
 - ii) the proposed locational priorities for development in the Gainsborough area, including the Sustainable Urban Extensions, as set out in Policy G2; and**
 - iii) the other requirements and objectives set out in this policy;**
- 3) Pursue the planning and delivery of the proposed Green Infrastructure Network for the Gainsborough Area as illustrated in the Concept Plan , including:**
 - i) the protection, enhancement and creation of green infrastructure within the Trent Green Strategic Corridor, including, wherever appropriate, including working with partners and stakeholders to the west of the River Trent to ensure that such protection, enhancement and creation respects the Trent Vale as an entity;**
 - ii) the development of the Trent and East Gainsborough Strategic Green Access Links to connect communities and businesses with local leisure opportunities/destinations, green spaces and public transport services; and**
 - iii) the protection, enhancement and creation of Local Green Links, including incorporating the open space of the Gainsborough Escarpment, to connect the Gainsborough Urban Green Grid to the Trent and East**

Gainsborough Strategic Green Access Links, green spaces and habitats in the countryside around the Gainsborough Urban Area, including to the west of the River Trent to link with the Bassetlaw Green Infrastructure Network and beyond;

- 4) Protect undeveloped land between Gainsborough and Morton to the north and Gainsborough and Lea to the south as opportunities to locate natural greenspace accessible to all in these areas;**
- 5) Protect views east – west across the Trent Valley from the Gainsborough escarpment including from inappropriate development;**
- 6) Enhance the environmental quality of landscapes that contribute to the character and setting of Gainsborough and its setting;**
- 7) Retain existing important natural green spaces and provide significant levels of habitat re-creation to form stepping stones to link existing wildlife habitats;**
- 8) Provide extensive levels of new natural green space accessible to all to meet the needs of the existing and expanded population for outdoor recreational space, and to act as ecological buffer zones to protect wildlife habitats;**
- 9) Protect, enhance and promote managed access for all to archaeological sites, historic landscapes and other historic environmental assets as part of the Green Infrastructure Network;**
- 10) Promote the use of green roofs and walls to provide wildlife linkages between green spaces; and**
- 11) Promote the management of the Trent floodplain as a multi-functional green corridor to enable sustainable water resource management and the creation of wildlife and recreational corridors.**

Development in the Gainsborough area will be required to be in accordance with these principles and requirements.

Policy G6 will be implemented by:

- The Central Lincolnshire Authorities working with each other, partners and local communities to develop and implement strategies and proposals for green infrastructure in the Gainsborough Area
- Developing the Central Lincolnshire Green Infrastructure evidence base
- The Central Lincolnshire Authorities and partners pursuing investment and funding for the provision and management of green infrastructure
- Promoting green infrastructure objectives in other strategies and programmes, and developing linkages between green infrastructure and other strategies

- Promoting green infrastructure objectives in the land management practices of the Central Lincolnshire Authorities, partners, stakeholders, communities and individuals
- Development management decisions by the Central Lincolnshire Authorities, including appropriate masterplanning processes
- Further policy development in the Local Plan, including site allocation and designation.

SUSTAINABLE URBAN EXTENSIONS TO GAINSBOROUGH

9.57 There are three SUEs proposed for the town. All three strategic sites will be delivered concurrently over the plan period in accordance with the infrastructure requirements of Central Lincolnshire Infrastructure Delivery Plan and the Gainsborough area. All SUEs in Central Lincolnshire will be subject to detailed masterplans and brought forward in line with the requirement of Policy CL7 Sustainable Urban Extensions in Central Lincolnshire.

GAINSBOROUGH SOUTHERN NEIGHBOURHOOD

9.58 The Gainsborough Southern Neighbourhood will be an expansion of the main built-up area of the town and provide a significant contribution to the type and level of growth required to ensure the continued regeneration of Gainsborough. The Southern SUE will be a balanced neighbourhood that will form an integrated extension to the existing community and which will provide services and facilities that can also benefit areas in close proximity which include pockets of deprivation.

9.59 The site already benefits from outline planning permission following referral to the Secretary of State. Consideration of the planning application was subject to a Planning Performance Agreement, the development requirements and phasing being the results of negotiation under the PPA, extensive consultation and a masterplanning exercise.

9.60 The SUE will deliver a broad range of up to 2,500 new homes, including affordable housing, over four phases at a rate of approximately 100 – 150 per year. Included within the total provision, but excluded from the four phases, are some 310 units to be built as part of the Neighbourhood Centre. The first phase is to deliver some 420 dwellings, construction being expected to start during 2014/2015.

9.61 The Neighbourhood Centre is key to the success of the development, providing, along with the residential units, employment space and retail and community uses. Very localised shopping will be provided at two further locations. The scale of retail to be provided at the Neighbourhood Centre should be as defined by Policy CL20 and will complement rather than compete with Gainsborough Town Centre. In addition two primary schools will be built within the neighbourhood, secondary education to be provided at the Trent Valley Academy or elsewhere.

9.62 The scale of employment space being provided at the SUE takes into account its close proximity to existing opportunities for employment development at the Foxby Lane Business Park and at Phase 3 of the Heapham Road Industrial Estate (Somerby Park). Employment will also be provided by the shops, services and

schools to be included within the SUE. It is additionally expected that the types of dwellings to be provided on the SUE, including a requirement for a specific percentage of Lifetime Homes, will result in a proportion of residents working from home.

9.63 Interspersed between the developed areas will be a network of green infrastructure benefiting wildlife and providing leisure opportunities and also links for pedestrians and cyclists to gain access to the proposed East Gainsborough Green Access Link and beyond. To compensate for the impact the development of this greenfield site will have on biodiversity, and notwithstanding that the masterplan indicates that around 40% of the site will remain undeveloped, the delivery of an Off-site Ecological Compensation Area has been agreed. Whilst located within an Area of Great Landscape Value, the site has the advantage of largely being in the form of a shallow bowl that faces along its northern edge the existing built edge of Gainsborough. The remainder of the site is encircled by existing mature woodland which will serve to largely screen the development from the south and south-east.

9.64 Access to the site will be off Foxby Lane which itself will be subject to highway improvements including new roundabouts and traffic calming measures. Modal shift and sustainable transport solutions are key aspects of the development.

9.65 A Sustainable Urban Drainage System is to be used in respect of surface water drainage for the majority of the site. Elsewhere, where necessary, a combination of other methods will be used. The Lea Road Sewage Treatment Works is to be upgraded to cater for foul drainage from the development, the timing for which is included in the Section 106 Agreement.

Policy G7 - Gainsborough Southern Neighbourhood (Land south of Foxby Lane)

This area to the south of Gainsborough, as shown on the Policies Map, is identified as a strategic site for a Sustainable Urban Extension (SUE) to deliver the following mix of uses within the plan period:

- **In the region of 2,500 dwellings of an appropriate mix;**
- **Employment land to accommodate around 15,000 m² of Class B1 (Business) and B2 (General Industrial) uses such as small offices, start up business premises and other small scale industry compatible with a residential area and the location;**
- **A Neighbourhood Centre of an appropriate scale and nature, providing for Class A uses of around 2000 m², community uses and services, including for health and community policing;**
- **Additional retail provision of very limited scale and nature at two further locations;**
- **Two on-site primary schools and proportionate contributions towards improving education provision in the Gainsborough Area; and**
- **Associated transport, green, social and other infrastructure.**

Phasing and Infrastructure

The development shall be phased to ensure that it meets the requirements of Policy CL7 and positively contributes to the wider objectives for the Gainsborough area and Central Lincolnshire over its construction period and beyond. To achieve this, the development and Phasing Plan shall have regard to:

- a. The Central Lincolnshire Infrastructure Delivery Plan and recognise infrastructure capacity and improvements needed in the Gainsborough area to support to overall level of growth proposed;
- b. Ensuring sustainable communities are developed through each phase of development, and over the period of construction period, by delivering the proposed District Centre, employment and other uses in parallel with residential development;
- c. Where viable, ensuring development which will achieve successful linkages with the Gainsborough Town Centre and existing development is phased early in construction period;
- d. The timing and construction of improvements to locally key transport infrastructure such as Foxby Hill/Foxby Lane; and
- e. The need for investment in upgrading utility services in the wider Gainsborough area, particularly where there are known capacity issues such as the existing sewage treatment works.

Transport and Connectivity

To ensure that the development positively contributes towards improved movement in the Gainsborough area a detailed Transport Assessment, Travel plan and the development should:

- a. Take full account of, and contribute towards, planned projects identified in the Central Lincolnshire Infrastructure Delivery Plan and the impacts and opportunities associated with the wider growth strategy for the Gainsborough area;
- b. Include measures to encourage the use of public transport, walking and cycling, such as the provision of services and infrastructure both within the development and to adjoining areas and Gainsborough Town Centre;
- c. Make provision for four vehicular access points to the site from Foxby Lane;
- d. Assess and, where appropriate, contribute towards mitigation of any unacceptably adverse impacts on existing transport infrastructure, such as Foxby Hill/Foxby Lane.

A Quality Environment

To ensure that the development contributes positively to the conservation and enhancement of the environmental quality and character of the Gainsborough area, and that adverse impacts are minimised and mitigated, informed by historic landscape characterization, the masterplan and development shall:

- a. Respect the site's location within an Area of Great Landscape Value as designated by the West Lindsey Local Plan. To assist the integration of the development into its surroundings, wherever possible existing trees, remnant hedges and ponds should be incorporated into the landscape structure, supplemented by new planting of native woodland and hedgerows together with the creation of new ponds as necessary;**
- b. Provide a network of green infrastructure that links to the wider Green Infrastructure Network for the Gainsborough area as set out in Policy G6, and which:**
 - i) protects and, where appropriate, enhances sites within and adjoining the site that are subject to environmental designations such as Local Wildlife Sites, Ancient Woodlands and other Strategic Greenspace identified in the Central Lincolnshire Green Infrastructure Study 2011 including Warren Wood, Bass and Park Springs Wood, Lea Wood and Pickering Pond Wood;**
 - ii) incorporates historic field boundaries into the layout of new development wherever possible; and**
 - iii) provides a variety of linked formal and informal open spaces together with sustainable access links and connectivity both within the development and between it, the rest of the Gainsborough urban area, including the Eastern and Northern SUEs, and the adjoining countryside, including the potential East Gainsborough Green Access Link, as identified in the Central Lincolnshire Green Infrastructure Study 2011.**

THE GAINSBOROUGH NORTHERN NEIGHBOURHOOD

9.66 The Gainsborough Northern Neighbourhood provides an opportunity to enhance the role and sustainability of the town, providing a significant contribution to the type and level of growth required to ensure the continued regeneration of Gainsborough. The proposed Sustainable Urban Extension will deliver some 2,400 new homes comprising a broad mix of housing sizes and types to meet the needs of the town.

9.67 Key to the development will be a new Centre providing shops, services such as health care and community facilities for the local area. The scale of retail provision at the Centre will be in line Policy CL20 and will complement rather than compete with Gainsborough Town Centre.

9.68 The development will include around 7ha of employment land. In helping to provide for the employment priorities set out in Policy G4, including the need for start up and small business premises, given the sites proximity to the adjacent A631, this could potentially be for storage and distribution uses together with larger general industrial businesses.

9.69 Located within an Area of Great Landscape Value, it will be crucial for the development to be designed in such a way that it is integrated with its surroundings, contributing positively to the quality and character of the area. The creation of a network of green infrastructure will help towards achieving this, benefit wildlife, and provide leisure opportunities and also links for pedestrians and cyclists to gain access to the East Gainsborough Green Access Link and beyond.

9.70 Access to the site will be provided from a single point along Corringham Road, potentially via a new roundabout at the Corringham Road/Belt Road junction. There will be no direct access on to the A631. Sustainable transport solutions will be a key aspect of the development.

9.71 An outline planning application for the sites is expected during 2013/14. Accompanying the application will be a detailed Masterplan and Phasing Plan which will set out how the site is to be delivered over the plan period. It is expected that construction will commence on site during 2016/17 and the SUE will be built out at between 100-150 dwellings per year. Throughout the lifetime of the development there will be a need to contribute toward sewerage infrastructure and provide for a new primary school to service the development. There will also be the need to make contributions to transport infrastructure including improvements to both Corringham Road and Belt Road, the exact details of which are yet to be determined.

Policy G8 - Gainsborough Northern Neighbourhood (land north of Corringham Road and the A631)

This area to the north of Gainsborough, as shown on the Policies Map, is identified as a strategic site for a Sustainable Urban Extension (SUE) to deliver the following mix of uses within the plan period:

- **In the region of 2,400 dwellings of an appropriate mix;**
- **Around 7 ha of employment land for Class B1/B2/B8 uses; to include start-up and small business premises;**
- **A new Centre of an appropriate scale, providing for retail, services and community uses of a local nature;**
- **Education provision, including the provision of an on-site primary school and proportionate contributions towards improving education provision in the Gainsborough Area; and**
- **Associated transport, green, social and other infrastructure.**

Phasing and Infrastructure

The development shall be phased to ensure that it meets the requirements of

Policy CL7 and positively contributes to the wider objectives for the Gainsborough area and Central Lincolnshire over its construction period and beyond. To achieve this, the development and Phasing Plan shall have regard to:

- a. The Central Lincolnshire Infrastructure Delivery Plan and recognise infrastructure capacity and improvements needed in the Gainsborough area to support to overall level of growth proposed;**
- b. Ensuring sustainable communities are developed through each phase of development, and over the period of construction period, by delivering the proposed District Centre, employment and other uses in parallel with residential development;**
- c. Where viable, ensuring development which will achieve successful linkages with the Gainsborough Town Centre and existing development is phased early in construction period;**
- d. The timing and construction of improvements to locally key transport infrastructure such as the Belt Road, Corringham Road and the A631/B1433 junction; and**
- e. The need for investment in upgrading utility services in the wider Gainsborough area, particularly where there are known capacity issues such as the existing sewage treatment works.**

Transport and Connectivity

To ensure that the development positively contributes towards improved movement in the Gainsborough area a detailed Transport Assessment, Travel plan and the development should:

- a. Take full account of, and contribute towards, planned projects identified in the Central Lincolnshire Infrastructure Delivery Plan and the impacts and opportunities associated with the wider growth strategy for the Gainsborough area;**
- b. Include measures to encourage the use of public transport, walking and cycling, such as the provision of services and infrastructure both within the development and to adjoining areas and Gainsborough Town Centre;**
- c. Make provision for a single point of access from the south to the site (possibly as a fourth arm to a new roundabout at the Corringham Road/Belt Road junction) onto an improved Corringham Road the following access points;**
- d. Have no direct access onto the A631; and**
- e. Assess and, where appropriate, contribute towards mitigation of any unacceptably adverse impacts on existing transport infrastructure, such**

as Corringham Road and Belt Road.

A Quality Environment

To ensure that the development contributes positively to the conservation and enhancement of the environmental quality and character of the Gainsborough area, and that adverse impacts are minimised and mitigated, informed by historic landscape characterization, the masterplan and development shall:

- a. **Respect the site's location within an Area of Great Landscape Value as designated by the West Lindsey Local Plan. To assist the integration of the development into its surroundings, wherever possible existing trees, remnant hedges and ponds should be incorporated into the landscape structure, supplemented by new planting of native woodland and hedgerows together with the creation of new ponds as necessary; and**
- b. **Provide a network of green infrastructure that links to the wider Green Infrastructure Network for the Gainsborough area as set out in Policy G6, and which:**
 - i) **protects and, where appropriate, enhances sites adjoining the site that are subject to environmental designations such as Local Wildlife Sites and other Strategic Greenspace identified in the Central Lincolnshire Green Infrastructure Study 2011 including Somerby Wood, Hornby Wood, Corringham Scroggs Wood, and Wharton Wood;**
 - ii) **incorporates historic field boundaries into the layout of new development wherever possible; and**
 - iii) **Provides a variety of linked formal and informal open spaces together with sustainable access links and connectivity both within the development and between it, the rest of the Gainsborough urban area, including the Trent Vale Academy and the Eastern and Southern SUEs, and the adjoining countryside, including the potential East Gainsborough Green Access Link, as identified in the Central Lincolnshire Green Infrastructure Study 2011.**

GAINSBOROUGH EASTERN NEIGHBOURHOOD

9.69 The Gainsborough Eastern Neighbourhood provides an opportunity to enhance the role and sustainability of the town, providing a significant contribution to the type and level of growth required to ensure the continued regeneration of Gainsborough. The proposed Sustainable Urban Extension will deliver some 2,100 new homes comprising a broad mix of housing sizes and types to meet the needs of the town.

9.73 Key to the development will be a new Centre providing shops, services such as health care and community facilities for the local area. The scale of retail at the Centre will be in line with Policy CL20 and will complement rather than compete with Gainsborough Town Centre.

9.74 The development will include around 7.5 ha of employment land. In helping to provide for the employment priorities set out in Policy G4, including the need for start-up and small business premises, given the site's proximity to the adjacent A631, this could potentially be for storage and distribution uses together with larger general industrial businesses.

9.75 Located within an Area of Great Landscape Value, it will be crucial for the development to be designed in such a way that it is integrated into its surroundings, and positively to the quality and character of the area. The creation of a network of green infrastructure will help towards achieving this, benefit wildlife, and provide leisure opportunities and also links for pedestrians and cyclists to gain access to the East Gainsborough Green Access Link and beyond.

9.76 Access to the site will be provided both from the north via an improved A631/Corringham Road junction, possibly a new roundabout, and off Heapham Road from the south-west, creating a link to the southern Neighbourhood. There will be no other direct access on to the A631. Sustainable transport solutions will be a key aspect of the development.

9.77 An outline planning application for the sites is expected during 2014/15. Accompanying the application will be a detailed Masterplan and Phasing Plan which will set out how the site is to be delivered over the plan period. It is expected that construction will commence on site during 2017/18 and the SUE will be built out at between 100-150 dwellings per year. Throughout the lifetime of the development there will be a need to contribute toward sewerage infrastructure and provide for both a new primary and secondary school, with the latter serving both the Eastern and Northern Neighbourhoods. There will also be the need to make contributions to transport infrastructure including improvements to both Heapham Road and Belt Road, the exact details of which are yet to be determined.

Policy G9 - Gainsborough Eastern Neighbourhood (land south of the A631 and north of Heapham Road)

This area to the east of Gainsborough, as shown on the Policies Map, is identified as a strategic site for a Sustainable Urban Extension (SUE) to deliver the following mix of uses within the plan period:

- **In the region of 2,100 dwellings of an appropriate mix;**
- **Around 7.5 ha of employment land for Class B1/B2/B8 uses; to include start-up and small business premises;**
- **A new Centre of an appropriate scale, providing for retail, services and community uses of a local nature;**
- **Education provision, including the provision of on-site primary and secondary schools and proportionate contributions towards improving**

- education provision in the Gainsborough Area; and
- Associated transport, green, social and other infrastructure.

Phasing and Infrastructure

The development shall be phased to ensure that it meets the requirements of Policy CL7 and positively contributes to the wider objectives for the Gainsborough area and Central Lincolnshire over its construction period and beyond. To achieve this, the development and Phasing Plan shall have regard to:

- a. The Central Lincolnshire Infrastructure Delivery Plan and recognise infrastructure capacity and improvements needed in the Gainsborough area to support to overall level of growth proposed;
- b. Ensuring sustainable communities are developed through each phase of development, and over the period of construction period, by delivering the proposed District Centre, employment and other uses in parallel with residential development;
- c. Where viable, ensuring development which will achieve successful linkages with the Gainsborough Town Centre and existing development is phased early in construction period;
- d. The timing and construction of improvements to locally key transport infrastructure such as the Heapham Road and the A631/B1433 junction; and
- e. The need for investment in upgrading utility services in the wider Gainsborough area, particularly where there are known capacity issues such as the existing sewage treatment works.

Transport and Connectivity

To ensure that the development positively contributes towards improved movement in the Gainsborough area a detailed Transport Assessment, Travel plan and the development should:

- a. Take full account of, and contribute towards, planned projects identified in the Central Lincolnshire Infrastructure Delivery Plan and the impacts and opportunities associated with the wider growth strategy for the Gainsborough area;
- b. Include measures to encourage the use of public transport, walking and cycling, such as the provision of services and infrastructure both within the development and to adjoining areas and Gainsborough Town Centre;
- c. Make provision for the following access points to the site:

- To the north from the A631 at the A631/B1433 Thorndyke Way/Corringham Road junction via a new improved junction, (potentially a roundabout). No other direct access points onto the A631 will be permitted; and
 - To the south-west via an improved Heapham Road linking to the southern extension; and
- d. Assess and, where appropriate, contribute towards mitigation of any unacceptably adverse impacts on existing transport infrastructure, such as Corringham Road and Heapham Road.

A Quality Environment

To ensure that the development contributes positively to the conservation and enhancement of the environmental quality and character of the Gainsborough area, and that adverse impacts are minimised and mitigated, informed by historic landscape characterization, the masterplan and development shall:

- a. Respect the site's location within an Area of Great Landscape Value as designated by the West Lindsey Local Plan. To assist the integration of the development into its surroundings, wherever possible existing trees, remnant hedges and ponds should be incorporated into the landscape structure, supplemented by new planting of native woodland and hedgerows together with the creation of new ponds as necessary; and
- b. Provide a network of green infrastructure that links to the wider Green Infrastructure Network for the Gainsborough area as set out in Policy G6, and which:
 - i) Protects and, where appropriate, enhances sites adjoining the site that are subject to environmental designations such as Local Wildlife Sites and other Strategic Greenspace identified in the Central Lincolnshire Green Infrastructure Study 2011 including Somerby Wood, Hornby Wood and Whites Wood;
 - ii) Incorporates historic field boundaries into the layout of new development wherever possible; and
 - iii) Provides a variety of linked formal and informal open spaces together with sustainable access links and connectivity both within the development and between it, the rest of the Gainsborough urban area, including the Northern and Southern SUEs, and the adjoining countryside.

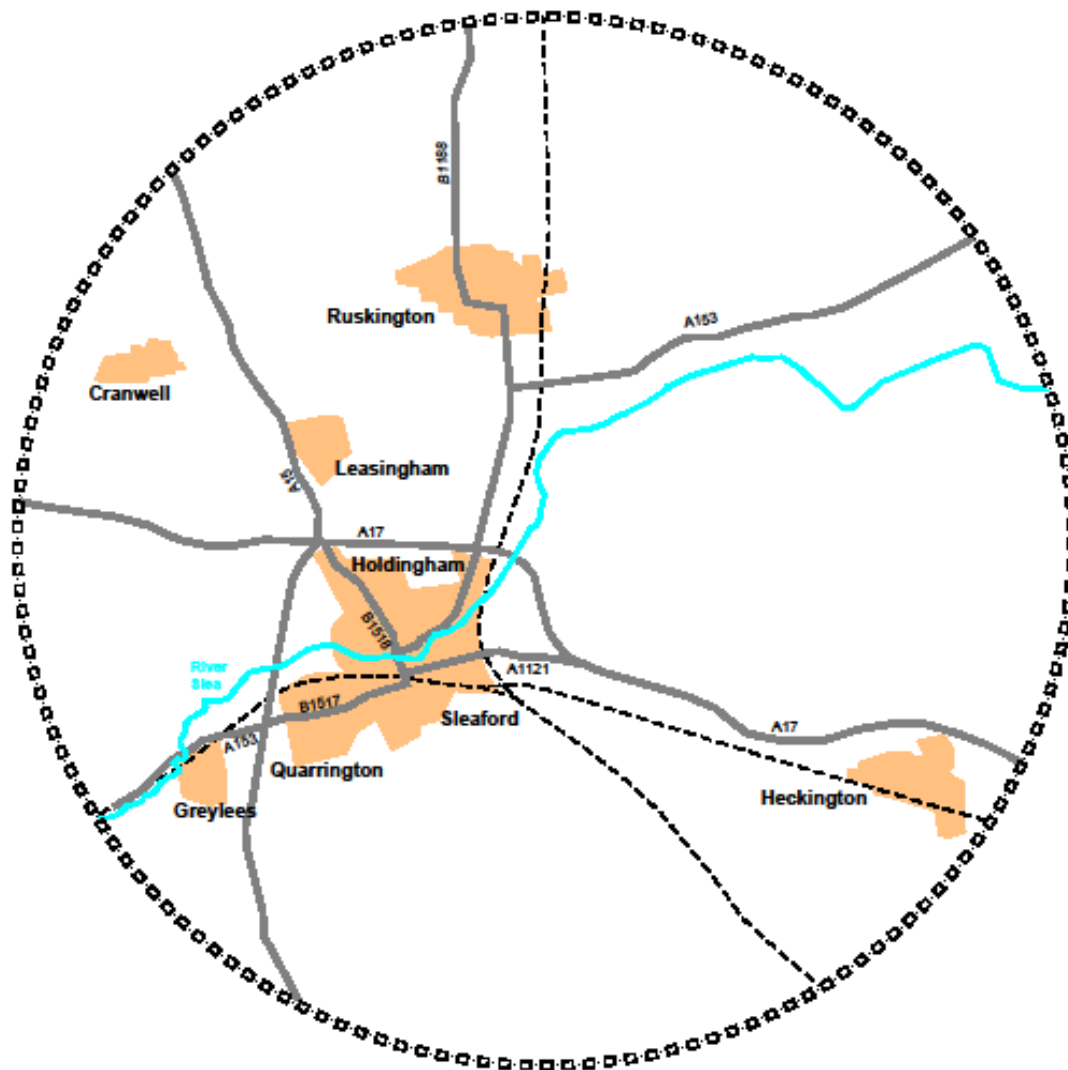
Policies G7, G8 & G9 will be implemented by:

- The Central Lincolnshire Authorities working together and with key stakeholder to manage the delivery of the developments over the plan period.

- Establishing detailed Masterplans and phasing plans alongside Outline Planning Applications for the comprehensive development of the sites
- Reserved matter Planning Applications for each phase of development

10. THE SLEAFORD AREA

10.1 Sleaford is a historic market town situated on the River Slea in the heart of Lincolnshire. It is the main retail, service and employment centre for people living in the town and in the surrounding villages.



10.2 Sleaford has experienced rapid population growth over the past 30 years rising from 8,000 in 1981 to around 18,000 today with a further 30,000 people living within 10 miles of the town. 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, good-quality education and its central location with good road and rail links to national employment centres including London, which all have the potential to be enhanced and in turn develop Sleaford's role locally and nationally.

10.3 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.

10.4 Sleaford hosts the National Centre for Craft and Design, a major tourist attraction located in the Town Centre. The town has a strong heritage, an attractive market place and a tight urban grain. The River Sleas runs through the Town Centre assisting to provide a pleasant environment. Parts of the town are in need of regeneration, including the approach to the Town Centre from the railway station and the former Bass Maltings which is a Grade II* Listed Building. Regeneration, infrastructure investment, and a full realisation of the benefits offered by Sleaford's assets and location could really unlock the town's potential as an exemplar living, working, shopping and recreational environment and to enhance Sleaford role within Central Lincolnshire and beyond.

SLEAFORD TODAY – CONTEXT & KEY CHALLENGES

SLEAFORD – A PORTRAIT

Sleaford:

- is an attractive market town which acts as a major centre for services, employment, retail, leisure, culture, health and education
- has three highly performing secondary schools located in the Town Centre
- has good road and rail connections benefitting from its location in the heart of Lincolnshire
- will be generating renewable energy from the straw burning Sleaford Renewable Energy Plant (SREP) expected to be completed in 2014.
- suffers from a lack of diversity in employment premises and environments, with a need for high quality office space and smaller premise including industrial workshops, grow-on industrial space and serviced offices
- and its surrounding area is characterised by lower than average wage rates and a narrow employment focus
- has an attractive Town Centre but a narrow Town Centre offer, in part due to the predominance of smaller premises which are not always attractive to retailers and suitable for the sale of comparison goods.
- Benefits from two bypasses (the A17 to the north and the A15 to the west) but has a constrained road network in and around the Town Centre, which results in queuing traffic in the high street (Southgate) and detracts from the quality of the Town Centre environment
- has a lack of capacity in the foul water drainage network which will need upgrading to allow the town to sustainably develop

Table 4 – Key Figures for the Sleaford Area

Size of Sleaford Urban Area	5.5 sq. km
<u>Population of Sleaford Urban Area</u>	(Census 2011, Based on Output Areas)
Total Population	17, 671
% Population aged 65 and over	tbc
% Population at working age	tbc
Population of Sleaford Economic Zone	38,767 (Census, 2011)
Number of homes (Valuation Office, 2011)	8,690
<u>Main employment sectors in Sleaford Economic Zone (2011)</u>	
○ Public administration, education and health	29%
○ Distribution, restaurants and hotels	22%
Number of schools	7
Number of SSSIs	0
Conservation Areas	1
Local Wildlife Sites	5
Local Nature Reserves	2
Scheduled Monuments	1
Listed Buildings	179
Non car-owning households (Sleaford Economic Zone)	tbc
Number of households in fuel poverty (LRO, 2010)	160

VISION AND OBJECTIVES FOR SLEAFORD

10.5 A Vision and Objectives have been prepared to guide sustainable development in Sleaford over the plan period to 2031 as follows:

VISION FOR SLEAFORD IN 2031

By 2031, Sleaford will have grown sustainably into a better, more confident place with a thriving local economy which provides a diverse range of services and employment opportunities.

Significant levels of residential and economic development will have taken place including the delivery of two Sustainable Urban Extensions, a Town Centre superstore, new retail units and attractive locations for employment within and adjoining the Sleaford Urban Area.

Sleaford's visitors and residents alike will enjoy access to a wealth of natural green spaces which provide recreational and educational opportunities as well as sustainable travel options. An attractive and lively waterside environment will offer an improved leisure and culture offer and provide a focus for community recreation and tourism.

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. The day to day needs of the area's communities will be met by local neighbourhood centres which will provide a range of local shops, services and other facilities.

Sleaford Town Centre will be an attractive and vibrant place with a pedestrian focussed public realm which is clean, green and safe and engenders community pride. The retail offer of the Town Centre will have developed and diversified strengthening Sleaford's competitiveness, resilience and role as a Primary Attractor.

The regeneration of the Town's key opportunity areas including the former Bass Maltings complex, Money's Yard and the Market Square (including Corn Exchange) will have attracted new businesses, residents and visitors to the area; and created desirable places to live, work, shop and socialise.

Southgate will be transformed into a vibrant and welcoming gateway into the Town Centre.

10.6 The following specific objectives for the Sleaford area are identified alongside the Strategic Objectives for Central Lincolnshire:

Objective 1	Reinforce the role of Sleaford as a Primary Attractor through growth including the development of 4,500 new homes and 20ha of employment land and proportionate investment in local infrastructure
Key Policies for Delivery	S1, S2, S3, S4, S5, S6, S7, S8

Objective 2	Build a more resilient local economy with substantial job growth, transition to higher skilled economy and providing premises of a variety of sizes, suitable for broad range of potential investors
Key Policies for Delivery	S1, S2, S3, S4

Objective 3	Prioritise the reuse of previously developed land by regenerating key opportunity areas including the former Bass Maltings complex, Money's Yard and the Market Square
Key Policies for Delivery	S1, S2, S4

Objective 4	Improve movement in and around the town and encourage sustainable travel by improving public bus services, cycle routes, walking routes and providing parking for private cars in appropriate locations around the Town Centre
Key Policies for Delivery	S1, S2, S5

Objective 5	Ensure growth and development is supported by appropriate infrastructure including sewerage, energy and transport infrastructure
Key Policies for Delivery	S1, S2

Objective 6	Create clean, green and safe environments by increasing green infrastructure provision and identifying and delivering key opportunities for improving connectivity and movement within and around the town
Key Policies for Delivery	S1, S2, S6, S7, S8

Objective 7	Create an attractive and lively waterside environment by identifying and delivering key opportunities for enhancing leisure and culture offer along the River Sleat
Key Policies for Delivery	S1, S5, S6

KEY DIAGRAM: SLEAFORD AREA



KEY:



Existing Built-up Area



Main Roads



Railway Line



Railway Station



Main Rivers



Sleaford SUES

- 1 Sleaford West Quadrant
- 2 Sleaford South Quadrant



Sleaford East West Green Link



Major employment Opportunities



Regeneration Areas



Sleaford Town Centre



Sleaford Link Road

SLEAFORD AREA STRATEGY FOR GROWTH

10.7 The Spatial Strategy for Growth for Central Lincolnshire identifies Sleaford as a main urban area and Primary Attractor, identifying a need for 4,500 new dwellings and 20 ha of employment land to be delivered over the plan period.

10.8 The growth of the Sleaford will drive investment in, and be hand in hand with significant infrastructure improvements. Through proposed growth it is envisaged that Sleaford's role nationally and within Central Lincolnshire will be enhanced as a more attractive place to live, visit work and do business. This is in line with the Regional Plan (2009) which seeks to maintain and enhance the roles of "Main Towns" as locally significant employment and service centres.

10.9 Policy S1 below sets out an integrated approach to sustainability as a headline policy for the Sleaford area, embodying the Vision and Strategic Objectives. Policies in the rest of the chapter flow from it to provide more detail on particular aspects, as follows:

- S2 – Locational Priorities for Growth in the Sleaford Area
- S3 – Employment Priorities in the Sleaford Area
- S4 – Regenerating Sleaford
- S5 – Strengthening Sleaford Town Centre and the Network of Neighbourhood Centres in the Sleaford Area
- S6 – Green Infrastructure in the Sleaford Area
- S7 & S8 - detailed policies for the 2 proposed SUEs for Sleaford.

10.10 These policies focus on issues for which a specific approach is felt to be needed for the Sleaford area. The Sleaford area is, however, also subject to the generic policies in the Core Strategy as set out in Chapters 3 – 7.

Policy S1 – Strategy for Growth in the Sleaford Area

Growth in the Sleaford area will be delivered through a co-ordinated and sustainable approach to planning and development based on the Core Strategy's Vision and Objectives for the Sleaford area. This approach integrates housing, economic, regeneration, transport, green infrastructure and environmental policy to achieve major housing and economic growth linked to infrastructure improvements, whilst protecting and enhancing Sleaford's environmental quality and character.

Sustainable growth in the Sleaford Area will be achieved through a combined strategy of prioritising the re-use of brownfield sites within the Sleaford Urban Area, the delivery of two strategic Sustainable Urban Extensions to the Sleaford Urban Area (Sleaford West Quadrant (Policy S8) and Sleaford Southern Quadrant (Policy S7)) and non strategic sustainable expansions of the Sleaford Urban Area into the surrounding countryside. To achieve this, the Local Plan and any development proposals should:

- 1. Support the strengthening of Sleaford's role as a thriving Market Town and Primary Attractor (key centre for retail, employment, culture, leisure, tourism, education and other services) through significant housing and economic growth, regeneration activity, and improvements to its infrastructure and the range and quality of facilities it provides for residents and visitors**
- 2. Support the role of Sleaford through significant growth in the period 2011/12 – 2030/31, including delivery of approximately 10% (4,500 homes) of Central Lincolnshire's new housing and 20ha of employment land within or adjacent to the Sleaford's main built up area, as set out in Policy CL4;**
- 3. Plan the pattern of growth of the Sleaford area in a strategic and sustainable manner with appropriate supporting infrastructure, as set out in Policy S2;**
- 4. Support the creation of a diverse, resilient and highly competitive local economy in Sleaford, as detailed in Policy S3**
- 5. Support the regeneration of Sleaford socially, economically and environmentally, as detailed in policy S4;**
- 6. Promote the enhancement and growth of Sleaford Town Centre and support a network of small Neighbourhood Centres to meet the needs of residents and visitors as Central Lincolnshire grows, as detailed in Policy S5;**
- 7. Review and define the individual and collective roles of villages in the Sleaford Area, including their appropriate levels and types of growth, as part of the preparation of further Development Plan Documents, having regard to local aspirations and any Neighbourhood Plans for those settlements;**
- 8. Promote a sustainable and high quality transport system for the Sleaford area to tackle issues of carbon emissions, traffic congestion particularly within and around the Town Centre, air quality and accessibility, including investment to achieve modal shift to public transport, cycling and walking alongside necessary highways improvements;**
- 9. Protect, nurture and enhance Sleaford's environmental and heritage assets conserving and promoting Sleaford's natural and built heritage as key elements of Sleaford's quality of life and local distinctiveness, and for their benefits for tourism, regeneration and the economy; and**
- 10. Define and promote a strategic network of green infrastructure including linking the Sleaford Urban Area to the surrounding countryside and communities as set out in Policies S6 and CL24.**

Policy S1 will be implemented by:

- The Central Lincolnshire Authorities working with each other, partners and local communities to develop and co-ordinate strategies affecting the Sleaford area, including economic development, regeneration, transport, infrastructure, green infrastructure and housing
- The implementation of a Movement and Parking Strategy for Sleaford Town Centre
- Pursuing investment opportunities and funding to regenerate and grow Sleaford
- Development management by the Central Lincolnshire Authorities
- Further policy development in the Local Plan, including the proposed Allocations Document

LOCATIONAL PRIORITIES FOR DEVELOPMENT IN THE SLEAFORD AREA

10.11 To meet the need for development, the vision and objectives, the Sleaford Masterplan and deliver the development targets for the Sleaford Urban Area identified in Policy CL4, the Core Strategy has two main locational priorities for development as follows:

- 1) re-using previously-developed sites ('brownfield' land) within the existing built-up area of the town; and
- 2) focusing urban expansion in large-scale Sustainable Urban Extensions (SUEs) that can be masterplanned with appropriate infrastructure and a range of facilities and to integrate with Sleaford and adjoining settlements.

10.12 It is intended that these two components will meet the bulk of the development targets for the Sleaford Urban Area¹ for the period 2011 – 2031, and will provide sufficient sites for new housing and employment development on an ongoing basis throughout the plan period, as set out in the Housing Trajectory for Central Lincolnshire (see Chapter 4 and Appendix J).

10.13 Specifically, the Core Strategy identifies and allocates 2 SUEs for the Sleaford Area, both of which adjoin the Sleaford Urban Area boundary, as follows:

- 1) Sleaford South Quadrant (Land at Stump Cross Hill and Land to the South East of London Road); and
- 2) Sleaford West Quadrant (Land to the west of Drove Lane and to the east of the A15).

How were these priorities decided?

10.14 The locational priorities for the Sleaford Area carry forward those set out in the adopted Regional Plan (2009) prioritises making best use of previously developed land and delivering development in a way that:

- shortens journeys and facilitates access to jobs and services

¹ This is defined by Policy CL4 and Appendix I of the Core Strategy. And corresponds to Sleaford as defined in the saved North Kesteven Local Plan

- strengthens rural enterprise and linkages between settlements
- maintains the distinctive character and vitality of rural communities.

10.15 North Kesteven District in partnership with the Homes and Communities Agency and Lincolnshire County Council prepared a Masterplan for Sleaford completed in April 2011. This looked at a number of development options for the town and its findings are very much consistent with the Core Strategy policies. The Sleaford Masterplan recognises that to achieve the investment needed in infrastructure, services and job creation, there will need to be a critical mass of residential growth. In considering options to deliver this critical mass it identified the need to bring forward all available brownfield sites as well as SUEs. The Sleaford Masterplan concluded that the most sustainable options for SUEs are to the west and the south of the Town.

10.16. The Sustainable Futures Study also investigated potential development locations across the Sleaford Area, with supporting information on sites from the Central Lincolnshire SHLAA and Employment Land Availability Study. Successive engagement with stakeholders has also been undertaken as the Core Strategy has moved from options about the form and direction of growth for Sleaford (see Issues & Options Report) through to specific SUE proposals.

Infrastructure to support growth

10.17 The growth of Sleaford will inevitably place greater demands on the area's infrastructure, including transport, education, health, water, sewage treatment and so on. It is important that new development is supported by new infrastructure and contributes to its delivery.

10.18 Three key pieces of infrastructure have been identified in the Strategy for Growth, as follows:

- Sleaford South East Regeneration Route (SSERR)
- Additional primary, secondary and sixth for education capacity delivered through two new primary schools and one new secondary facility
- Upgrade to the water supply and foul sewerage network

10.19 The SUEs in particular will need to be co-ordinated and phased to ensure these key infrastructure items are delivered to the benefit of the wider area. Further details are covered in the individual SUE policies.

Site allocation and the release of land in the Sleaford area

10.20 Apart from the two SUEs, the Core Strategy does not allocate individual sites either within or outside the Sleaford Main Urban Area boundary. This will be considered through the preparation of the proposed Allocations Document, and sites identified on a revised Policies Map if appropriate.

10.21 As discussed in Chapter 5 (Growing Central Lincolnshire), the Allocations Document will include consideration of the role and level of growth for settlements within the Rural Area, including those settlements that are within the wider Sleaford

Area but outside the main urban area, such as Greylees, Ruskington, Cranwell, Leasingham and Heckington. Such satellite settlements may have the potential for further growth in a supporting role to Sleaford and meeting their own local needs where this can be achieved sustainably and is consistent with the aspirations of residents and stakeholders to be established through engagement.

10.22 It is stressed that this staged approach to site allocation within the Local Plan should not preclude development other than the SUEs coming forward ahead of the adoption of the Allocations Document. Such development proposals will be assessed against the Core Strategy policies, particularly Policy CL5, and any relevant saved policies. Clearly, it is intended and hoped that development on previously-developed sites and in the rest of the Sleaford Area continues under the Core Strategy where it can demonstrate that it is sustainable and consistent with the NPPF and the development plan.

Policy S2 – Locational Priorities for Development in the Sleaford Area

In meeting the targets for housing and employment growth in the Sleaford area and to regenerate Sleaford, development will be focused on previously-developed sites within the Sleaford Urban Area and in Sustainable Urban Extensions (SUEs) that are carefully integrated with Sleaford and supported by necessary facilities and infrastructure provision ensuring that infrastructure and access to facilities in the Sleaford Area is improved as a result of the development.

Priorities for the allocation and/or release of land for development in the Sleaford Area for the period 2011/12 – 2030/31 will be as follows:

- 1. Making best use of previously-developed land and buildings within the Sleaford Urban Area for housing and other uses, with first priority given to sites within and adjoining Sleaford Town Centre, and;**
- 2. Bringing forward through detailed Masterplans, on a planned and phased basis, two strategic Sustainable Urban Extensions (SUEs) as follows:**
 - ❖ Sleaford West Quadrant (land off Drove Lane as allocated on the Policies Map) - approximately 1,750 dwellings, 3ha of employment land, a new neighbourhood centre, education and community facilities, infrastructure and other related uses, as detailed in Policy S8; and**
 - ❖ Sleaford South Quadrant - (Land off London Road incorporating land at Stump Cross Hill as allocated on the Policies Map) – approximately 1,600 dwellings, appropriate employment opportunities including small offices and small scale work space, a Neighbourhood Centre, education and community facilities and infrastructure, as detailed in Policy S7.**

This combined strategy of urban regeneration and Masterplanned Sustainable Urban Extensions will be followed by additional smaller sustainable expansions to the Sleaford Urban Area designed to meet the need for housing and economic growth in the Sleaford Area and to be

allocated through subsequent planning documents.

Policy S2 will be implemented by:

- The Central Lincolnshire Authorities working with partners, developers and communities to promote and bring forward previously-developed sites for re-use or redevelopment as part of the regeneration of Sleaford
- The Central Lincolnshire Authorities working with each other and with partners, developers and communities to promote and bring forward the 2 proposed Sustainable Urban Extensions and necessary supporting infrastructure
- Development management by the Central Lincolnshire Authorities.
- Further policy development, including site allocations, in the Local Plan.

ECONOMIC PRIORITIES FOR THE SLEAFORD AREA

10.23 As a Main Urban Area, the long term economic sustainability of Sleaford is fundamental to the success of the Central Lincolnshire Growth Agenda. Alongside Policy CL17 (Delivering Prosperity and Jobs), economic resilience in the Sleaford area will need to be achieved by diversifying the employment offer, improving the competitiveness of the Town Centre and through regeneration.

10.24 Sleaford as a market town has historically benefitted from a strong agricultural sector taking advantage of its central location. Nationally and locally the agricultural industry has changed significantly, employing less people but becoming increasingly productive and profitable. A large proportion of the local population are still employed in agriculture and related industries and this sector is a key component of the economic future for the area. However there is a need to diversify the Sleaford economy to allow it to become more resilient.

10.25 A large proportion of Sleaford's existing opportunities for business and employment are located to the north east of the town on the Woodbridge Road Industrial Estate (WRIE) and the Sleaford Enterprise Park (SEP). This comprises premises and businesses mainly operating in the storage and distribution (Class B8) and office and industrial enterprises (Class B1 & B2). The location benefits from good access to the A17 and a degree of separation from residential areas making it very attractive to storage and distribution and industrial processes and not so attractive to offices and knowledge intensive industries. The take up in this location has been very positive and evidence suggests this will be the case moving forwards. There is still space available and this location will remain a key focus for economic growth in the Town.

10.26 In addition to the WRIE and the SEP, North Kesteven and Lincolnshire County Council both have offices in the Town providing a broad range of public sector opportunities and there are also significant opportunities in the Defence Sector arising from RAF Bases spread across Central Lincolnshire. To the north east of Sleaford, RAF College Cranwell provides a key national training facility which generates many other employment opportunities through support services and civilian contracts. Ensuring the right local conditions are in place to ensure Sleaford

remains attractive to the public and defence sectors is integral to the economic strategy for the area.

10.27 Recognising that the SEP and WRIE may not be entirely attractive to knowledge intensive and office based enterprise, the Core Strategy identifies opportunities for new locations to the west of the town capitalising on the A15. The Sleaford West SUE (see Policy S8) will provide space for high quality and attractive office based and light industrial uses (Class B1), but in an attractive setting fully integrated with the new neighbourhoods of the wider development. The Masterplan also identifies a similar opportunity on Grantham Road adjacent to the A15.

10.28 To achieve further diversification of the Sleaford economy and economic resilience the Central Lincolnshire Employment Land Review identified a need for smaller premises for small business creation and expansion of existing business. It specifically identifies a need for:

- Industrial workshops – 10-20 units of 0-200 sq.m totalling 1500-2500 sq.m
- Grow-on industrial space – 200-500 sq.m units
- Serviced offices – 50-200 sq.m suites totalling 2000 sq.m

10.29 Above all the employment strategy for Sleaford is about maintaining a diverse supply of attractive land and premises to allow the Sleaford economy to become more resilient and generate a wider range of opportunities for the local population to generate a more diverse and resilient labour force.

Policy S3 – Employment Priorities in the Sleaford Area

The Central Lincolnshire Authorities will work with their partners and other stakeholders to strengthen, broaden and grow the economy of the Sleaford area in line with Sleaford’s status as a Primary Attractor within Central Lincolnshire.

In doing so, in accordance with Policy CL4, approximately 20h.a. of land will be allocated in the Local Plan for employment use within and immediately adjoining the Sleaford Urban Area to meet the employment needs of both the existing and future population, including land at the Sleaford Enterprise Park and a minimum 3h.a. of land at the Sleaford West Quadrant (Policy S8 – Sleaford West Quadrant).

The allocation of other specific sites will be made through further Local Plan work involving a criteria-based assessment of both existing and potential new allocations to provide a portfolio of high quality sites that are accessible, flexible to the needs of modern industry, deliverable and meet the needs of Central Lincolnshire’s population as it grows.

The Local Plan will support the following sectors and premises as employment priorities for the Sleaford area:

- **General engineering**
- **Agricultural services/supply chain**
- **Food and Farming**

- **Construction/energy saving**
- **Professional and business services**
- **Incubator units**
- **Small business/industrial workshops, particularly freehold**
- **Serviced office space**
- **Sites for business modernisation and/or consolidation**

Employment development should be designed and located so that it can contribute towards the delivery of sustainable communities and a resilient workforce providing attractive and accessible working environments and supporting the desirability of Sleaford as a location for a diverse range of economic development opportunities. To achieve this employment development should:

- 1) be compatible with and where appropriate integrated with neighbouring uses; and**
- 2) support the creation of a diverse and resilient workforce by providing opportunities for training and where appropriate support the development of education and training services within the town**

The take-up of employment land will be monitored and allocations reviewed both to ensure deliverability of sites and that the needs of the labour force are being met. The sector and premises priorities for growth will also be reviewed and updated as necessary in line with the Central Lincolnshire Economic Strategy.

Policy S3 will be implemented by:

- The Central Lincolnshire Authorities working with partners, developers and communities to promote and bring forward sites for employment in the Sleaford Area
- The Central Lincolnshire Authorities working with each other and with partners, developers and communities to promote and bring forward the 2 proposed Sustainable Urban Extensions and necessary supporting infrastructure
- Development management by the Central Lincolnshire Authorities.
- Further policy development, including site allocations, in the Local Plan
- Implementation of the Central Lincolnshire Economic strategy and work with key stakeholders including the Lincolnshire Local Enterprise partnership to bring forward new economic development.

REGENERATING SLEAFORD

10.30 Sleaford has limited levels of social deprivation. However, there are some parts of the town that would benefit from significant investment and improvement in the built environment as well as an enhancement in the opportunities available to those living, working and visiting the town.

10.31 Movement in and around the town is restricting its ability to regenerate. Sleaford benefits significantly from the A15 and A17 as major primary routes, the

opportunities presented by these routes need to be maximised for businesses, residents and visitors. The upgrade to the Joint Line (rail) which runs through Sleaford travelling between Peterborough and Doncaster will also generate opportunities for improving connections with surrounding communities and neighbouring centres as well as increased use of rail for the freight movement. However, movement within and around the town is challenging. Private vehicles are encouraged into the Town Centre through the nature of the existing road network and the presence of car parking. Improving connections to primary routes, developing linkages with surrounding settlements, with a focus on non car travel and seeking to reduce vehicle circulation through the Town Centre are crucial to achieving the regeneration required.

10.32 There are a number of significant developments in the pipeline, which collectively should enhance the Town Centre offer and contribute towards improving movement. In March 2011, Planning Permission was granted for a Tesco Extra Superstore. This development is dependent on a new access road, linking Boston Road (crossing the Railway line) to Mareham Lane which is known as the Sleaford South East Regeneration Route (SSERR). The link road would provide a much improved access to the Bass Maltings where Planning Permission was granted in April 2011 for the redevelopment of the Grade II* Listed Building complex for a range of uses including, new homes, retail and commercial floor space, healthcare facilities, offices and community buildings.

10.33 Sleaford Railway station is located at the southern end of the Town Centre acting as a major gateway to the town. The appearance of this part of town is relatively run down, the regeneration of Sleaford Southgate is key to improving the southern end of the Town Centre and the perception and feel of the town.

10.34 Regeneration of Southgate, the proposed Bass Maltings scheme and the new Tesco superstore present significant opportunities to improve the Town Centre offer, new services and quality of the built environment.

Policy S4 – Regenerating Sleaford

The Central Lincolnshire Authorities will support and promote development which contributes towards the regeneration of the Sleaford Urban Area and Sleaford Town Centre where it seeks to achieve improvements to the built and natural environment, quality of life and prosperity.

To achieve this the Local Plan will and development proposals should, where appropriate:

- 1. Support projects associated with the delivery of the Sleaford Masterplan and the regeneration of Sleaford Town Centre**
- 2. Support measures to make walking, cycling and public transport more attractive;**
- 3. Contribute towards the delivery of new homes in the area, improving the quality of the existing housing stock and providing high quality residential environments;**

- 4. Support the provision of improved education and training opportunities;**
- 5. Assist with improving traffic circulation and reducing the number of vehicle movements in and around the Town Centre including supporting the delivery of the Sleaford South East Regeneration Route (SESRR) and closure of the level crossing;**
- 6. Contribute towards improving key gateways into the town, with a specific focus on public transport hubs such as the Sleaford Railway Station;**
- 7. Make the best use of existing landmarks, social assets and heritage assets including the Market Place , St Deny's Church, the National Centre for Craft and Design, Money's, Mill & Yard, the Castle Site, the Bass Maltings, the Sleaford Leisure Centre and the Handley Monument;**
- 8. Protect, enhance and make best use of heritage assets including Market Place, the Corn Exchange, The Bass Malting's, Money's Mill, Handley's Monument and Northgate;**
- 9. Contribute to enhancements to the public realm through creating new and improving existing public spaces;**
- 10. Maximise the Sleaford waterside environment as a means of improving the public realm, enhancing opportunities for recreation and to ensure it is maximised as a key route to and from the Town Centre and for connections to Sleaford's neighbourhood and surrounding villages in the Sleaford Area;**
- 11. Support the development of cultural assets and improve access to existing cultural facilities such as the National Centre for Craft and Design**
- 12. Support the generation of energy from renewable sources and local energy generation whilst taking into account the local character and existing opportunities including the Sleaford Renewable Energy Plant and the potential for district heating.**

Policy S4 will be implemented by:

- The Central Lincolnshire Authorities working with each other, partners and local communities to develop and implement strategies and proposals for the regeneration of Sleaford and specifically Sleaford Town Centre.
- The Central Lincolnshire Authorities and partners proactively pursuing and promoting opportunities for investment and funding for regenerating the Sleaford area
- Promoting regeneration objectives in other strategies and programmes, and developing linkages between these and the Local Plan
- The actions of the Sleaford Regeneration Group and associated groups focussed towards the delivery of specific projects identified in the Sleaford Masterplan

- Development management decisions by the Central Lincolnshire Authorities, including appropriate masterplanning processes
- Further policy development in the Local Plan, including site allocation and designation

THE TOWN CENTRE AND NETWORK OF NEIGHBOURHOOD CENTRES

10.35 Significant housing growth in the town has not been met with proportionate investment in services, facilities, shopping, leisure and employment opportunities in the Town Centre. Sleaford's central location means that it competes with Grantham, Boston, Spalding, Stamford and Newark as well the major centres of Lincoln, Peterborough and Nottingham, but at present it is not competing as well as it should be. The North Kesteven Retail Study 2007 and the Central Lincolnshire City & Town Centres Study 2012 identified that approximately 85 pence in every pound spent by residents in comparison goods is spent outside the town.

10.36 A key barrier to enhancing the Town Centre's retail core is the constant circulation of vehicle traffic around the one-way traffic management system (primarily Carre Street and Southgate). This has many negative impacts upon the Town Centre including delays to public transport, problems for deliveries to local businesses and a contribution to a poor environment for pedestrians and cyclists.

10.37 The retail offer is also constrained in part due to the Town Centre's heritage and charm. Sleaford has a tight urban grain, with small premises. Whilst this generates an attractive built environment it results in a shortage of modern larger retail premises desired by the retail sector, particularly national multiples and for the sale of comparison goods. Therefore, to diversify the retail offer, there is a need to improve the range of premises available to meet the needs of retailers and service providers. Larger premises and ultimately a more varied range of premises are needed to broaden the Town Centre offer and Sleaford Masterplan identifies a number of opportunities where this could be achieved.

10.38 As set out above, a number of projects are in the pipeline which seek to strengthen the Town Centre offer. The new Tesco Extra Superstore will provide a net sales area of up to 5,621 sq.m, of which no more than 2511 sq.m for the sale of comparison goods. Furthermore the provision of a new store in the town will allow Tesco to vacate their existing premises on Northgate. These premises have planning permission for four non-food retail units, which will add to the offer. The Bass Maltings scheme will deliver 1391 sq.m. of retail space, commercial floorspace, healthcare facilities, offices, community buildings, whilst not directly within the Town Centre, this will increase services and facilities available in the Sleaford Area in close proximity to the Town Centre.

10.39 These proposals will extinguish the need for further significant retail convenience and comparison retail in the medium term (retail study). Although it is accepted and felt that there could be scope for redevelopment and intensification of existing retail developments.

10.40 Sleaford Town Centre boundary and the Town Centre Main Shopping Streets are set out in the saved of policies of North Kesteven Local Plan.

Policy S5 – Strengthening Sleaford Town Centre and the Network of Neighbourhood Centres in the Sleaford Area

The Central Lincolnshire Authorities work with partners and stakeholders to strengthen Sleaford Town Centre and encourage new development within or adjoining Sleaford Town Centre which contributes towards enhancing Sleaford’s role as a Primary Attractor.

The Central Lincolnshire Local Plan will, and new Development should achieve this where appropriate by:

- 1. Focusing the development of main Town Centre uses on Sleaford Town Centre;**
- 2. Supporting the delivery of projects identified through Sleaford Masterplan which seek to enhance Sleaford Town Centre;**
- 3. Supporting the regeneration of Southern Southgate in providing a range of additional services and facilities and improving the southern gateway into Sleaford Town Centre;**
- 4. Supporting the provision of a broad range of premises which diversify and support an improved Town Centre offer for retail, leisure and community use, subject to an assessment of retail impact in line with Policy CL20;**
- 5. Ensuring any development proposed is compatible with adjacent buildings and land uses and does not result in an overconcentration of specific uses, in whole or part of the Town Centre;**
- 6. Assisting with improving access in and around the Town Centre by prioritising modes of transport other than the private car and improving necessary vehicle movements through the provision of the Sleaford South East Regeneration Route (SSERR);**
- 7. Contributing to enhancing Sleaford’s cultural offer, developing a visitor economy and making best use of Sleaford Town Centres heritage and cultural assets; and**
- 8. Supporting the creation of a high quality environment, including the East West Leisure Link, maximising the potential of the Riverside and delivering attractive and useable public spaces.**

To complement but not compete with Sleaford Town Centre, a network of District Centres will be maintained and developed. These centres will be at the heart of both strategic Sustainable Urban Extensions and should provide a range of services and facilities to meet the day-to-day needs of current and future residents of the neighbourhood. To achieve this the Central Lincolnshire Local Plan will identify new District or Neighbourhood Centres and ensure that new development within them:

- 1. Contributes to the vitality and mix of uses of the locality;**
- 2. Meets a need within the immediate locality;**
- 3. Is of an appropriate scale and does not have a detrimental impact on Sleaford Town Centre; and**
- 4. Prioritises and promotes access by walking and cycling.**

Policy S5 will be implemented by:

- The Central Lincolnshire Authorities working with each other, partners and local communities to develop and implement strategies and proposals, drawn from the Masterplan and related project.
- The Central Lincolnshire Authorities and partners proactively pursuing and promoting opportunities for investment and funding for regenerating the Sleaford area
- Promoting Sleaford Town objectives in other strategies and programmes, and developing linkages between these and the Local Plan
- The actions of the Sleaford Regeneration Group and associated groups focussed towards the delivery of specific projects identified in the Sleaford Masterplan
- Development management decisions by the Central Lincolnshire Authorities, including appropriate masterplanning processes
- Working with proponents of strategic sites to ensure new neighbourhood centres are fit for purpose and delivered
- Further policy development in the Local Plan, including site allocation and designation

GREEN INFRASTRUCTURE IN THE SLEAFORD AREA

10.41 The provision and maintenance of a high quality Green Infrastructure Network is a key component of the growth strategy for Central Lincolnshire and is fundamental to sustainably accommodating the level of growth required in the Sleaford Area.

10.42 In looking at the Sleaford Area the Central Lincolnshire Green Infrastructure Study identifies a deficiency in natural green space sites particularly to the east and west of the town. It also suggests that there is a deficiency in sub regional scale sites within the area. As the population grows there will be a need to address these deficiencies.

10.43 The Sleaford Masterplan reiterates the need for a strong green access link running east to west travelling along the River Slea through the Town Centre and connecting the urban area to the countryside and surrounding villages. This East West Leisure Link (EWLL) is also designed to expand the leisure offer of the Town Centre. The EWLL is fundamental to sustainably integrating growth into Sleaford by

providing a wide range of Green Infrastructure opportunities including improved options for sustainable travel.

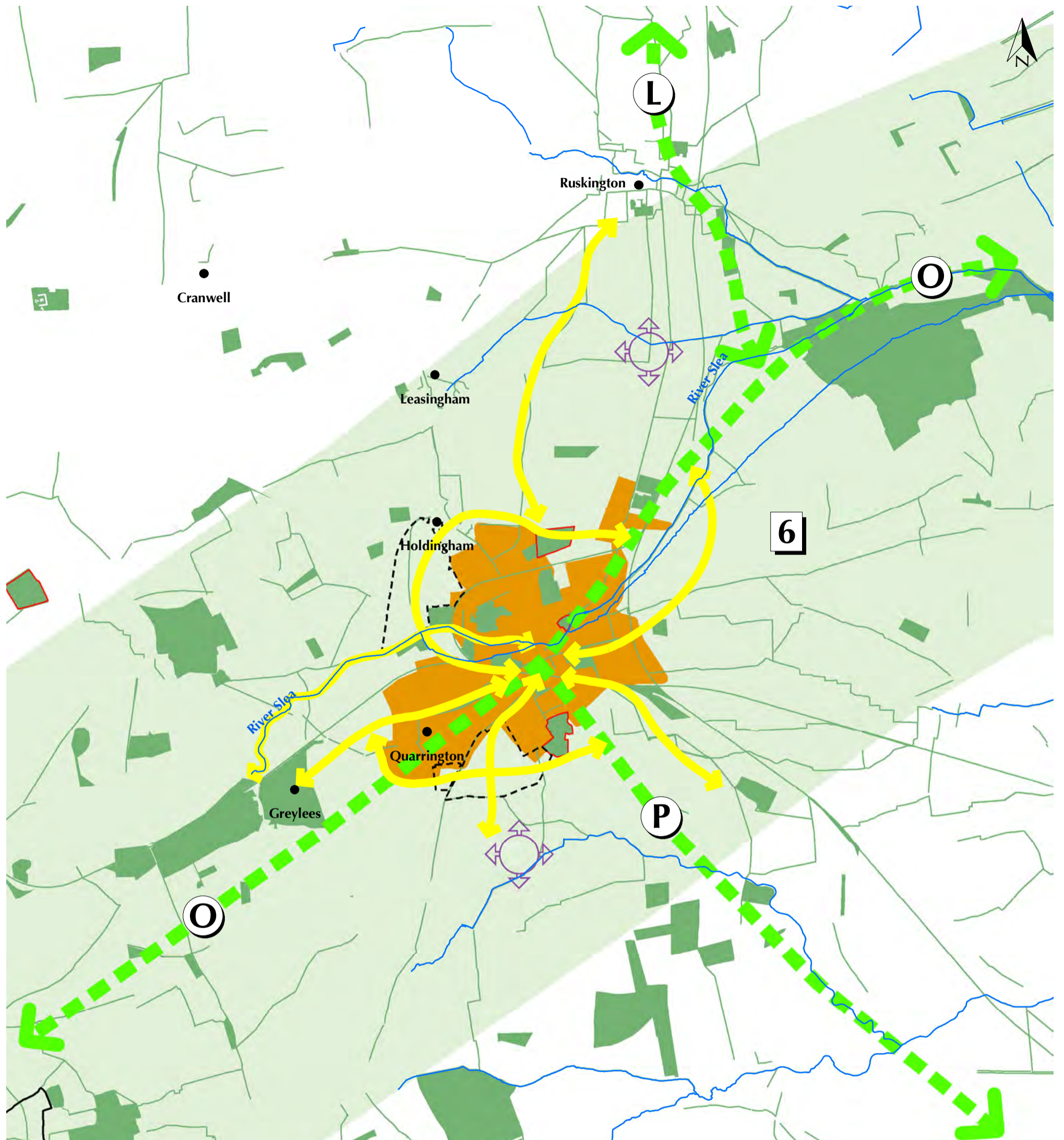
10.44 The EWLL would also fulfil the role of connecting the Sleaford West Quadrant (Policy S8) to the Town Centre where there is the potential for this site to seek to meet the sub regional scale deficiency identified and provide a large destination park which capitalises on the watercourses and serves an identified need for the current and future residents.

10.45 The EWLL forms part of wider concepts for Green Infrastructure in the Sleaford Area drawn from the Central Lincolnshire Green Infrastructure Study. The EWLL will be an integral component in the delivery of improved Strategic Green Access Links between Sleaford and surrounding villages, towns and cities. The Green Infrastructure Study identifies the need for Strategic Green Access Links to work towards generating green connections for movement, recreation and habitat creation, linking Lincoln to Sleaford, Grantham to Sleaford and Sleaford to Spalding. These Strategic links are identified on the overall Central Lincolnshire Green Infrastructure concept plan (see pages 131 - 136). See below for the Sleaford Green Infrastructure Network.

10.46 The Central Lincolnshire growth strategy focuses new development towards a combined strategy of urban regeneration and masterplanned SUEs. To improve the quality of life for residents and biodiversity an Urban Green Grid concept will be developed for the Sleaford Area as recommended by the Central Lincolnshire Green Infrastructure Study. The Sleaford Urban Green Grid will be a multi-functional network of green and blue infrastructure for recreation, access to nature, education opportunities and to encourage sustainable travel. The Sleaford Urban Green Grid will also ensure a sense of place and a high quality public realm is developed particularly in and around the Town Centre and Market Place and key gateways such as the Railway Station and main routes into and out of the Town and Town Centre. The use of street trees, landscaping and green roofs and walls together with new public open spaces delivered as integral parts of new development will be fundamental to achieving the Sleaford Urban Green Grid concept.

10.47 New development in the Sleaford Area particularly SUEs have the potential to help address identified Green Infrastructure deficiencies but also help to deliver high quality and resilient living and business environments.

Figure 4: Green Infrastructure Concept Plan for the Sleaford Area



Ⓛ Strategic Green Access Links
Key opportunities for multi-user, predominantly off-road, strategic access routes

- Ⓛ Lincoln - Sleaford Link
- Ⓞ Grantham - Sleaford - Lower Witham Link
- Ⓟ Sleaford - Spalding Link

6 Strategic Green Corridors
Priority areas with key opportunities for strategic GI enhancement, linkage and creation

- 6 Sleaford Green Corridor

Orange Box Sleaford Urban Green Grid
Priority area with key opportunities for greening of the built environment, including potential new sustainable urban extensions

Yellow Arrow Local Green Links
Key opportunities for local GI linkages

Dashed Circle Proposed Sustainable Urban Extension
(as identified in the Central Lincolnshire Local Plan Core Strategy, Partial Draft Plan for Consultation, June 2012)

Light Green Box Wider Countryside
Opportunities for targeted environmental and access improvements

Dark Green Box Existing Strategic Greenspace

Red Outline Box Existing Accessible Natural Greenspace

Purple Circle Proposed Areas of Search for New Accessible Natural Greenspace

Blue Line Main Watercourses

This GI Network Concept Plan provides a strategic framework for delivery of GI. It is only illustrative and does not necessarily indicate a constraint on development.

Policy S6 – Green Infrastructure in the Sleaford Area

The Central Lincolnshire Local Development Framework and new development will protect and enhance the network of Green Infrastructure in the Sleaford area in accordance with Policy CL24.

A Sleaford Urban Green Grid and Strategic Green Access Links will be enhanced, developed and maintained into a comprehensive local Green Infrastructure Network in the Sleaford area through:

- 1. The provision and management of Strategic Green Access Links which maximise the potential for Green Infrastructure to be used for access into the Town Centre, around the Sleaford Urban Area, improve connection with surrounding villages, Central Lincolnshire and beyond;**
- 2. The development of the Sleaford East West Leisure Link as the key component of the Sleaford Urban Green Grid in accordance with the Sleaford Masterplan and Central Lincolnshire Infrastructure Delivery Plan;**
- 3. Providing new accessible natural green space for outdoor recreation, for habitat creation, to contribute towards managing climate change, flood risk and water resources as part of new development;**
- 4. The development, protection and enhancement of the River Slea Navigation Corridor and optimising the use and value of all Sleaford's Waterways for recreation and tourism;**
- 5. Encouraging the provision of green roofs and green walls as part of the Sleaford Urban Grid and to provide linkages for wildlife, to contribute towards managing climate change, and positively impacting upon the landscape setting of the Sleaford Area;**
- 6. Exploring opportunities for food to be produced locally and for the community to grow their own food through means including community gardens, allotments and traditional orchards;**
- 7. Improving and protecting the landscape setting of the Sleaford Urban Area and the surrounding villages by ensuring key gateways are landscaped to enhance the setting of the town minimise its impact upon the open character of the countryside and to maintain the setting and integrity of surrounding villages;**
- 8. Maximising the potential and enhance the settings of heritage assets, to contribute to the Green Infrastructure Network and the Sleaford Urban Green Grid; and**
- 9. Ensuring existing woodland including the Sleaford Wood is safeguarded, new woodland is planted and recreational access to woodland is enhanced in accordance with the management of its impact.**

Policy S6 will be implemented by:

- The Central Lincolnshire Authorities working with each other, partners and local communities to develop and implement strategies and proposals for green infrastructure in the Sleaford area
- Developing the Central Lincolnshire Green Infrastructure evidence base
- The Central Lincolnshire Authorities and partners pursuing investment and funding for the provision and management of green infrastructure
- Promoting green infrastructure objectives in other strategies and programmes, and developing linkages between green infrastructure and other strategies
- Promoting green infrastructure objectives in the land management practices of the Central Lincolnshire Authorities, partners, stakeholders, communities and individuals
- Development management decisions by the Central Lincolnshire Authorities, including appropriate masterplanning processes
- Further policy development, including site allocation and designation, in the Local Plan
- A clear delivery strategy around the East West Leisure Link (EWLL)

SUSTAINABLE URBAN EXTENSIONS TO SLEAFORD

10.48 There are two SUEs proposed for the town. Both strategic sites will be delivered concurrently over the plan period in accordance with the infrastructure requirements of Central Lincolnshire Infrastructure Delivery Plan and the Sleaford Area. All SUEs in Central Lincolnshire will be subject to detailed Masterplans and brought forward in line with the requirement of Policy CL7 (Sustainable Urban Extensions).

SLEAFORD SOUTH QUADRANT

10.49 Sleaford South Quadrant will be a natural expansion of the main built-up area of the town where substantial growth has taken place in recent years. Sleaford South Quadrant will be fully integrated with existing communities and provide for much needed services in this part of the town.

10.50 The proposed Sustainable Urban Extension (SUE) will deliver approximately 1,600 new homes including a broad mix of housing sizes and types to meet the needs of the town. Key to the development will be a new Centre incorporating a community centre, local shop and health care provision to provide a community hub for the sites as well as to meet the existing need in this part of the town. Whilst the site is not viewed appropriate for large scale employment uses due to managing impacts on the highway network, it has the potential to provide for small-scale employment work space to meet the needs identified in Policy S3 (Employment Priorities in the Sleaford Area).

10.51 Access to the site will be from London Road, however sustainable transport solutions will be a key aspect of the development. The site will incorporate Sustainable Urban Drainage Systems into a high quality environment which benefits

from a strong network of green infrastructure. There will be the potential to create a high quality pedestrian environment which favours modes of travel and movement other than through the use of the private car. The development will connect into the Mareham Pastures Local Nature Reserve creating attractive walking and cycling links to the Town Centre and the Railway Station.

10.52 An outline planning application for the site is expected in January 2013. Accompanying the application will be a detailed Masterplan and Phasing Plan setting out how the development will be delivered over the plan period. It envisaged that the first phase of development will include up to 300 new dwellings together with the new Neighbourhood Centre. Throughout the lifetime of the development there will be a need to upgrade sewerage infrastructure and make significant contributions to or direct improvements to secondary education and transport infrastructure, the exact details of which are yet to be determined.

10.53 It is expected that construction will commence on site in the year 2013/14 and the SUE will be built out at between 100-150 dwellings per annum over the plan period. Infrastructure requirements and affordable housing provision will be triggered through different phases of development and in accordance with the Masterplan and Phasing Plan accompanying the outline planning application.

Policy S7 – Sleaford South Quadrant

Mix of Uses

This area (incorporating land at Stump Cross Hill and land to the South East of London Road), as shown on the Policies Map, is identified as a strategic site, to deliver the following mix of uses within the plan period:

- **In the region of 1,600 dwellings of an appropriate mix;**
- **Employment land uses such as small offices, start up business premises and other small scale industry compatible with a residential area and the location;**
- **A new Centre of an appropriate scale, providing for local retail, services and community uses; and**
- **Education provision, including the provision of an on-site primary school and proportionate contributions towards improving education provision in the Sleaford Area.**

Phasing and Infrastructure

The development should be phased to ensure that its implementation has a positive impact upon the wider growth objectives for the Sleaford Area and Central Lincolnshire over its construction period and thereafter. To achieve this the development and Phasing Plan should have regard to:

- a. The Central Lincolnshire Infrastructure Delivery Plan and recognise infrastructure capacity and improvements needed in the Sleaford Area to**

support to overall level of growth proposed;

- b. Ensuring sustainable communities are developed through each phase of development and over the period of construction;
- c. The timing and construction of the Sleaford South East Regeneration Route;
- d. The closure of the Sleaford Southgate level crossing over the railway line;
- e. The need for investment in upgrading utilities services in the wider Sleaford Area; and
- f. The sustainable growth of Sleaford over the lifetime of construction seeking where viable to ensure the first phase of development takes place on the land immediately adjoining the existing built up area of Sleaford and includes the provision of the new Centre.

Transport and Connectivity

To ensure that the development positively contributes towards improved movement in the Sleaford Area a detailed Transport Assessment, Travel Plan and the development should:

- a. Take full account of planned projects identified in the Central Lincolnshire Infrastructure Delivery Plan and transport infrastructure impacts and opportunities associated with the wider growth strategy for the Sleaford Area;
- b. Include a range of measures which promote walking and cycling;
- c. Ensure high quality passenger transport links to Sleaford Town Centre and convenient pedestrian and cycle routes within and adjoining the development;
- d. Ensure the main access for the development is taken from London Road;
- e. Assess and contribute towards mitigation where appropriate to any unacceptably adverse transport impacts on Silk Willoughby, Quarrington, King Edward Street and Castle Causeway, the junction between London Road and Grantham Road and minor roads linking London Road to Grantham Road;
- f. Maximise the opportunities associated with the proximity to the Sleaford Railway Station and include measures to encourage rail travel.

Quality Environment

To ensure that the development contributes positively to the conservation and enhancement of the environmental quality and character of the Sleaford

area, and that adverse impacts are minimised and mitigated, the Masterplan and development should:

- a. Provide a network of green infrastructure that links to the wider Green Infrastructure Network for the Sleaford Area as set out in Policy S3, and which:
 - i. Maximises the potential and mitigates the impacts associated with Moor Drain and incorporates a comprehensive Sustainable Urban Drainage System; and**
 - ii. Achieves strong connections to the adjacent Mareham Pastures local nature reserve; and****
- b. Achieve the satisfactory integration of the development visually and functionally with surrounding areas and settlements.**

SLEAFORD WEST QUADRANT

10.54 Sleaford West Quadrant offers the opportunity to diversify the existing employment offer of the town through the generation of a high quality employment location integrated into an attractive residential environment, benefitting from a prominent position and access on to A15.

10.55 The proposed Sustainable Urban Extension (SUE) will deliver approximately 1,750 new homes including a broad mix of housing sizes and types to meet the needs of the town and complement the surrounding neighbourhoods. The development will include a minimum of 3ha of employment land adjacent to the A15 targeted towards knowledge intensive enterprise (Class B1). This will provide a different opportunity to that available on the Sleaford SEQ, adding to the diversity of opportunities available in the town. It will be targeted toward businesses that can be positively integrated with new neighbourhoods to generate live work communities and distinctive neighbourhoods.

10.56 The development will also include a new Neighbourhood Centre incorporating, a community centre, local shop and health care provision to provide for the sites as well as to meet an existing need.

10.57 The site provides the opportunity to link into the Town Centre via the EWLL which will provide a green corridor focussed around the River Sleas providing attractive pedestrian and cycle routes. The main vehicular access will be provided through a new roundabout on the A15. However vehicle movement through the development in and in the town will need to be managed appropriately to ensure that the surrounding neighbourhoods are not adversely affected and to ensure it does not generate capacity issues with the existing road network.

10.58 An outline planning application for the site is expected in 2013/14. Accompanying the application will be a detailed Masterplan and Phasing Plan which

sets out how the site will be delivered over the plan period. Throughout the lifetime of the development there will be a need to contribute towards sewerage infrastructure and provide for a new secondary school to service the development and Town. There will also be the need to make significant contributions to Transport infrastructure including the provision of a new traffic island on the A15.

10.59 It is expected that construction will commence on site in the year 2016/17 and will be built out at between 100-150 dwellings per annum over the plan period, with infrastructure requirements and affordable housing provision triggered through different phases of development and in accordance with the Masterplan and Phasing Plan accompanying the Outline Planning Application.

Policy S8 - Sleaford West Quadrant

Mix of Uses

This area (incorporating land to the west of Drove Lane and to the east of the A15), as shown on the Policies Map, is identified as a strategic site, to deliver the following mix of uses within the plan period:

- **In the region of 1,750 dwellings of an appropriate mix;**
- **A minimum of 3ha of mainly use class B1 employment land uses including a range of premises to complement the existing employment offer in the Sleaford area;**
- **A new Centre of an appropriate scale, providing for local retail, services and community uses; and**
- **Education provision, including the provision of an on-site primary school and secondary school.**

Phasing and Infrastructure

The development should be phased to ensure that its implementation has a positive impact upon the wider growth objectives for the Sleaford area and Central Lincolnshire over its construction period and thereafter. To achieve this the development and Phasing Plan should have regard to:

- a. **The Central Lincolnshire Infrastructure Delivery Plan and recognise infrastructure capacity and improvements needed in the Sleaford Area to support to overall level of growth proposed;**
- b. **Ensuring sustainable communities are developed through each phase of development and over its lifetime to meet the requirements of Policy CL7 – Sustainable Urban Extensions;**
- c. **The timing and construction of the Sleaford South East Regeneration Route;**
- d. **The closure of the Sleaford Southgate level crossing over the railway line;**

- e. The need for investment in upgrading utilities services in the wider Sleaford area;
- f. Supporting the early delivery of the Sleaford East West Leisure Link; and
- g. The sustainable growth of Sleaford over the lifetime of construction seeking where viable to ensure the first phase of includes the provision of the new Centre.

Transport and Connectivity

To ensure that the development positively contributes to improved movement in the Sleaford area a detailed Transport Assessment, Travel plan and the development should:

- a. Take full account of planned projects identified in the Central Lincolnshire Infrastructure Delivery Plan and transport infrastructure impacts and opportunities associated with the wider growth strategy for the Sleaford Area;
- b. Include a range of measures which promote walking and cycling which maximise opportunities associated with the proximity to the River Sleas and support the delivery and use of the East West Leisure Link;
- c. Ensure high quality passenger transport links to Sleaford Town Centre and convenient pedestrian and cycle routes within and adjoining the development;
- d. Main access to the development to be taken via a new junction with the A15 with appropriate measure to manage any adverse impact on movement within the wider Sleaford Area and the Town Centre; and
- e. Maximise the opportunities associated with the proximity to the Sleaford and Rauceby Railway Stations and include measures to encourage rail travel.

Quality Environment

To ensure that the development contributes positively to the conservation and enhancement of the environmental quality and character of the Sleaford area, and that adverse impacts are minimised and mitigated, the Masterplan and development should:

- a. Provides a network of green infrastructure that links to the wider Green Infrastructure Network for the Sleaford Area as set out in Policy S3, and which:
 - i. Maximises the potential and mitigates the impacts associated with the River Sleas and incorporates a comprehensive Sustainable Urban Drainage System; and

ii. Contributes towards the delivery of the a Sleaford East West Leisure Link connecting the site to the Town Centre and providing opportunities for walking, cycling and recreation; and

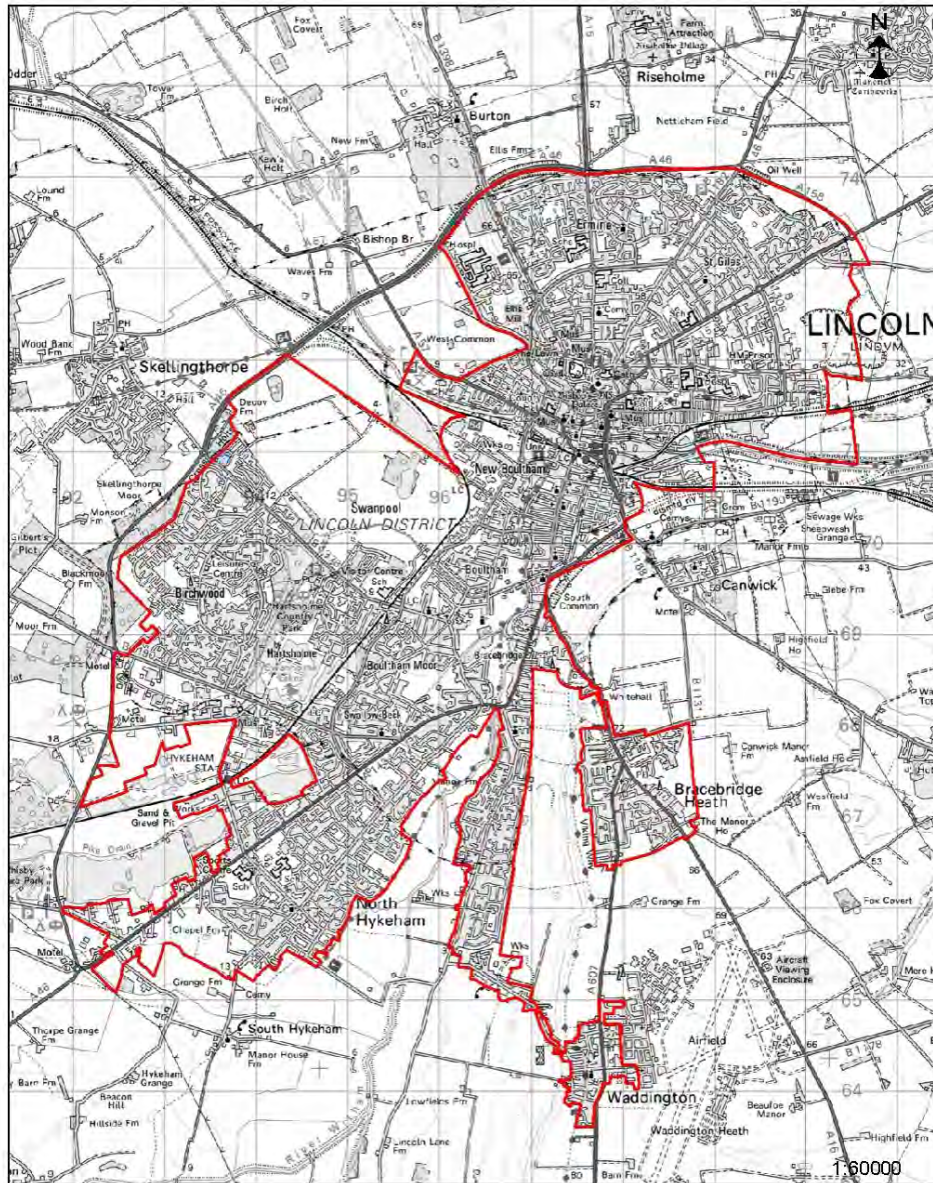
b. Achieves the satisfactory integration of the development visually and functionally with surrounding areas and settlements.

Policy S7 & S8 will be implemented by:

- The Central Lincolnshire Authorities working together and with key stakeholder to manage the delivery of the developments over the plan period.
- Establishing detailed Masterplans and phasing plans alongside Outline Planning Applications for the comprehensive development of the sites
- Reserved matter Planning Applications for each phase of development.

Appendix I - Main Urban Area Boundaries

Lincoln Principal Urban Area Boundary



Note: The East Midlands Regional Plan (March 2009) defines the Lincoln Principal Urban Areas as the built-up parts of Lincoln City, North Hykeham, Waddington and Bracebridge Heath.

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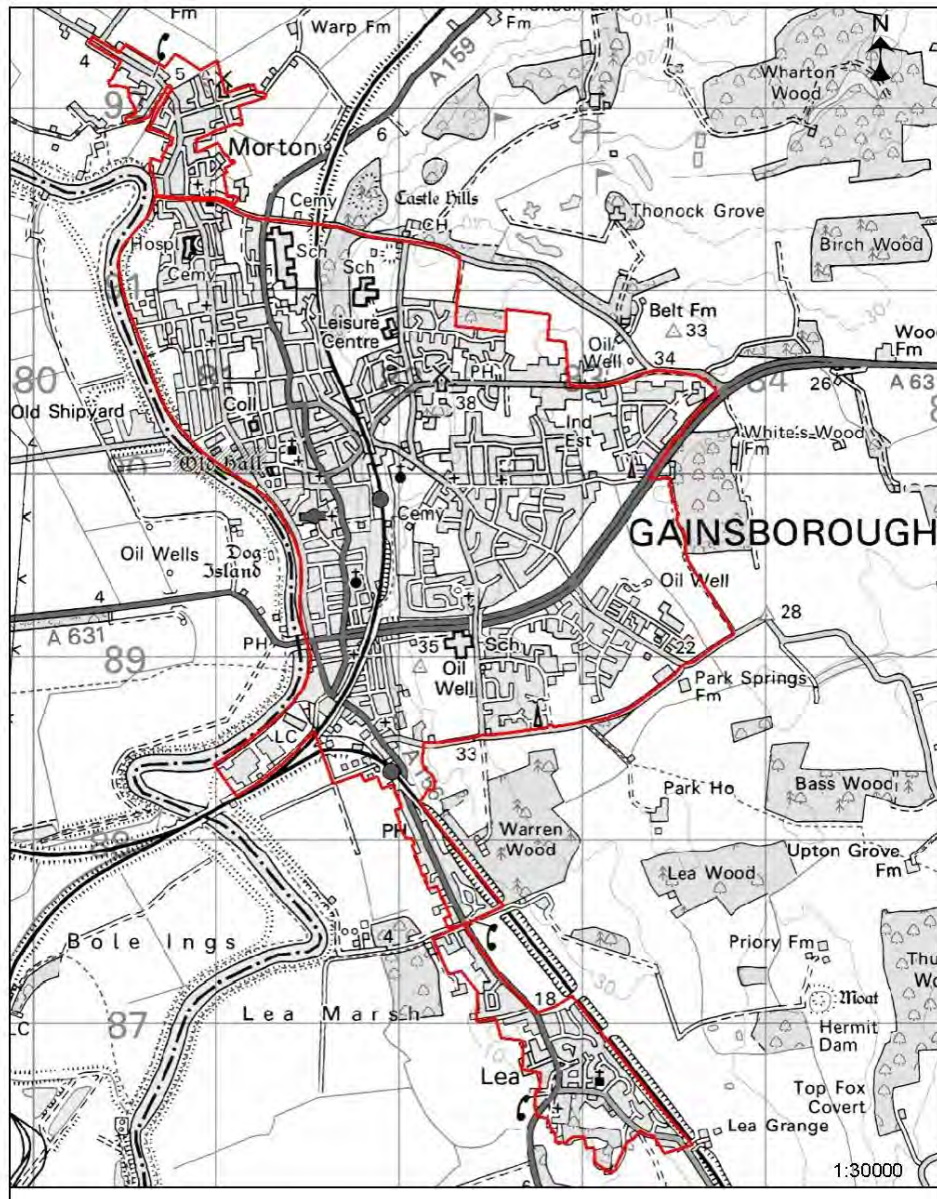
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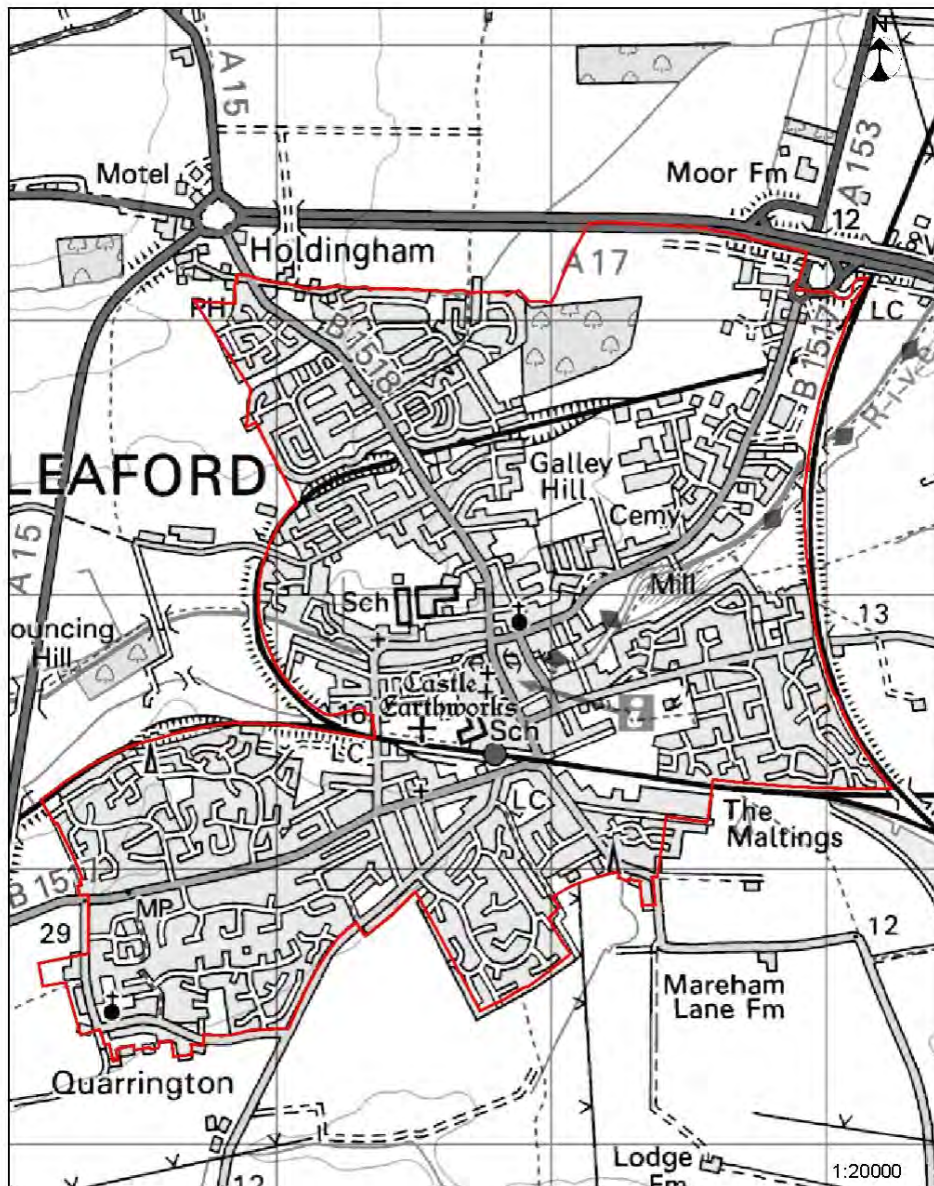
Gainsborough Urban Area Boundary



Note: Boundary taken from the saved policies of the West Lindsey Local Plan (2006).

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Sleaford Urban Area Boundary



Note: Boundary taken from the saved policies of the North Kesteven Local Plan (2007)

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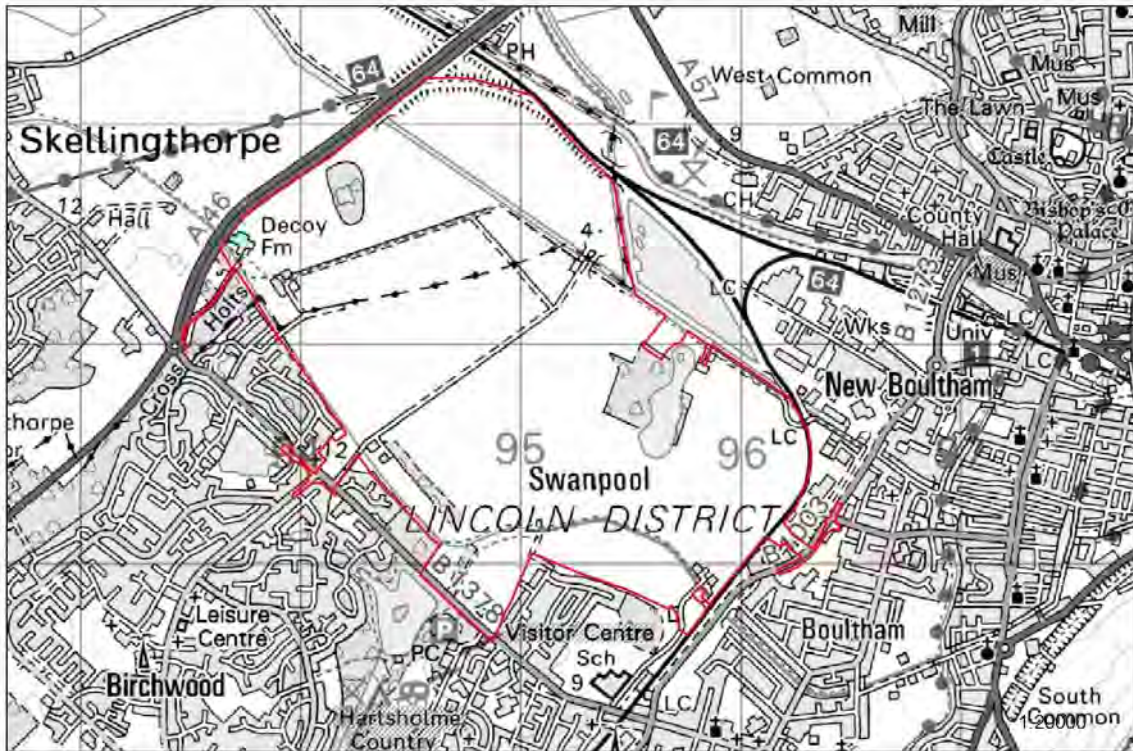
Appendix L – Proposed Changes to Policies Map: Extracts

The following extract maps show changes to the Policies Map for Central Lincolnshire proposed in connection with this Core Strategy.

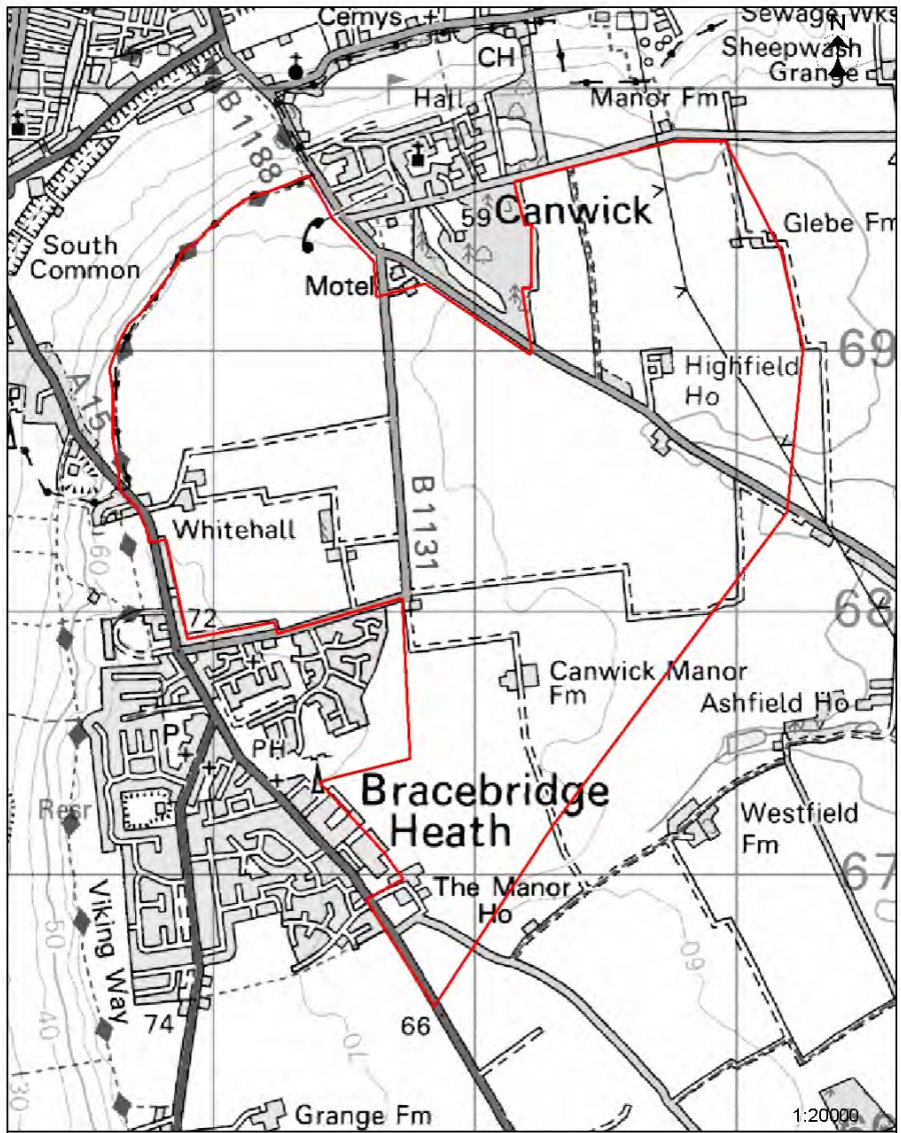
The proposed changes all relate to the proposed Sustainable Urban Extensions (SUEs) to Lincoln, Gainsborough and Sleaford, as set out in the individual SUE policies.

Note: at present, these maps indicate a working site boundary for each SUE allocation based on the best information available at present. Current planning consent or planning application boundaries have been used where available. However, boundaries may be subject to change in the final Core Strategy through engagement with stakeholders and site proponents. Additionally, consideration is being given to whether any further detail about SUE proposals should be shown on the final Policies Map, such as major strategic open spaces or main access points. Any views on this issue are welcomed as part of this consultation.

Proposed Change 1: Lincoln Western Growth Corridor (Land at Swanpool, Fen Farm and Decoy Farm) - Strategic Site Allocation for Proposed SUE **[Policy L8]**



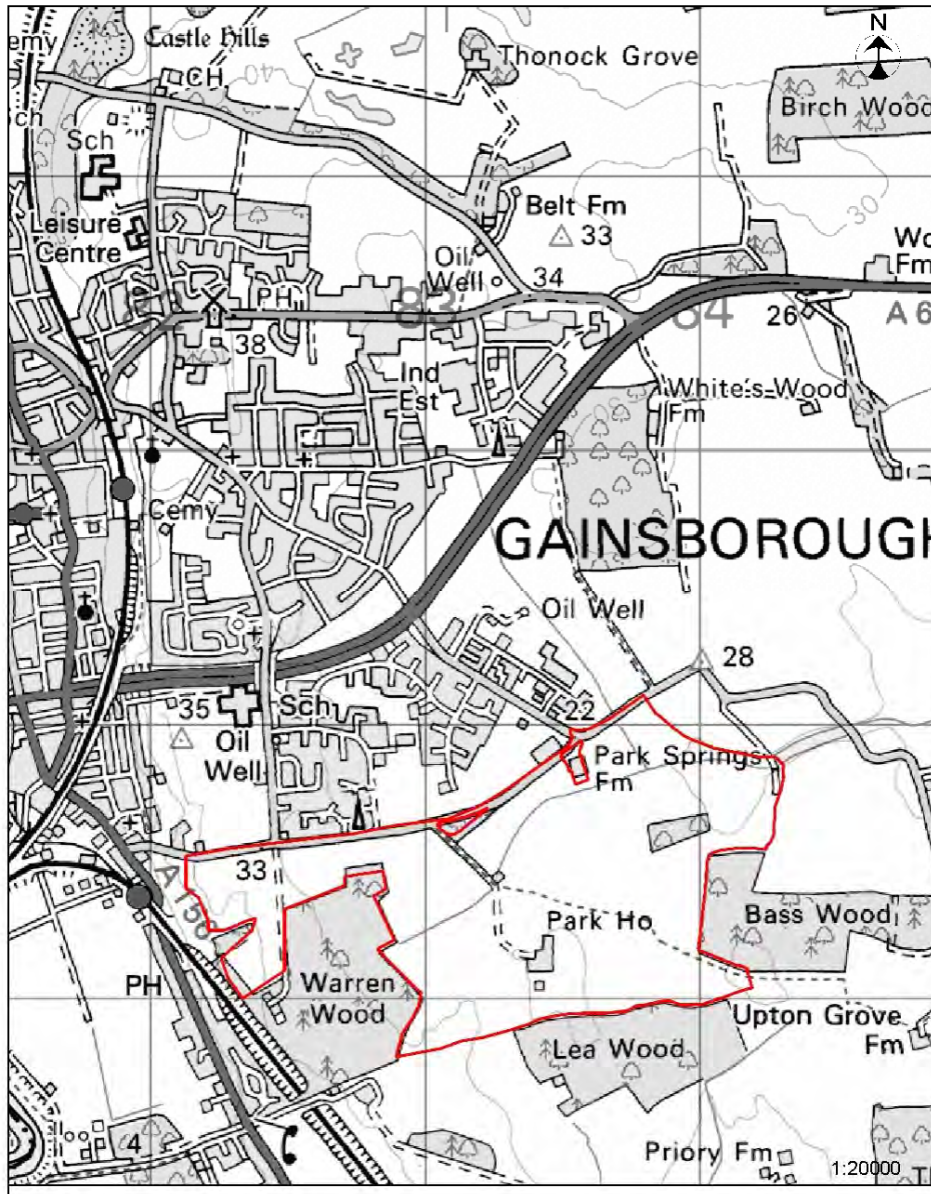
Proposed Change 2: Lincoln South East Quadrant (Land at Canwick Heath and Bracebridge Heath) - Strategic Site Allocation for Proposed SUE **[Policy L9]**



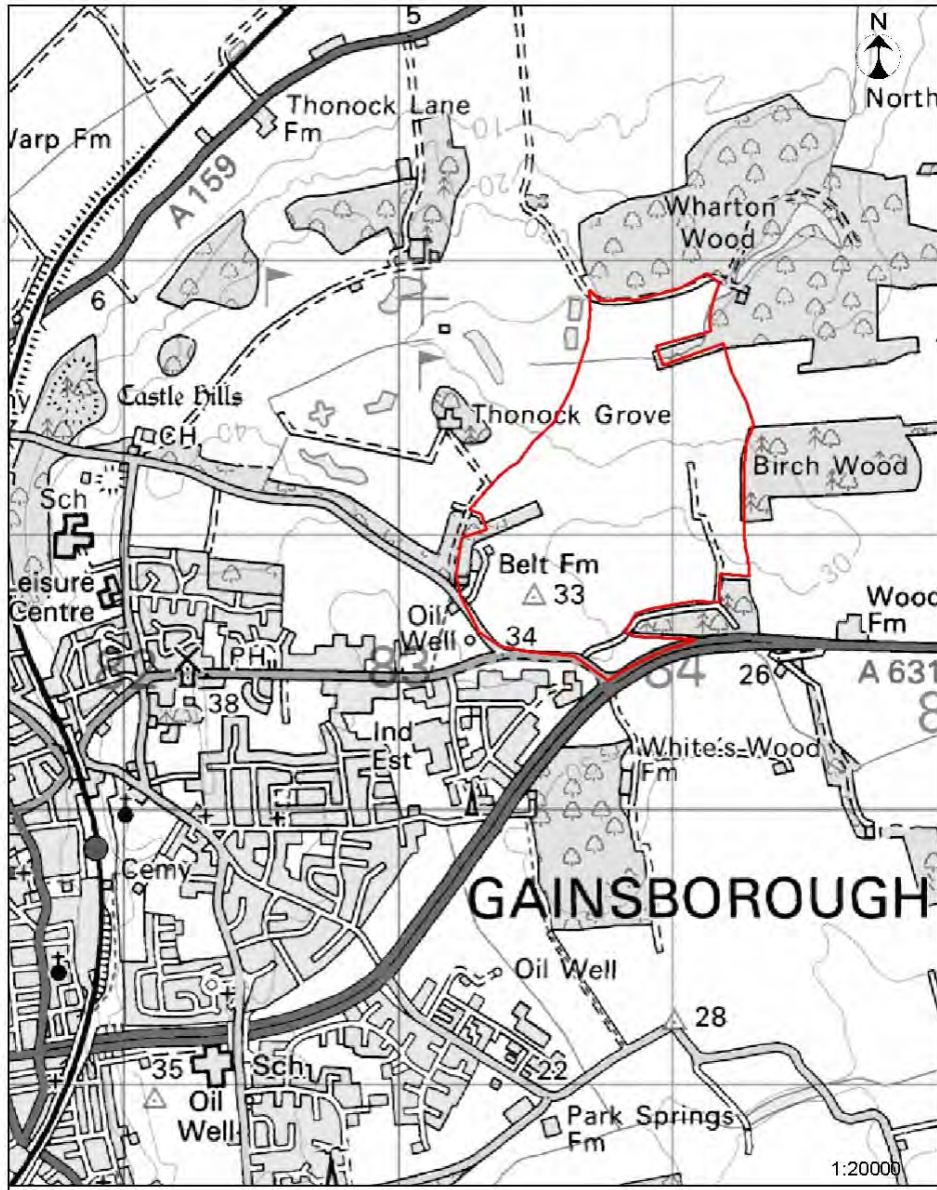
Proposed Change 3: Lincoln North East Quadrant (Land at Greetwell including former Greetwell Quarry) - Strategic Site Allocation for Proposed SUE
[Policy L10]



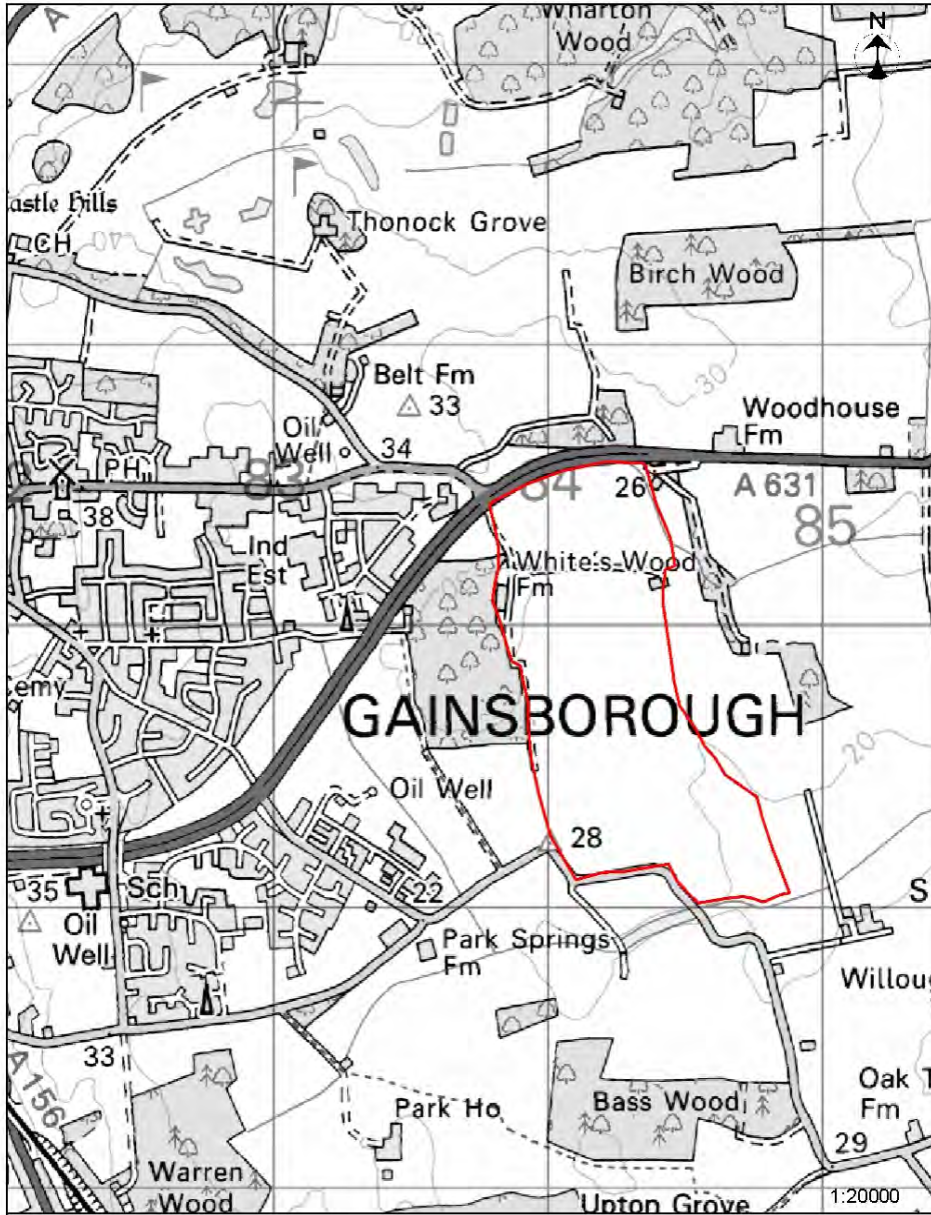
Proposed Change 4: Gainsborough Southern Neighbourhood (Land south of Foxby Lane) - Strategic Site Allocation for Proposed SUE **[Policy G7]**



Proposed Change 5: Gainsborough Northern Neighbourhood (Land north of Corringham Road and the A631) - Strategic Site Allocation for Proposed SUE [Policy G8]



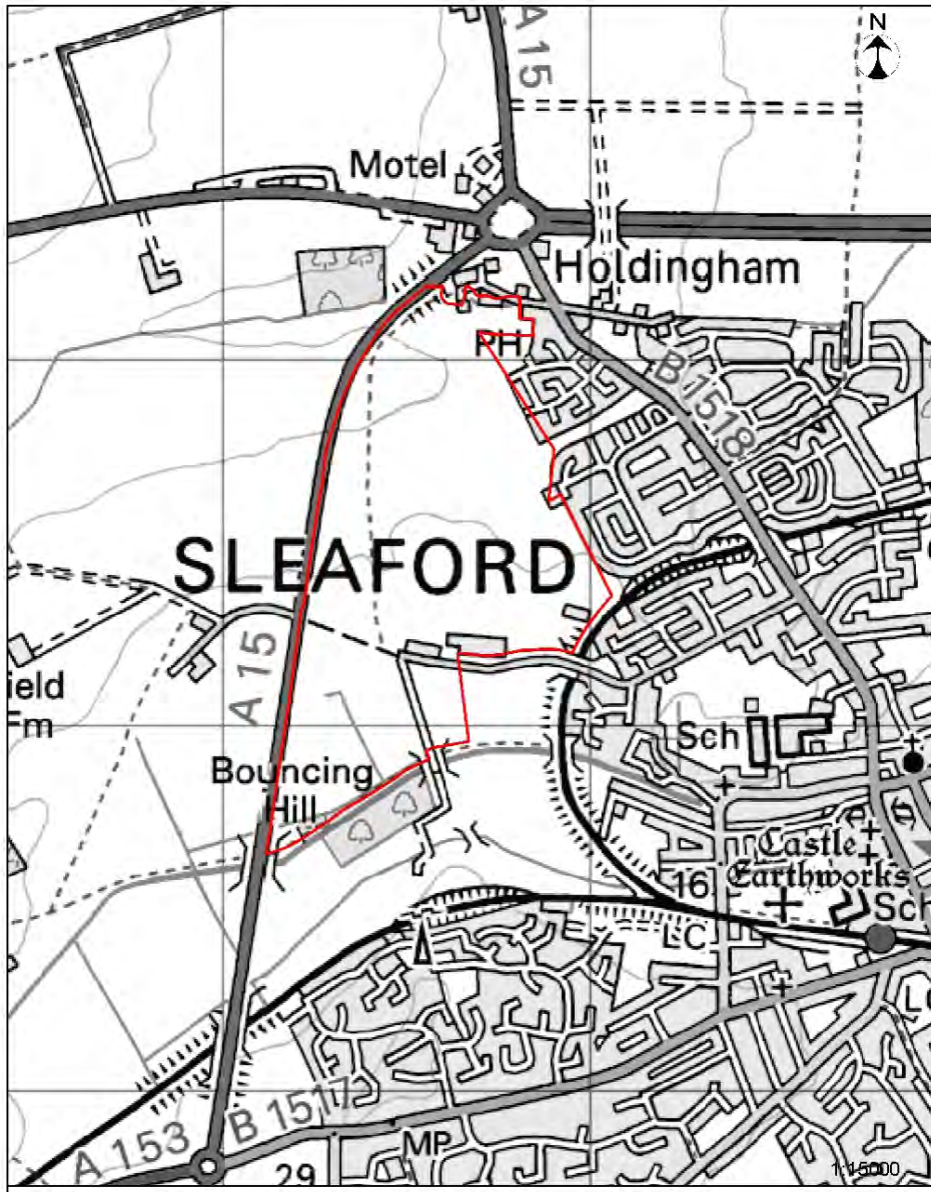
Proposed Change 6: Gainsborough Eastern Neighbourhood (Land south of the A631 and north of Heapham Road) - Strategic Site Allocation for Proposed SUE [Policy G9]



Proposed Change 7: Sleaford South Quadrant (Land at London Road) - Strategic Site Allocation for Proposed SUE [**Policy S7**]



Proposed Change 8: Sleford West Quadrant (Land at Drove Lane) – Strategic Site Allocation for Proposed SUE [Policy S8]



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