



Fiskerton Draft Neighbourhood Plan

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2 The Draft Neighbourhood Development Plan Public Consultation

This Draft Neighbourhood Development Plan (NDP) for Fiskerton Parish has been produced by Fiskerton Neighbourhood Plan Group (NPG) on behalf of the community. The Draft NDP will guide future land use planning in the settlement up to 2036.

This consultation is your last opportunity to let us know if we have included the right things in the NDP before we submit the Plan to West Lindsey District Council where it will be independently examined. If successful, the community will vote in a public referendum (yet to be organised) whether you would like West Lindsey District Council to use the NDP when determining future planning applications within Fiskerton Parish.

The consultation period runs from 7th November 2016 until 5pm on the 20th December 2016.

Consultation events will be held in the village hall on the following days:

Tuesday 22 November 7pm – 9pm

Saturday 26th November 2pm – 6pm

Please let us know what you think by completing the comment form available on our website or alternatively please write to:

Fiskerton Parish Council

Neighbourhood Plan Group

C/O Foxholme Plough Lane,

Fiskerton,

Lincoln,

LN3 4EY

OR

Email: nplan@fiskerton-lincs.org.uk

The maps and illustration in this plan are up to date at the time of going to print in October 2016.



3 Foreword

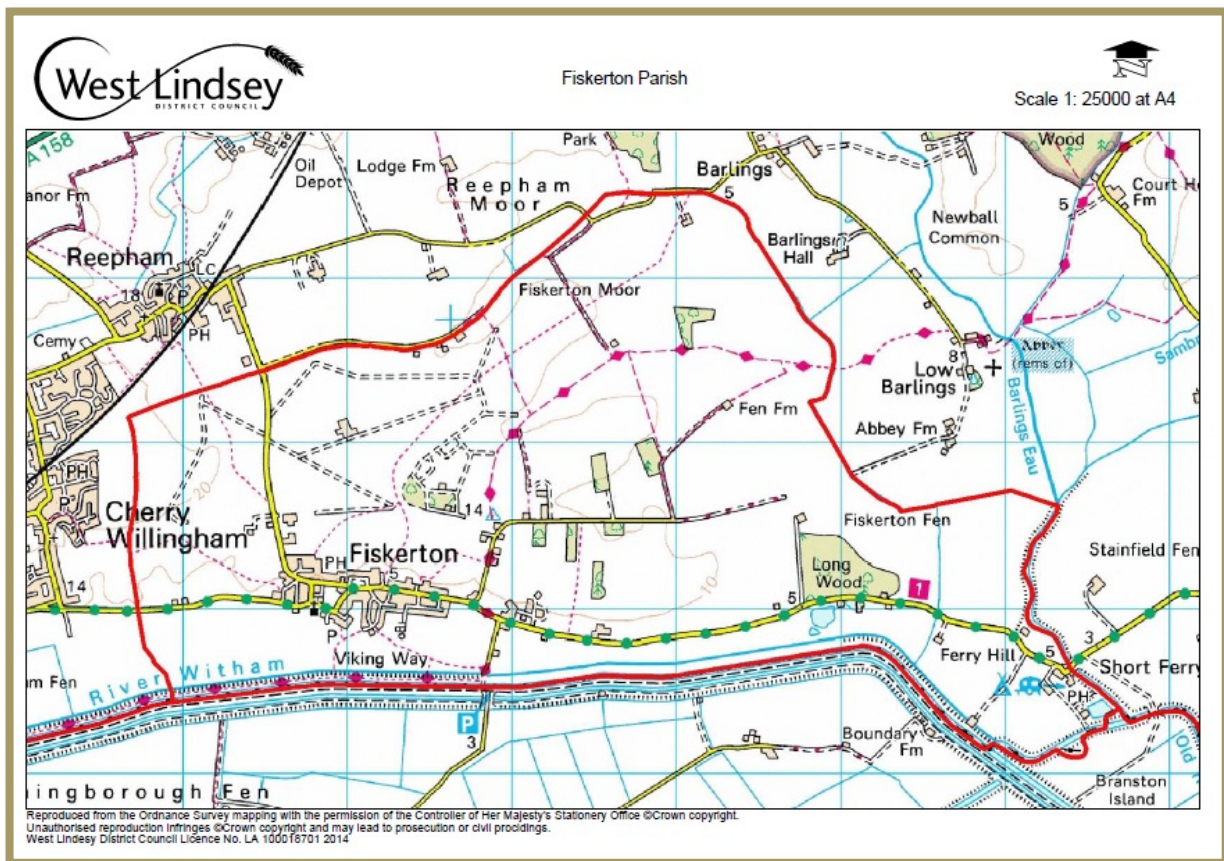
- 3.1 The people of Fiskerton have an inheritance which is not wholly theirs, but rather is a gift which must be cared for and handed on. Such an idea of inheritance finds an apt symbol in St Clement's Church. This beautiful house of God was built in the eleventh century, carefully restored in the nineteenth, and continues its presence and mission now in the twenty-first. We are tasked today with ensuring that Fiskerton carries on for centuries further in a way that preserves what we love while providing for future needs.
- 3.2 Rural villages today are faced with a difficult balancing act between preserving the characteristics which make them so attractive and meeting the demand for new housing across the country. With this Neighbourhood Plan, Fiskerton is leading the way by providing a model for sensible, well-thought-out, limited growth. Through engaging communities to seek out opportunities for growth that are sustainable, gradual, and that take into account the varied needs of a village in its regional context, we can ensure that the Lincolnshire we know and love is both adapted and preserved for future generations to come.

Sir Edward Leigh MP

Neighbourhood Plan Process

- 3.3 In April 2012 the Localism Act 2011 amended the Town and Country Planning Act 1990 introducing new rights and powers to allow local communities to shape new development in their community by preparing a Neighbourhood Development Plan (NDP), which can establish general planning policies for the development and land use in the neighbourhood which the plan covers.
- 3.4 Neighbourhood Plans are a new type of statutory plan. Not only are they intended to be produced by local people for their own areas, they also have to be approved by a referendum of the people living in that area. Unlike national planning policy, which is approved by Parliament, or local planning policy, which is approved by the local authority, a NDP can only be brought into force following a majority vote by residents of the Neighbourhood Area. The Fiskerton NDP will be a statutory planning policy document supported by a majority of local people which will enable local people and Fiskerton Parish Council to have a greater and more positive influence on how the village develops up to 2036. The Parish Council intends to monitor the progress of development over this period and review the NDP against actual new development.
- 3.5 Neighbourhood Plans are part of the statutory planning system. This means that when decisions are made on planning applications the policies and proposals in the NDP must be taken into account by West Lindsey District Council. The current development plan for the Fiskerton area is the West Lindsey Local Plan 2006 which will be replaced by the Central Lincolnshire Local Plan once it has been adopted. The proposed submission Central Lincolnshire Local Plan 2016 identifies Fiskerton as a medium sized village that 'unless otherwise promoted via a neighbourhood plan, (these settlements) will accommodate a limited amount of development in order to support their function and/or sustainability.' Once the NDP is 'made' this will also be taken into consideration.
- 3.6 The qualifying body bringing forward this NDP is Fiskerton Parish Council. The Plan applies to the Parish of Fiskerton in the West Lindsey District of Lincolnshire. In accordance with Part 2 of the Regulations West Lindsey District Council, the local planning authority publicised the application from Fiskerton Parish Council and advertised a six week consultation period. The application was approved by WLDC on 28th August 2014 and the Fiskerton Parish was designated as a Neighbourhood Plan Area. The Neighbourhood Plan Area is shown in Figure 1.

Figure 1: Fiskerton Neighbourhood Plan Area



3.7 Whilst the purpose of the NDP is to allow local people to have a greater say in the development of their areas, each NPD must be in line with and not contradict National or local level planning policy. Paragraph 8 of Schedule 4B to the Town and Country Planning Act 1990 requires that NDPs must:

- I. Have appropriate regard to national policies and advice contained in the National Planning Policy Framework (NPPF);
- II. Contribute to the achievement of sustainable development;
- III. Be in general conformity with the strategic policies in the local plan for the area; and;
- IV. Be compatible with EU obligations, including human rights requirements.

Community Infrastructure Levy

3.8 A Community Infrastructure Levy (CIL) is to be adopted over the lifetime of the neighbourhood plan. As part of CIL the Parish Council will receive a “neighbourhood portion” that can be spent on community improvements to the infrastructure within the village. Once the NDP is made the Parish Council will receive 25% of the levy receipts for new developments within the NDP area. In Appendix A there is a list of Community Projects that the Parish Council will look to spend the Community Infrastructure Levy on and also seek other funding to bring these projects forward.

4 History of Fiskerton

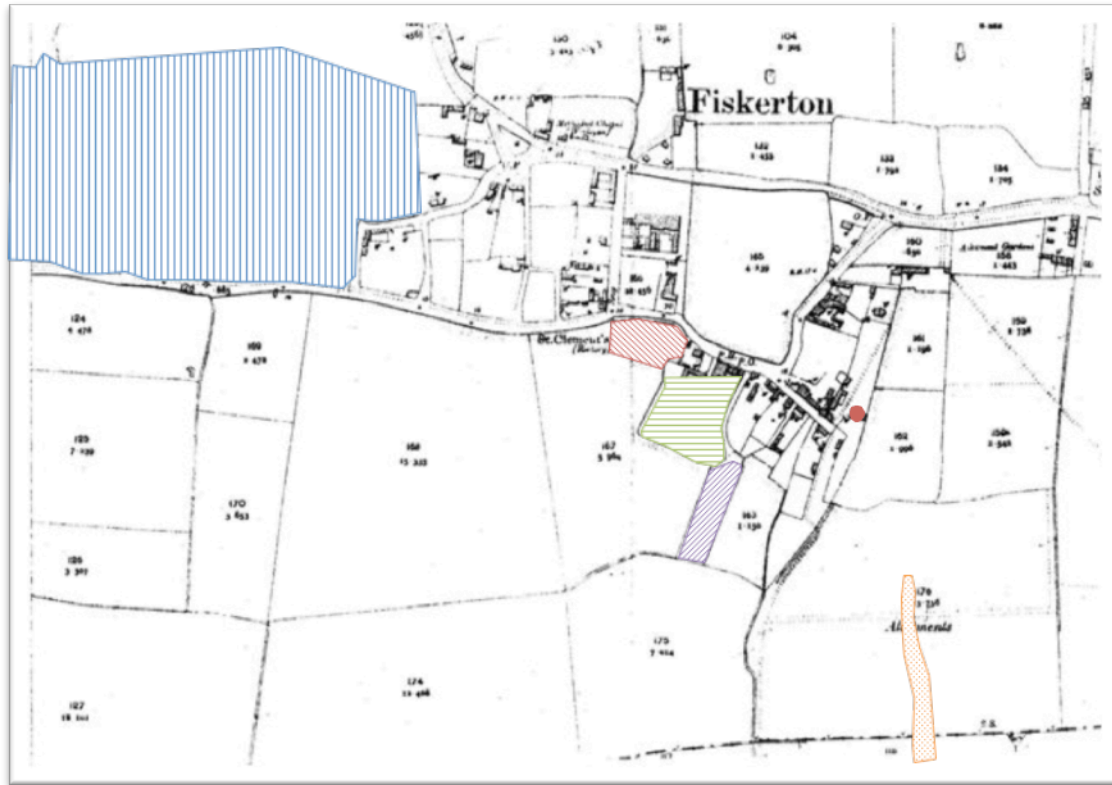
- 4.1 Fiskerton lies some five miles east of Lincoln on a back road to Bardney and Wragby that hugs the fen edge just above the floodline. The settlement lies on the northern side of the wide Witham valley with only two fields lying between the village and the present course of the river. In the period after the last glaciation the river and valley offered a route for travel and opportunities for fishing and hunting, and from the earliest times man has used the valley for access to the interior and its resources. The richness of the archaeological record in the valley, from Neolithic times onwards, has led archaeologists to see the Witham valley as second only to the Thames in archaeological importance. The river gave access to what became Fiskerton to early man so that the village and parish are particularly rich in important vestiges of the past.
- 4.2 Given the location of the village it is not surprising that the name Fiskerton means the settlement of the fishermen. Nor, given the importance of access by river, is it surprising that the name has Anglo Saxon and, later Scandinavian elements. It is thought that the Anglo Saxons arrived in Lincolnshire at the end of the fifth/early sixth century while the Danes had overrun our area by the end of the ninth century. The Church has many Norman features and the remains of the only round tower in the county according to some authorities.
- 4.3 Two excavations in Fiskerton in 1981 and 2001 revealed a well-preserved Iron Age wooden causeway dating from about 457BC. The causeway would have had practical uses as a route over waterlogged ground but the richness of the associated artefacts and the fact that boats were revealed as having been pegged down, not sunk accidentally, reveal that high status, expensive goods were deposited deliberately. The excavations produced a number of associated finds, including metal work and iron swords. Some of the finds are unique, such as the first steel axe found in Britain.
- 4.4 Earlier, Bronze Age, activity is evidenced by finds in the core village area as well as in other parts of the parish. Such finds in the village include Bronze Age axes like those below. Burial mounds from the period have been located near the village.





- 4.5 Evidence for early domestic activity, i.e. associated with a settlement, was discovered in what became the churchyard in the heart of the village when a beehive quern, certainly imported from elsewhere as they were not produced locally, was dug up in the 1970's. It provides good evidence for late Iron Age/early Roman domestic activity in the churchyard area, as it is unlikely to have travelled far at the end of its useful life. This area is part of the core area of the present village.
- 4.6 The archaeological record continues into the Roman and later eras with evidence for farming, living and transport in the Roman period and for manorial activity.

Illustrative map 1: Locations of Important Archaeological sites Referred to in this Section



Piper Hills Field has Romano British finds, a fragment of an Anglo Saxon funerary urn plus large amounts of stone. Medieval toft and croft sites have been identified on part of the field



Churchyard finds include a Bronze Age axe hammer, beehive quern



Rear of Perrins' cottages [now demolished] and Five Mile House, Romano British finds associated with a landing area for boats



Allotments [also known as Church Piece and earlier as Oysier Bank] a hoard of Bronze Age socketed axes found in 1890.



Fiskerton Iron Age Causeway, approximate alignment. Many associated finds.



Fourteenth century manor house remains: written evidence corroborates the activities here

Population Growth

- 4.7 The short table below indicates the fluctuations in the population numbers in Fiskerton from 1801 to 2011.

1801	1851	1861	1891	1901	1911	1951	1961	1991	2011
270	463	524	423	386	399	977	567	955	1209

- 4.8 The population grew in the first half of the nineteenth century, reaching a peak in 1861 when agriculture was in a period of prosperity and when farm workers were hired in large numbers. It had dropped by 1881 and again in 1891 and was down to 386 in 1901 due to the major depression in farming and the growth in factory jobs in Lincoln paying higher wages. In the post war period there were jobs in the village at the Tanya knitwear factory from 1948 to 2006 when it finally closed and at the Royal Observer Corps as well as the possibility of commuting into Lincoln. The Corps closed around 1991 and the premises were bought by Primetake who now run a business there providing some employment opportunities.

Growth of the Settlement

- 4.9 There were signs of very early houses and plots [tofts and crofts] on the edge of the village in the last field on the left coming from the Lincoln/Cherry Willingham road but these have mainly been ploughed out now. The core of the present village is grouped around the area known today as the Manor Farm Paddock, an area of open space of 4.253 acres (1.7 hectares) which forms the setting for the Church and Manor Farm, both of which are listed buildings, Grade 1 and Grade 2. The Church has many Norman features while Manor Farm was built in the eighteenth century, possibly incorporating stone from the much older manor house nearby. Other important buildings framed by the paddock are The Carpenters Arms pub and 2 former pubs, Five Mile House and The Lord Nelson. The paddock is the central feature of the village and it is what gives the village its character.
- 4.10 The road north of the paddock is now called Chapel Road but was formerly Town Street or Back Lane, along which there were a few of farmsteads before modern development took place.
- 4.11 The road to the south of the paddock linked the Church with the fourteenth century manor house at the bottom of what was then the street of Dornthorpe, now Nelson Road: the paddock was part of the manorial demesne or home farm, lying very close the manorial buildings at the end of the street of Dornthorpe. The houses along the stretch of High Street from the Church and those to the south of Nelson Road were built on ancient plots above the flood level and with long plots behind them.
- 4.12 The number of houses in the nineteenth century increased slightly when infilling began and more houses were crammed onto existing plots. Housing began to spread eastwards in the latter half of the century when five cottages for agricultural labourers were built by the Ecclesiastical Commissioners on Ferry Road (opposite the school).

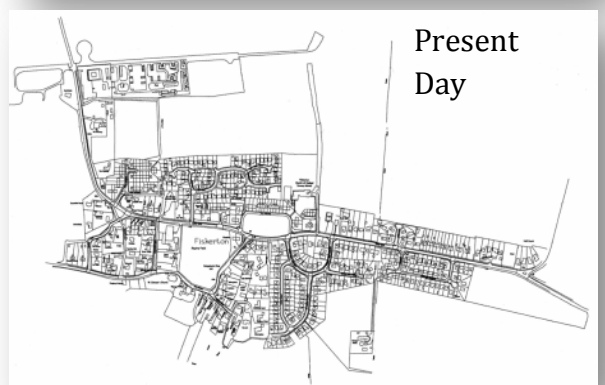
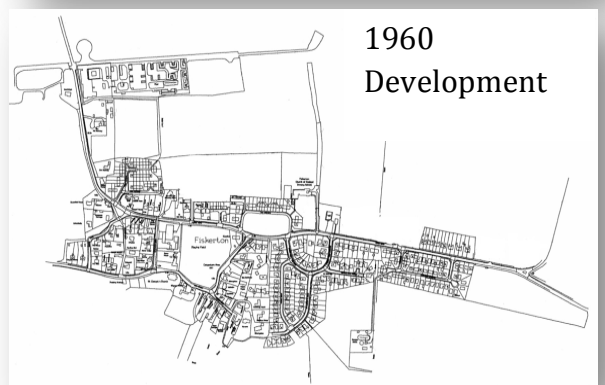
4.13 In the early twentieth century the settlement saw the first few council houses built, also along Ferry Road.

4.14 In the twentieth century development has taken place mainly to the east, along Ferry Road, until the largest scale development at Chapel Rise, north of Chapel Road. Up to the early twentieth century there were a number of farmhouses both in the village and dispersed throughout the parish with most of the other houses clustered loosely around the village core. Subsequent development in the twentieth century has taken place mainly to the east along Ferry Road until the Chapel Rise estate was built later in the century. There were a number of farmhouses and houses of smallholders both in the village and dispersed throughout the parish. Most of the other houses were clustered loosely around the core of the village.

4.15 The greatest change in the housing stock came in the Second World War when the airfield was built to the north of the village, along the Reepham Road. The 1150 airmen and women stationed in Fiskerton by 1944 were accommodated on sites in and near the village in Nissen style huts.

The acute housing shortage after the war led the then Welton Rural District Council to refurbish many of the “huts”, as they were known, and by May 1948 around 179 families were housed this way. The subsequent rise in the post war population is reflected in the 1951 census. This was only ever meant to be a temporary solution and so in the 1950’s the first major new building programme was underway. Welton Rural District Council completed the High Meadows council housing estate of 35 houses, on a plot north of Chapel Road in the mid 1950’s and the “huts” were closed down. Some additional council housing was provided, most notably on The Crescent, which included housing for the elderly. Any former council houses that have not been sold privately are now owned by a Housing Association, ACIS.

4.16 In the latter part of the period the County Council built The Close which provided sheltered housing on Chapel Road [since redeveloped privately]. Two housing estates were built south of Ferry Road: Ferryside estate, 24 dwellings, mainly bungalows and another, larger, estate centred on Church View Crescent with a total of 84 detached bungalows.



- 4.17 There has been some more infilling at various places in the village such as on Chapel Road plus small scale development north of Ferry Road, namely Corn Close, 6 detached bungalows, Ridings Close, 5 detached houses and bungalows and Hall Court, 5 bungalows. South of Ferry Road a few houses were built on the site of an old farm called the Holt and on the old scrap yard at the bottom of Nelson Road where excavations revealed the fourteenth century manor house complex. The largest development has been the most recent, namely the Chapel Rise estate north of Chapel Road where 79 detached houses were built.

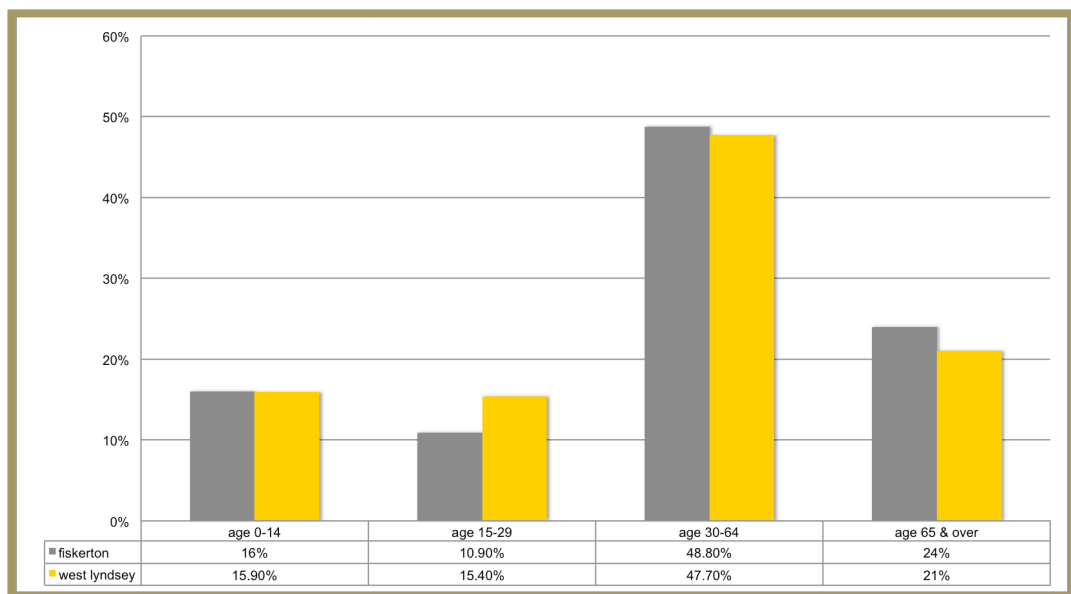
Land ownership

- 4.18 There has been a continuity of land ownership in the parish from before the Norman Conquest. The Lord of the Manor was the Abbot of the Abbey of Peterborough until the dissolution of the monasteries in the 1530's when it passed to the Dean and Chapter of the Peterborough Cathedral, which had previously been the Abbey Church. In the nineteenth century ownership passed to a new body, the Ecclesiastical Commissioners who were superseded by the Church Commissioners who still own much of the land in the parish today.

Fiskerton Today

- 4.19 The total population of Fiskerton Parish according to the 2011 census is approximately 1209. The demographics of the parish are shown in table 1. It shows that the parish has an ageing population with the largest age range in the parish being that of age 30 – 64 with 48.8% of the residents being in this age range and 24% of the population being over the age of 65

Table 1: Population of Fiskerton Parish



(Census data 2011)

Dwellings

- 4.20 Table 2 shows the key housing facts of the parish. The total number of dwellings in the Parish according to the 2011 census is 457 dwellings. The data shows that more than half of properties in the parish are detached (71.5%) and flats/apartments and terraced properties provide the smallest amount of provision. A lot of the houses in the parish are privately owned with very few properties being available for privately rented.

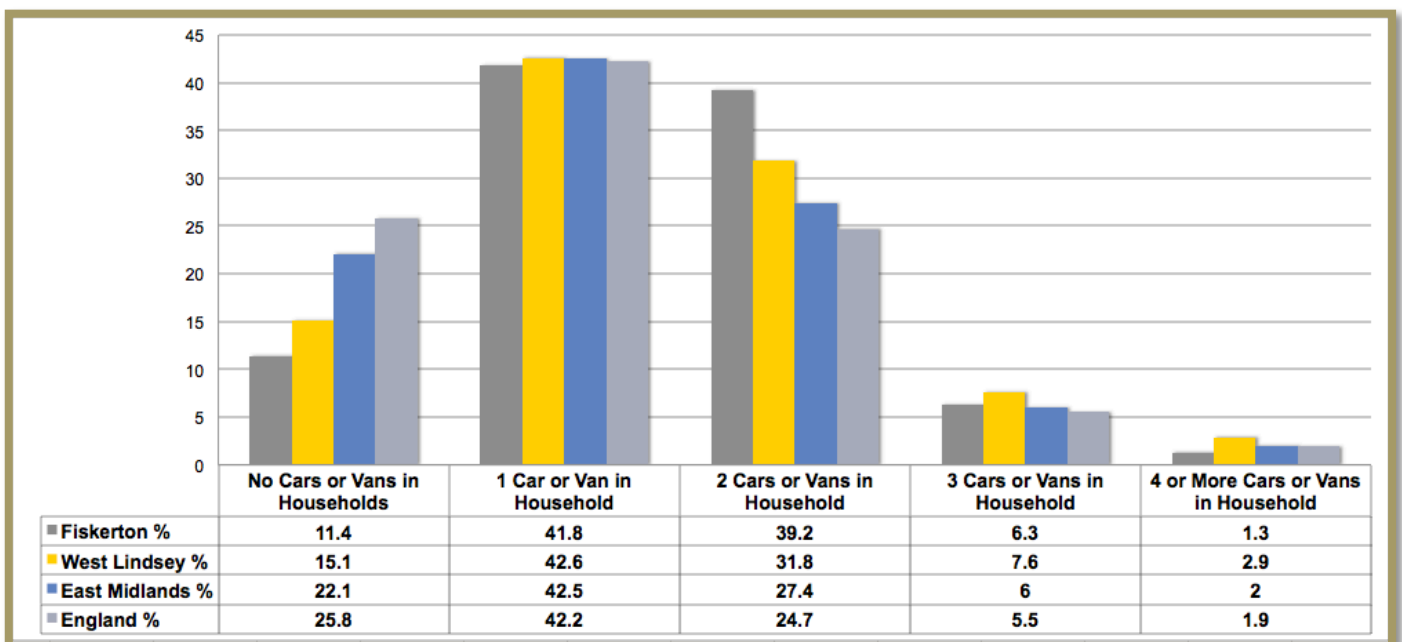
Table 2: Housing Facts for Fiskerton Parish

Total Number of Houses	457				
Housing Tenure	Owner Occupied Homes 366		Social Rented 52	Private Rented 25	-
Housing Type	Detached 327		Semi Detached 79	Terraced 45	Flats 8
Housing Size	1 bed 6	2 bed 108	3 bed 224	4 bed 108	5 bed 11

(Census data 2011)

Car ownership

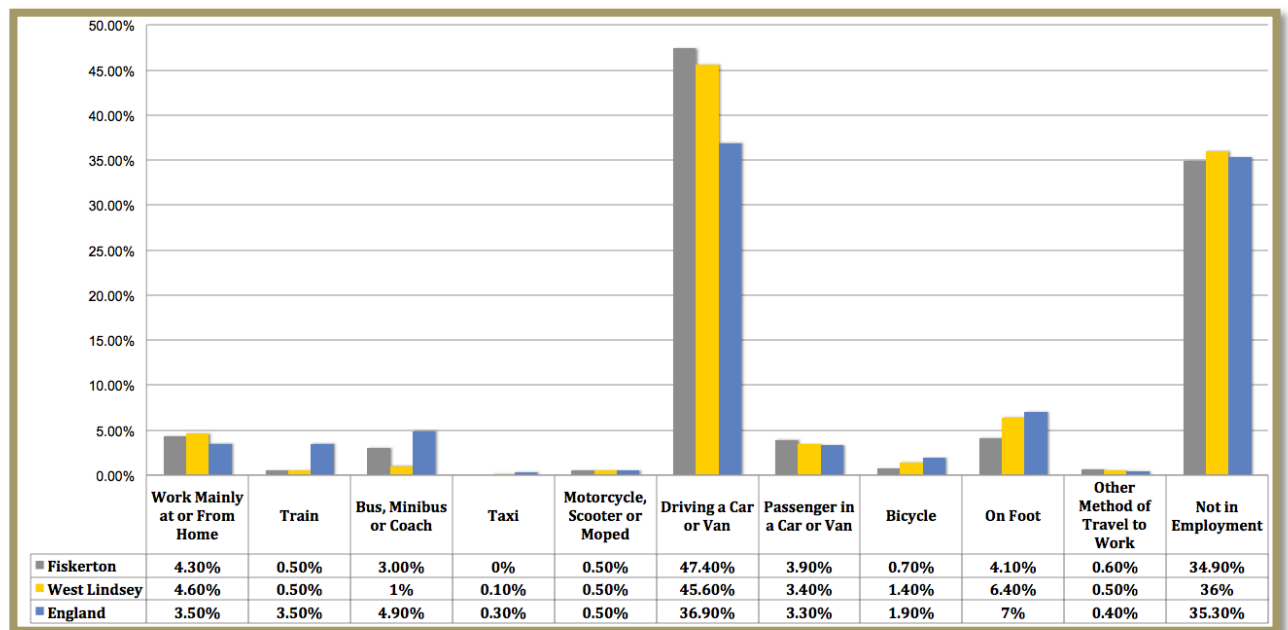
- 4.21 The information in the table below (taken from the census 2011) shows that Fiskerton has a high percentage of car ownership with 41.8% of residents owning at least one car and 39.2% of residents owning at least two cars. This reflects the rural nature of the settlement and the need to have access to a car in order to travel.



Method of Travelling to Work

- 4.22 The table 4 shows the method that local residents use to travel to work. The table illustrates that the 47.4% of local residents use their car to travel to work and 4.3% of local residents work mainly from home. Most residents in Fiskerton travel out of the village to their place of work in Lincoln, Gainsborough or to larger conurbations such as Nottingham and Leicester.

Table 4: Methods of Travel to work



(Census data 2011)

Consultation

- 4.23 The development of the NDP involved a very lengthy and highly inclusive consultation process. The issues that the community expressed concerns over at consultation events, and through the community questionnaire have formed the vision and objectives for the plan area. From the Vision and Objectives the necessary policies have been developed to achieve these. The key events are summarised in the following section.

Table 5: Consultation Activities Undertaken by the NDP Group

Consultation Activity	Date	Purpose	Outcome
Activity 1: Pie & Peas Initial Interest Meeting	19/6/2014	To gather interest in the undertaking of the NDP	Formation of the NDP Steering Group. Over 60 residents attended the meeting.
Activity 2: Cheese and Wine night	21/10/2014	consultation with local stakeholders	Initial idea of what the NDP can cover and to discuss initial ideas. It was felt more consultation events were required. 54 residents attended.
Activity 3: To discuss ideas and gain community support.	01/12/ 2014	To discuss the ideas for the NDP following the previous event. Gain residents consideration for more housing development in the area	Vote was taken on the initial ideas and the idea of more housing in the settlement. The results of the vote was 1 against, 2 abstained and the rest of the attendees voted for. Over 70 people attended the meeting
Activity 4: Flyer	21/12/ 2014	To raise awareness amongst local residents about the fact the second draft and also local residents needed to write to the District Council to help protect the Paddock as a Local Green Space	The flyer was sent to every household in the Parish.
Activity 5: Initial Draft Plan ideas consultation	15 /12/ 2014	To show the initial draft to the community to gather support for the content and also to receive comments from the statutory consultees	It was advised by West Lindsey District Council that more work was required on the planning policies
Activity 6: Notifying and Consulting with the community on the potential location of the growth	15/1/2015 and 23/1/2015	This event was aimed at local residents with any issues with the plan in which they wished to discuss with the steering group members	It was decided that further work on the draft plan was necessary in particular with regards to the orientation of the proposed development of the new homes to the North of the village should be East/West direction instead of North/South

Activity 7: Article in the Fiskerton Parish magazine	May 2015	Notifying local residents of the outcome of the pre planning proposal on the Manor Farm Paddock proposal	
Activity 8: Business Consultation event	24/8/2015	To ensure the business community was aware of the NDP	Two Business attended the event
Activity 9 : At the Tyrwhitt Arms	09/9/2015	The initial draft plan and ideas were discussed	16 residents attended the event.
Activity 10: Open Meeting in the Village Hall	19/5/2016	To discuss the development options to the North of the village	Local residents requested that the West of the village should be looked at for development. Over 100 residents attended .
Activity 11: Open Meeting in the Village Hall and discuss the Draft Proposals	02/6/2016 Open meeting	To discuss the progress since the previous open meeting.	Local residents were advised that the NDP steering group would send a leaflet to every house hold explaining the plan and potential options and further consultation events would be put on in July/August 2016
Activity 12: Drop in Voting Sessions	14/7/2016, 01/7/2016, 23/7/2016, 09/8/2016 , 13/8/2016	To vote on the best option for development.	All local residents received a flyer explaining the NP and the potential options for growth. 112 Local residents voted on the options and option 1 was voted by the local residents as the best option for growth .
Activity 13: Design Event	20/9/2016	Workshop and to get the community to think about what they like about the design in Fiskerton and what they do not like.	25 local residents attended the event to share their views and opinions on the design of new houses.

5 Community Vision and Objectives

- 5.1 The Community Vision was prepared following consultation with local people during 2014, 2015 and 2016. The Community Vision focuses on how local people would like the area to be in 2036; it is a shared vision created using the views and concerns of local residents, business and stakeholders

Community Vision

Fiskerton will develop, thrive, and provide good access to a range of shops, services and employment opportunities. It will provide a range of new high quality private and affordable housing for existing and new residents. Local green spaces will be enhanced for the benefit of local residents, wildlife, and biodiversity. The existing green footpaths and cycle ways will be enhanced and new ones will be created. Traffic and sewage problems will be well managed and upgraded. Local people will feel proud to live in Fiskerton and to be part of this welcoming and supportive community.

- 5.2 The objectives below have been developed from the community consultation and are more focused, covering different themes that local residents have highlighted as priorities for the Plan to address. The objectives cover a range of economic, social and environmental issues that together will ensure that the village can grow sustainably in the future.

Community Objectives

- To maintain and where possible enhance the character and vitality of the village of Fiskerton.
- To minimise the impact of new development on the surrounding countryside, landscape and eco systems.
- To allow planned and controlled development over the life of the plan to ensure the continued sustainability and prosperity of the village, community and amenities. Allowing existing businesses to grow and encourage new small businesses to come into the village, providing local employment.
- To provide existing and future residents and families with the opportunity to live in a home and area appropriate to their needs and enjoyment.
- To reduce the need, where possible, to travel by car within the village and length of journeys to the community facilities.
- To manage road traffic congestion through the village centre and promote road safety in and around the village and parish area.
- To support national and local health and planning policies in promoting health and well-being in our village and local parish area for all residents and for all ages.
- To secure the Manor Farm Paddock for public open space (see appendix B)

6 Sustainable Development in Fiskerton

Justification

- 6.1 New development in the settlement should be considered against the policies within the Fiskerton Neighbourhood Plan, the National Planning Policy Framework (NPPF), West Lindsey Local Plan 2006 and the (Submission) Central Lincolnshire Local Plan 2016.
- 6.2 Any new development in the settlement must contribute to the achievement of sustainable development. The NPPF states that pursuing sustainable development includes making it easier to create jobs in villages, housing should be located where it will enhance or maintain the vitality of rural communities; promote gains in biodiversity, to achieve better quality design, to improve people's quality of life, and to provide a wider choice of high quality homes.
- 6.3 Policy 1 in the NDP is an overarching policy to achieve Sustainable Development that promotes development that safeguards and enhances the long-term needs of the economy, society and the environment.

Policy 1: Sustainable Development in Fiskerton

1. Over the plan period new development in the settlement will be planned to meet the economic, social and environmental needs of Fiskerton in a manner that does not compromise the ability of future generations to meet their own needs.
2. Presumption in the favour of sustainable development proposals will be supported provided that they are:
 - a) at a scale and in locations that accord with policies set out in the Fiskerton Neighbourhood Plan where it can be shown that such development would support the continued sustainability and viability of the Plan area,
 - b) new homes of the type and mix required by local people,
 - c) for new and expanded business premises within the identified locations within this NDP and on the edge of the settlement.
3. All development shall be designed and located having regard to the principles and advice set out in this NDP, and shall not cause detrimental harm to the following factors:
 - a) The amenity of nearby residential properties
 - b) The landscape character, heritage assets and the wider setting of the area
 - c) The wildlife and biodiversity of the area.

7 Potential Future Housing Development

Justification

- 7.1 When the NPG first formed, the question of how many new homes should Fiskerton be looking for in the future was one of the first to be addressed. The questions NPG asked the professionals were:

“How do we ensure that our village will become, and remain, a vibrant and enjoyable place to live?”

- 7.2 The answer that came back from the professional planners was to expand the population of Fiskerton to upgrade its standing to a medium sized village with a population of approximately 2000 residents. The professionals also advised that any new housing should be located next to the existing village amenities such as the village hall, school and shops. At the time of the Parish Plan 2013 the population was given as 1250 and there were about 500 homes in the village. A 50% increase in population would equate to 250 extra homes so approximately 200 was thought reasonable.
- 7.3 The NDP proposed to allow approximately 200 new dwellings to be built over the next 20 years in one of the locations identified within this section of the NDP.
- 7.4 In 2014 the community voted for the NDP and to build 200 homes within Fiskerton over a 20 year period. However, a consensus has not been met to where these 200 homes should be located.
- 7.5 The NPG along with the professional planners undertook a Site Assessment of all the possible sites worthy of being developed within the settlement. In total nine sites were assessed. Only two of the nine sites scored reasonably against the site assessment criteria and the merits of these two sites have been included within the NDP. The Site Assessment Document can be viewed on the Fiskerton Neighbourhood Planning Website.
- 7.6 The NDP seeks further comments on the location of these developments from both the local community and statutory consultees to confirm the suitability of one of these sites that will then be allocated for development within the submission NDP.

North Option: Development to the North of Fiskerton

- 7.7 The North Option is for the comprehensive development of approximately 200 homes to the North of the settlement and acquiring access to the Paddock for community use. This development will incorporate a mix of housing types, tenures (some of which will be affordable), public open spaces, sustainable urban drainage systems, public footpaths and cycle routes. The location of the proposed development is shown on proposal map 1a.

- 7.8 Both of the potential development options in the village have been assessed against the sustainability assessment criteria as set by the Central Lincolnshire Local Plan. The site to the North of the settlement scores higher in sustainability factors than the site to the West the Sustainability Assessment Scores are outlined in this section.

Community Consultation

- 7.9 The concerns raised by local residents during the consultation in relation to the North option include:
- Flooding
 - Access
 - Drainage
 - Housing Mix
 - Public Amenity to surrounding properties
 - Traffic moving through the village
 - School capacity
 - Impact on Hall Lane and Corn Close
- 7.10 If this option is chosen by the community at this stage of the draft NDP, these issues will be considered and, where possible, mitigated through the Master planning stage.
- 7.11 Please use the consultation summary sheet (available on the neighbourhood planning webpage on the Parish Council's website) to register your comments and views on which potential development option is preferred.



Sustainability Assessment extract of North Option

Sustainability Appraisal Objective														
SAO 1	SAO 2	SAO 3	SAO 4	SAO 5	SAO 6	SAO 7	SAO 8	SAO 9	SAO 10	SAO 11	SAO 12	SAO 13	SAO 14	SAO 15
✓✓	✓✓	-	✓	✓✓	✓✓	-	-	X	-	-	-	✓	-	✓✓
<p>The North option would provide the comprehensive development of approximately 200 homes to the North of the settlement. The development scores well against Sustainability Appraisal Objective 1 and 2 as the development would provide a mix of housing types in accordance with the neighbourhood Plan that has been identified by a settlement specific up to date Housing Needs Survey of Fiskerton and the analysis of the existing demographics in the settlement. Therefore the development of 200 homes would provide the housing that is required for the existing and future residents in Fiskerton. The development would be required to provide green infrastructure and improve the accessibility to services by being located next to the existing village centre. The development will be required to link with existing footpaths and connect with the surrounding countryside. The development for approximately 200 homes will be required to respect and enhance the existing wildlife and biodiversity in the area wherever possible. The development is located away from the historic core and listed buildings within the settlement which means there is no impact upon these important and historical buildings. The location of this development sits comfortably within the existing built form of the settlement and rounds off the existing settlement and it is located close to the existing village amenities. Therefore this means that the option scores well against Sustainability Appraisal Objective 4, 5 and 6. The development of approximately 200 homes to the North of the settlement will require the development of a Greenfield site as there are no other locations for development within the existing built form of the settlement. The impact on the land resources cannot be avoided. However the other benefits of the development outweigh the negatives of the loss of the Grade 3 (as scored by Natural England) agricultural land. Therefore this option scores negatively against Sustainability Appraisal Object 9. The development will bring about short term local employment opportunities through the development of the housing and will also have some positive impact on the infrastructure as the location of the development is known and any identified issues with local infrastructure will have to be improved or mitigated as part of the comprehensive development of the site.</p>														

* SAO 1 – 15 are taken from Table 3 in the Draft Fiskerton Sustainability Appraisal please see this document for further detail.

Intended Policy if The North Option is favoured

Policy 2a: Development to the North of Fiskerton

Development on the site to the North of Fiskerton for a development in the region of 200 dwellings will be supported where the proposals demonstrate how they have taken into consideration the policies within the NPD.

The development must comply with the following:

- a) the provision of at least 10% public accessible open space on site
- b) the Paddock as shown in Appendix B should be transferred into the ownership of the Parish Council on the commencement of development
- c) the height of the new properties should reflect that of the surrounding area and should respect the amenity of neighbouring properties from the village Hall to Hall Lane.
- d) mitigate or compensate for the loss of any important wildlife habitats or biodiversity that maybe affected by the proposal
- e) provide direct and attractive connections to the existing facilities including direct access to areas of Open Space
- f) provide well connected and integrated public footpaths and cycle ways that link with the existing
- g) seek to meet the additional educational needs of the development of the site
- h) To ensure appropriate flooding and surface water drainage are mitigated and the development must not lead to further issues elsewhere
- i) appropriate Sustainable Urban Drainage Systems (SUDS)
- j) take advantage of the local topography, landscape, trees and plants, wildlife habitats, existing buildings and site orientation
- k) boundary treatments and landscaping must be appropriate to its rural setting particularly in relation to the open countryside to the north
- l) the boundary treatment to the south of the site must include a 10 metre green buffer adjoining the existing properties on Ferry Road from the village Hall to Hall Lane.
- m) residents parking spaces and visitors parking spaces should be integrated into the site.



West Option: Development to the West of Fiskerton

- 7.12** The West Option is for the comprehensive development of approximately 200 homes. This development will incorporate a mix of housing types, tenures (some of which will be affordable), public open spaces, sustainable urban drainage systems, public footpaths and cycle routes. The location of the proposed development is shown on proposal map 1b.
- 7.13** At present the development to the West does not include the acquiring of the Paddock for community use.
- 7.14** The potential development option to the West of the village has been assessed against the sustainability assessment criteria as set by the Central Lincolnshire Local Plan. The site to the North of the settlement does score higher in sustainability factors than the site to the West. The Sustainability Assessment Score for the West is outlined in this section.

Community Consultation

- 7.15** The concerns raised by local residents during the consultation in relation to this option includes:
- Flooding
 - Access
 - Drainage
 - Housing Mix
 - Public Amenity to surrounding properties
 - Impact on the Listed Buildings
 - Impact on the Archaeology
 - The coalescence between Fiskerton and Cherry Willingham
 - Local residents told us in 2014 that a Green Wedge should be kept between Cherry Willingham and Fiskerton. This is not possible with this option.
 - School capacity
- 7.16** If this option is chosen by the community at this stage of the draft NDP, these issues will be considered and, where possible, mitigated through the Master planning stage.
- 7.17** Please use the consultation summary sheet (available on the neighbourhood planning webpage on the Parish Council's website) to register your comments and views on which potential development option is preferred.

Sustainability Assessment extract of West Option

Sustainability Appraisal Objective														
SAO 1	SAO 2	SAO 3	SAO 4	SAO 5	SAO 6	SAO 7	SAO 8	SAO 9	SAO 10	SAO 11	SAO 12	SAO 13	SAO 14	SAO 15
✓✓	✓	-	✓	✓	-	-	-	X	-	-	-	✓	-	✓✓
<p>The West Option would provide the comprehensive development of approximately 200 homes to the West of the settlement. The development scores well against Sustainability Appraisal Objective 1 and 2 as the development would provide a mix of housing types in accordance with the Neighbourhood Plan that has been identified by a settlement specific up to date Housing Needs Survey of Fiskerton and the analysis of the existing demographics in the settlement. Therefore the development of approximately 200 homes would provide the housing that is required for the existing and future residents in Fiskerton. The development would be required to provide green infrastructure and improve the accessibility to services and facilities in the village. However, when compare with the North Option the development is located further away from the village centre and the services and facilities. The development would be required to link with existing footpaths and connect with the surrounding countryside. The development for approximately 200 homes will be required to respect and enhance the existing wildlife and biodiversity in the area wherever possible. The development is located next to the historic core and listed buildings within the settlement which means there is a greater potential for a negative impact upon these important and historical buildings. The location of this development does not sit comfortably within the existing built form of the settlement. Therefore this means that the option scores neutrally against Sustainability Appraisal Objective 5 and 6. The development of approximately 200 homes to the West of the settlement will require the development of a Greenfield site as there are no other locations for development within the existing built form of the settlement on brownfield sites. The impact on the land resources cannot be avoided. However the other benefits of the development outweigh the negatives of the loss of the Grade 3 (as scored by Natural England) agricultural land. Therefore this option scores negatively against Sustainability Appraisal Object 9. The development will bring about short term local employment opportunities through the development of the houses and will also have some positive impact on the infrastructure as the location of the development is known and any identified issues with local infrastructure will have to be improved or mitigated as part of the comprehensive development of the site.</p>														

* SAO 1 – 15 are taken from Table 3 in the Draft Fiskerton Sustainability Appraisal please see this document for further detail.

Intended Policy if The West Option is favoured

Policy 2b: Development to the West of Fiskerton

Development on the site to the West of Fiskerton for a development in the region of 200 dwellings will be supported where the proposals demonstrate how they have taken into consideration the policies within the NPD.

The development must comply with the following:

- a) the provision of at least 10% public accessible open space on site
- b) the height of the new properties should reflect that of the surrounding area and should respect the amenity of neighbouring properties
- c) mitigate against or compensate for the loss of any important wildlife habitats or biodiversity that maybe affected by the proposal
- d) provide direct and attractive connections to the existing facilities including direct access to areas of Open Space
- e) provide well connected and integrated public footpaths and cycle ways that link with the existing
- f) seek to meet the additional educational needs of the development of the site
- g) to ensure appropriate flooding and surface water drainage are mitigated and the development must not lead to further issues elsewhere and
- h) appropriate Sustainable Urban Drainage Systems (SUDS)
- i) take advantage of the local topography, landscape, trees and plants, wildlife habitats, existing buildings and site orientation
- j) residents parking spaces and visitors parking spaces should be integrated into the site

8 Design

Justification

8.1 The design of new development can have a significant impact on local distinctiveness and the quality of the environment. It is therefore crucial that the design of new development is of a high quality and respects and reinforces local character in Fiskerton

8.2 Good design is not just a matter of appearance, but also about the functionality of the development and its relationship to its surroundings. Good quality design is not about copying past styles, or preventing innovative modern design. The aim is to create site-specific creative design, which is contextual by referencing the form and materials of its surroundings but does not merely imitate neighbouring buildings or their details.



8.3 The National Planning Policy Framework recognises that well-designed buildings and places improve the quality of people's lives and that it is a core planning principle always to secure good design.

8.4 Building for Life 12 (shown in Appendix C) is a national standard against which proposals for new housing development can be assessed. Local residents would like the Building for Life standards to be used when designing new development in the area. Applicants should demonstrate in their design and access statements how the Building for Life standards have been taken into account and applied to the design of the site.

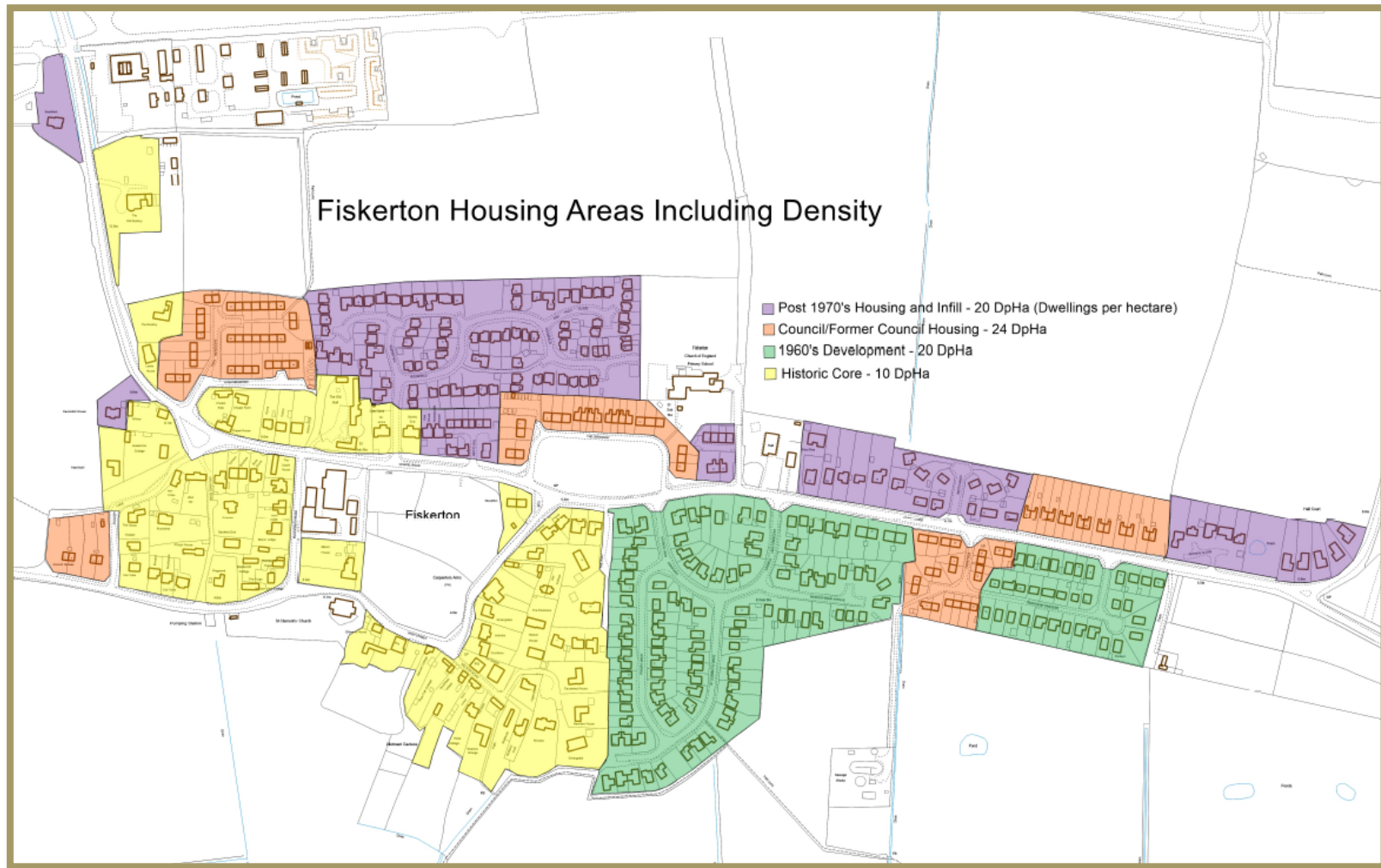


8.5 In accepting more development than was proposed via the Central Lincolnshire Local Plan the community requires that the density of any new schemes are in keeping with the existing built up area. The National Planning Policy Framework advises that housing density should reflect local circumstances. Proposal Map 2 shows the range of densities within Fiskerton.

Community Consultation

8.6 The community expressed that they would like to see new development designed more in keeping with the historic core as shown in proposal map 2. The design should be high quality, low density and with useable open green spaces to replicate a rural setting and be designed in accordance with the rural nature of the village.

Proposal Map 2: Density of Existing Developments in Fiskerton



Policy 3: Design of New Development

New development must deliver good quality design. In order to achieve this all new development must:

- a) respond to the existing pattern of development in terms of enclosure and definition of streets and spaces
- b) be well integrated with its surroundings by reinforcing existing connections and taking any opportunities for creating new ones
- c) provide convenient access to community services and facilities
- d) have good access to public transport or otherwise help reduce car dependency
- e) provide a mix of housing types and tenures that suit local housing needs (as defined in the most up to date housing needs assessment)
- f) the density of the development should reflect the range of densities already existing in the settlement as shown on Proposal Map 2
- g) create a place with a locally inspired or distinctive character
- h) provide buildings, landscaping and planting to create well defined streets and spaces
- i) Sustainable Urban Drainage should be incorporated into the design of the scheme,
- j) take advantage of views into and out of the site in order to make the development easy to access and to navigate through
- k) provide streets which encourage low vehicle speeds and which can function as safe spaces
- l) be of an appropriate scale and density in relation to its setting
- m) use materials appropriate to the development's context
- n) ensure there is accessible connectivity within and to the existing services and facilities.

2. Applicants must explain, in a Design and Access Statement how the design of the proposed development responds to the above criteria, and the most up to date equivalent Building for Life 12, Fiskerton Housing Needs Study and the Character Assessment for Fiskerton and the advice these contain.

9 General Housing Developments

Justification

- 9.1 Paragraph 50 of the National Planning Policy Framework (NPPF) requires Local Authorities to:

“deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities”.

- 9.2 The community would like to ensure that all new housing developments fully respect the housing needs of the wider community. Whilst Fiskerton has grown significantly in the last 60 years. There have been a large number of bungalows built in the Parish in 1960/70 which accommodates the aging population however, the community now needs family homes, starter homes for young people and more elderly accommodation. Proposal Map 3 shows the type of existing properties within the existing settlement.



- 9.3 In order to understand the scale and significance of these issues, table 2 within this NDP shows the existing housing provision, type and tenure, which identified that the village has predominantly 3 or 4 bedroomed detached dwellings. Of the 457 properties in Fiskerton there are only six one bedroomed properties and 108 two bedroom properties and there are very few socially rented properties or private properties available. It is difficult for first time buyers to get onto the housing market and it is difficult for elderly residents to downsize and remain in Fiskerton. Therefore it is evident that there is a need for smaller properties in Fiskerton in both public and private ownership.



- 9.4 To consider the aging population in Fiskerton as shown in table 1 and the larger property type within the village, the NDP should encourage an appropriate mix of new properties that help to diversify the housing stock in order to successfully accommodate the potential future housing needs.
- 9.5 The level of need for affordable housing within Central Lincolnshire is over 17,000 homes and Fiskerton would be required to take a percentage of this according to the local need over the plan period.
- 9.6 The Housing Needs Survey 2016 undertaken by Community Lincs identified through consultation with the local community that there was a need for affordable housing in the area. The type of properties and the number are shown in table 6. The full report is available in Appendix D.

Proposal Map 3 Existing Housing Types

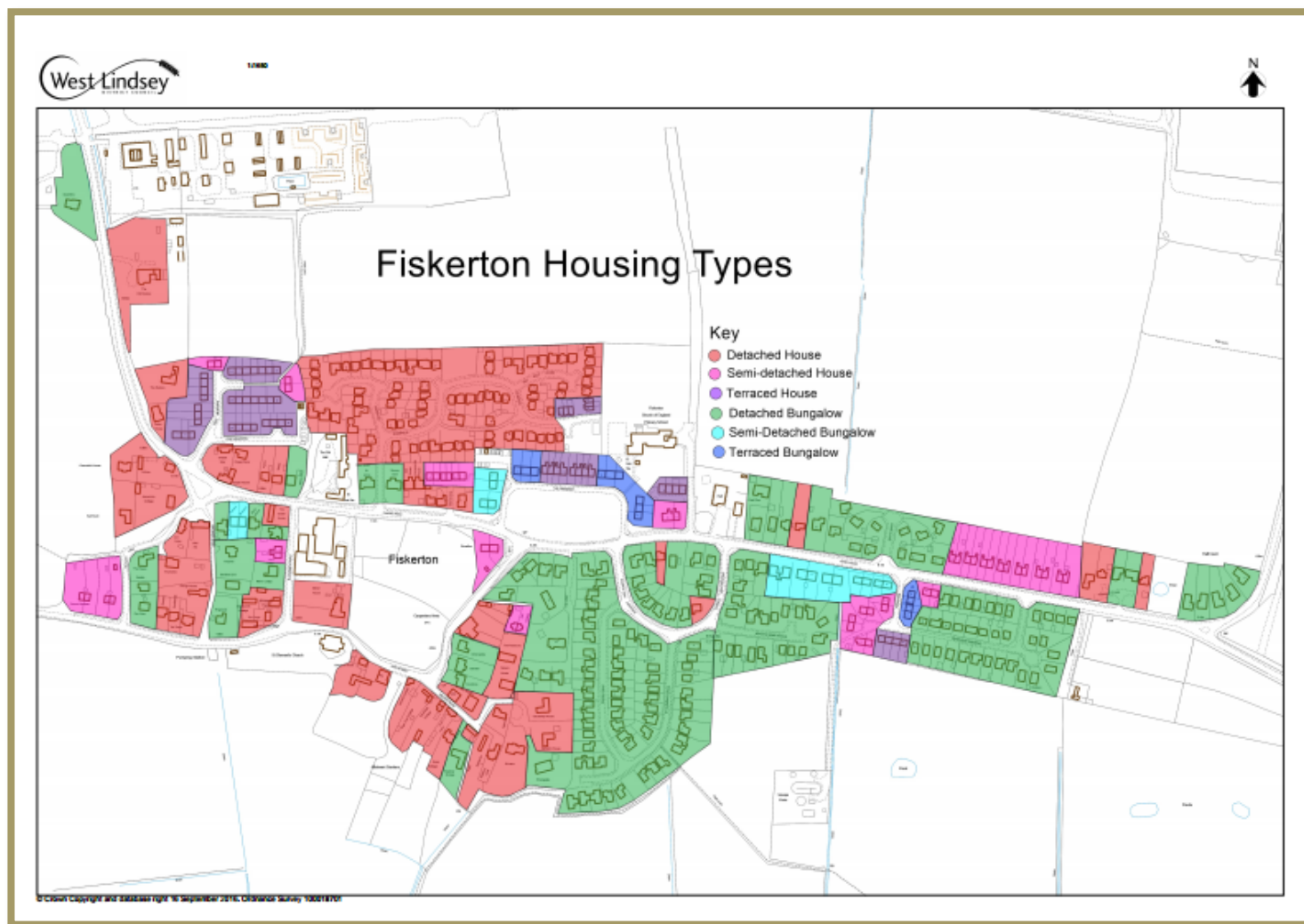


Table 6: Number and Type of Affordable Properties needed

Types of properties required by households with Affordable Housing Needs	Number of properties needed
3 bedroomed house for shared ownership or rent	1
3 bedroomed house for shared ownership	1
2 bedroomed house for rent	2
2 bedroomed bungalow for rent	3
2 bedroomed house for shared ownership	1
2 bedroomed house, bungalow or flat / maisonette for shared ownership/rent	1
1 or 2 bedroomed bungalow for rent	1
1 or 2 bedroomed bungalow for shared ownership or rent	1
1 bedroomed house or bungalow for rent	1
1 bedroomed bungalow for rent	1
Not specified	3

9.7 The Community Lincs Housing Needs Report 2016 also highlighted the following in relation to the “Supported Housing” and “Affordable Housing” needs elements of the Parish:

- Growing demand for specialist accommodation to meet the needs of older people. Not only will there be an increased need for mobility and wheelchair standard homes, there will be greater interest in tenure options which offer the opportunity for equity release to pay for long term care and support needs.
- The survey has shown a significant interest and potential need for ‘Supported’ accommodation and particularly for 1 and 2 bedroomed bungalows.
- A lack of affordable housing options for couples, single people and families with children currently living in Fiskerton
- The majority of couples feel their current accommodation has inappropriate space (either too large or too small), is too expensive to run or is unsuitable for physical needs.
- Younger couples and single people indicated a wish to leave the parental home and live independently from their families.
- A high proportion of households indicating affordable housing needs pay rent in Housing Association / Local Authority owned properties.
- The survey has also identified a significant number of people who may wish to return to live in Fiskerton if affordable housing was available.

- 9.8 In addition to proposed housing growth in policy 2 there are potential housing developments that could be located on small scale infill and redevelopment sites. These sites may become available throughout the plan period and will be assessed on their merits at the time along with the policy below. It is important that such infill development does not spoil the rural and historic character of the village.

Community Consultation

- 9.9 Community consultation has highlighted that there is a need for starter units for young people as the majority of young people are moving out of the village to cheaper parts of Lincoln close to jobs and other services and facilities.

Policy 4: Housing Type and Mix

All developments of 10 or more will be expected to deliver a range of housing from smaller starter units to larger, more expensive properties. A mix of tenures and house types should support a sustainable neighbourhood to meet the needs of a diverse range of household types and incomes and foster community cohesion. Proposals which include smaller starter units for younger people and elderly residents is particularly welcomed.

Policy 5 Infill Development

Residential development on infill and redevelopment sites within Fiskerton will be supported where:

1. they fill a gap in an existing frontage or on other sites within the built up area of the village where the site is closely surrounded by buildings
2. they are well designed and in keeping with their local surroundings and respect the character of the area including any historical development pattern and building plot/sizes
3. they do not harmfully reduce the privacy and amenity of adjoining neighbouring properties
4. they are appropriate in scale to the character, appearance and layout of their immediate surroundings.

10 Transport

Justification

- 10.1** The transport issues within Fiskerton are very common of old village settlements as the road network was originally made when there was less reliance on the motor vehicle to move around. Now with more reliance on the car to access services and employment these road networks are a cause for concern. In particular the old historic part of the village around the Church and the paddock. The road network is a potential hazard and solutions need to be found to ensure that this area does not create or cause increased traffic problems.
- 10.2** A solution to the highway issues around the High Street, Blacksmiths Lane and Chapel Road needs to be resolved. In Appendix A there is a potential community project that could resolve these issues, which could involve a one way route and or traffic lights system. The NDP will work with the relevant agencies to try and source funding to implement the solution to the traffic issues.
- 10.3** It is important that the new developments in Fiskerton provide adequate on site car parking facilities and that the parking provided with properties are off street parking bays and not on street parking as there is evidence of this already causing significant parking issues in the streets within Fiskerton.

Community Consultation

- 10.4** Public consultations have clearly shown, in common with other old villages, that the roads in the centre of Fiskerton become very congested at peak times. Parking within the village centre and immediate environs, is at a premium. Excessive on-street parking in residential areas is inherently hazardous. The intention is to have policies which help to mitigate these problems.

Policy 6 : Transport

Development proposals in Fiskerton village that would generate a significant amount of movement or would potentially affect a known and evidenced traffic hazard must be supported by a Transport Statement or Assessment as appropriate. The Statement or Assessment will set out details of the transport issues relating to the development including the measures to be taken to deal with the anticipated transport impacts of the scheme and to take any opportunities as appropriate for improving the pedestrian and cycle connectivity.



11 Non Vehicular Routes

Justification

- 11.1 Fiskerton has a number of Public Rights of Way (PROW) present within the area; these are identified on Proposal Map 4. The PROW map shows that the rights of way present within the village are reasonably well connected but they could be strengthened and improved.
- 11.2 The Sustrans National Cycle Route 1 follows the route of the former Lincoln to Boston Railway Line; this route leaves Lincoln alongside the River Witham and passes Washingborough, Fiskerton, Bardney and Southrey on the way to Kirkstead Bridge. There are roads into the village of Woodhall Spa and the Water Rail Way continues to Langrick Bridge in Boston. There is access to this route from Fiskerton.
- 11.3 The NDP will seek to ensure new development provides for safe, direct and attractive landscaped pedestrian and cycle routes both within the development and also by considering the wider context and ensuring links are provided to the existing PROW. The NDP will seek to ensure that, where appropriate, new developments provide direct and easy access to the existing village and village centre as this will reduce traffic, congestion and parking issues and encourage sustainable modes of transport. In particular new and existing pedestrian and cycle routes should connect to the primary school to reduce the congestion during morning and afternoon picking up and dropping off periods.
- 11.4 These new pedestrian and cycle routes within the village should be safe, landscaped, light, wide enough for all users and effectively maintained.

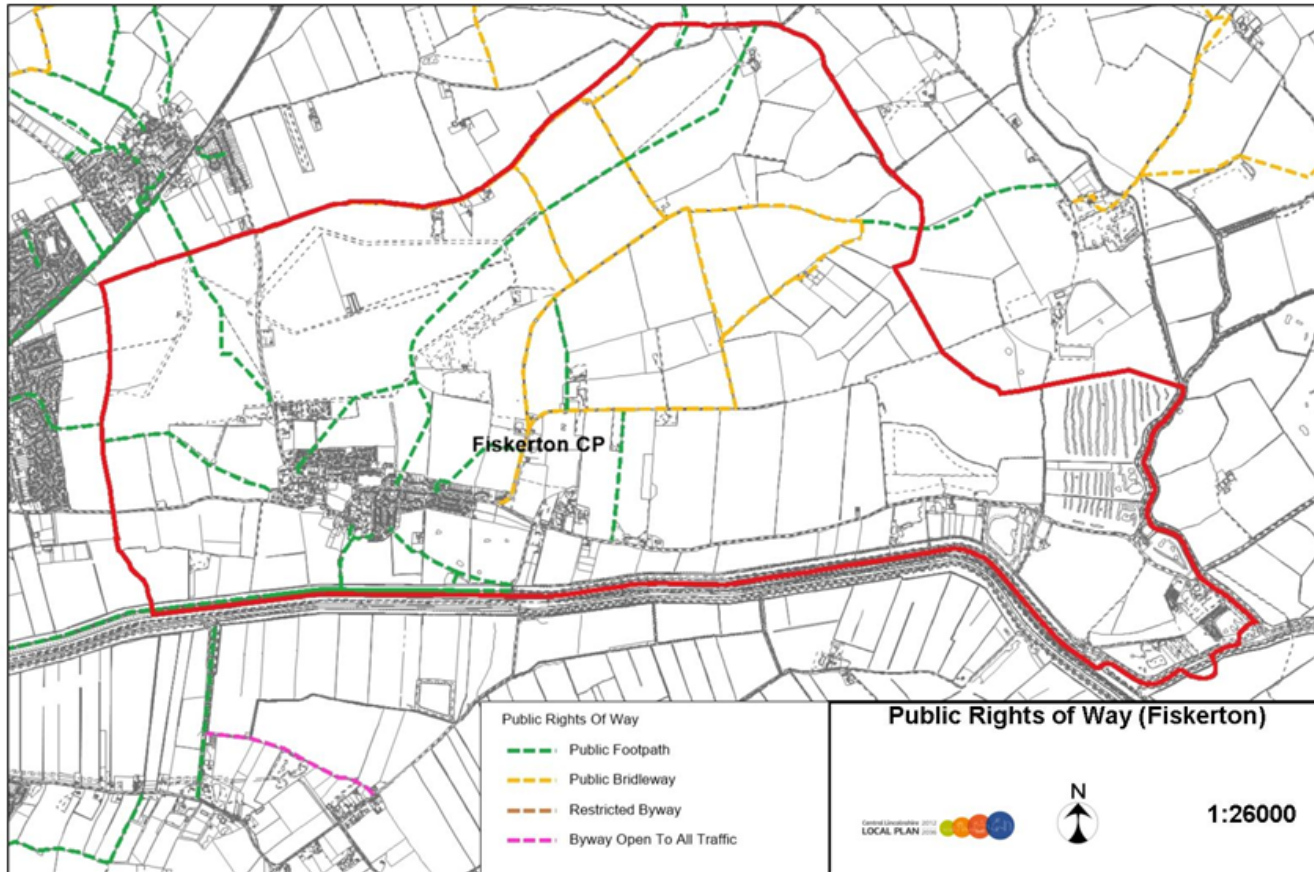
Community Consultation

- 11.5 Local residents that attended the consultation events in 2016 expressed a concern that they would like to keep the local PROW and new routes should be created as part of any new developments making it easy to access the village and the surrounding countryside both on foot and by cycling.

Policy 7: Non Vehicular Routes

1. All development which is related to improving, extending or creating new non vehicular routes will be permitted where the proposals do not detract from the landscape character or biodiversity.
2. New developments should provide safe, direct and landscaped pedestrian and cycle routes throughout the development and should link into the existing village and into the village centre as shown in Proposal Map 4.

Proposal Map 4 : Public Rights Of Way



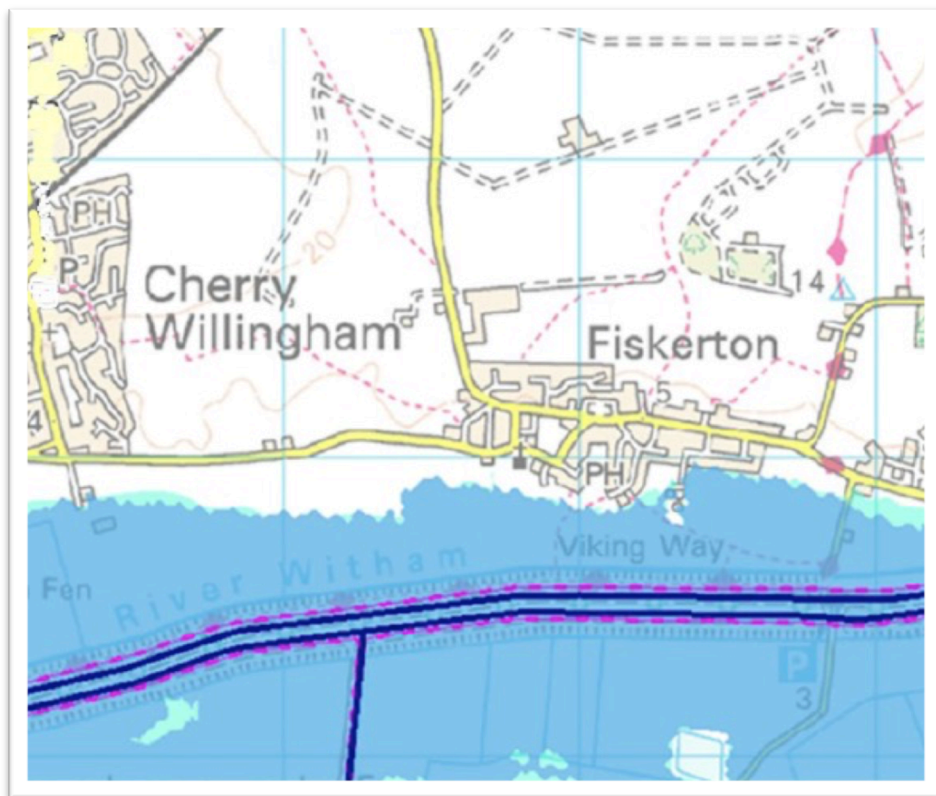
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 Date 03 September 2015

12 Flooding

Justification

- 12.1 Parts of Fiskerton are subject to flooding from surface water runoff. New Development must not make the situation worse. Therefore new developments must demonstrate that all forms of flood risk have been assessed and addressed. New developments should aim to reduce the overall level of flood risk in the local area and beyond through the layout and form of the development and the appropriate application of sustainable drainage techniques.
- 12.2 Proposal Map 5 shows the extent of the Environment Agencies flood zones. It shows that the majority of the South of Fiskerton is in flood zone 3.

Proposal Map 5: Floodrisk Areas



- 12.3 The NDP requires that in these areas shown to be at risk on the Environment Agency's Flood maps as shown in Proposal Map 5, will be taken into account when considering any application for development. Compliance with the NPPF on flood risk management is essential. The NPPF looks to ensure that higher vulnerability developments are located away from the flood risk areas.

12.4 The issues associated with the drainage systems in the village are outlined below:

1. There are several Internal Drainage Board (IBD's) drains running from the village of Fiskerton, running south towards the Witham, some of which are regularly maintained. The Parish Council have noticed that over the last 10 years ditching and drainage maintenance has not been carried out on other water courses in the village. This is mainly on land that is tenanted and the farm ditches have not been cleared out.
2. The County Council carry out highway gully maintenance, but do not always clear the blockages in kerb drainage outlets.
3. Residents of Homlfield, have had some flooding issues in the past. To resolve this issue a drain running west to east was installed, and outfalling into the lagoon behind the village hall.
4. Several residents in Ridings Close have installed some form of drainage in their gardens to try and resolve surface water flooding issues.
5. There was a land drain installed in the field to the north of Ridings Close, prior to the properties been sold. This outfalls into the Pond, and the overflow outlets into a chamber on the roadside and then outfalls in the ditch on the south side of Ferry Road. This needs to be taken into consideration as part of any development of the land, however this current outlet cannot be used as part of any future development. Currently in heavy rainfall and when the ground is saturated, the pond overflows
6. There is a poorly maintained ditch running south to Ferry Road, running between 1 Ridings Close and the end council house, this presumably outfalls under the road into the ditch on the south of Ferry Road. This ditch runs to The Old Tannery Diamond House, and then down towards the Witham. Again this has not been maintained for years and has willow trees growing in it, restricting the water flow.

12.5 It is clear from the evidence above that Fiskerton has some flooding issues as in prolonged wet conditions or heavy rain storms, certain areas of the village do flood and the existing drainage systems cannot cope.

12.6 As already stated, the lack of current maintenance or improvement is a contributing factor to the problems which have been experienced in the past. Any further development will certainly create future problems, unless improvements are made to the existing drainage system and the new developments ensure they do not exacerbate the problem..

12.7 Any new planning applications being brought forward should have appropriate use of Sustainable Drainage Systems will be expected to ensure that runoff does not increase the risk of flooding elsewhere in the Parish. The use of Sustainable Drainage Systems should be integrated within the hard and soft landscaping provided with the development.

- 12.8 Planning applications for new developments need to demonstrate that they have taken into account the flood risk on site and that the development will not exacerbate the problem elsewhere in the settlement.

Consultation

Throughout the public consultation events the local community stated the following:

“ The community has already suffered with flooding issues in 2007, 2009, 2012 and 2014 what are you going to do about it?”

“We do not mind more development in the village but what about the flooding issues?”

Policy 8: Flood Risk

Development should not increase flood risk. Planning applications for development within the Neighbourhood Plan area must be accompanied by a site-specific flood risk assessment in line with the requirements of national policy and advice.

All proposals must demonstrate that flood risk will not be increased elsewhere and that the proposed development is appropriately flood resilient and resistant. Information accompanying the application should demonstrate how any mitigation measures will be satisfactorily integrated into the design and layout of the development. The use of sustainable urban drainage systems and permeable surfaces will be encouraged where appropriate.



13 Employment

Justification

13.1 The NDP supports local employers and local employment in the neighbourhood plan area. The NDP supports the following uses as defined in The Town and Country Planning (Use Classes) Order 1987 (as amended):

- **B1 Business** - Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.
- **B2 General industrial** - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).



13.2 The West Lindsey Local Plan 2006 and the Submission version of the Central Lincolnshire Plan 2016 supports the protection of existing employment sites and the expansion of existing business provided: "The expansion of existing businesses which are currently located in areas outside allocated employment sites will be supported, provided: existing buildings are reused where possible, and they do not conflict with neighbouring land uses, and they will not impact unacceptably on the local and/or strategic highway network, and the proposal would not have an adverse impact on the character and appearance of the area"

To ensure the continued viability and vitality of the settlement it is important that there are local employment opportunities available for existing and future residents, so that where possible local residents can live and work in the settlement (reducing the need to travel). In addition to supporting the redevelopment of former employment sites for employment uses. The NDP supports general employment development in and around the existing settlement or adjoining the built form of Fiskerton. The uses that will be supported next to the existing settlement are the uses outlined above and all 'A class' uses as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended).



Policy 9: Redevelopment of Employment

Proposals for the redevelopment of businesses (B1 and B2 uses) and for the expansion or diversification of existing businesses will be permitted, providing that:

- a) it can be demonstrated that there will be no adverse impact resulting from increased traffic, noise, smell, lighting, vibration or other emissions or activities generated by the proposed development
- b) it would have an acceptable impact on the character and scale of the village and the landscape
- c) where relevant, opportunities are taken to secure the re-use of vacant or redundant buildings as part of the development.

Policy 10: New Employment Development within the Existing Settlement

Proposals for Class A1 (retail), Class A2 (financial and professional services), Class A3 (cafes), Class A4 (public houses), Class A5 (hot food/takeaway), B1 (Business), Class D1 (Non-residential institutions) and Class D2 (Assembly and leisure) uses will be supported subject to the following criteria:

- a) the site is within or adjoining existing settlement or within or adjoining the built form of the existing settlement
- b) the scale, design and form of the proposed development is in keeping with its surroundings
- c) the nature of the business concerned does not have a detrimental impact on the amenity of the surrounding area
- d) the proposal will not have a detrimental effect on the built or natural environment of its immediate locality
- e) the proposal will not have a detrimental effect on the operation and safety of the local highway network.

14 Green Infrastructure

Justification

14.1 Green Infrastructure can be parks, paths, core paths, open spaces and their connections. Blue Infrastructure can be SuDS and other drainage or natural water features such as watercourses. Not only is green infrastructure good for biodiversity reasons, it can reinforce the local landscape character by making a place more beautiful, interesting and distinctive, and can help instil character and a strong identity. It can also help protect our historic landscape.



14.2 Fiskerton is surrounded by arable farmland and typical low lying central Lincolnshire countryside. There are a number of important landscape features and wildlife assets within the Parish. To the South of the parish lies the River Witham which is a historic trade link from Lincoln's Brayford Pool and the Wash near Boston. This riverside and its landscape form a boundary and important floodplain for the area. In addition to this, the area has also been recognised for its wildlife significance and sections of the river have been classified as a Local Wildlife Site (LWS) in order to secure its protection.

14.3 Alongside part of the River Witham, is Fiskerton Fen Nature Reserve. This site is also recognised for its wildlife significance and forms part of a wider environmentally sensitive area along with the River Witham and nearby ancient woodlands. Fiskerton Fen is recognised for its important grasslands, bird species, wild flowers and extensive water ways and lakes.



14.4 There are 4 LWS and 2 Sites of Nature Conservation Interest (SINC) in Fiskerton and these are shown on the Proposal Map 6. The NDP recognises the significance of the LWS and SINC and the role these areas play as a nature and biodiversity haven along with the social and health benefits they offer to local residents and other residents in the surrounding areas. It is therefore important that these areas along with the play area, The Paddock and the Crescent are protected and enhanced to ensure the areas are not harmed by any potential future development that may have an indirect impact on the areas and this should be carefully considered and monitored by the Parish, District and County Councils.



- 14.5 The local residents in the village are supportive of a Green Infrastructure approach to the design and management of green space in new developments to ensure that a range of needs are provided for within any one open space. It is also important that these open spaces provide linkages into one another offering green corridors for wildlife and spaces for people to enjoy walking and cycling along.
- 14.6 Good quality open space can affect the quality of life and personal wellbeing of local residents and makes an important contribution to wildlife and habitats within the Parish. This is particularly important in a village such as Fiskerton, where proposals for larger scale new development on the fringes are likely to extend the built area, and distance existing communities from the open countryside. The NDP steering group is keen to support new development, which embraces high quality green spaces and green infrastructure as an integral element of the overall design and layout of new developments.

Community Consultation

- 14.7 The community have expressed throughout the consultation that the preservation and protection of the countryside, landscape and open spaces are paramount to the future of Fiskerton. The green spaces within Fiskerton and the countryside is part of what makes Fiskerton a lovely place to live.

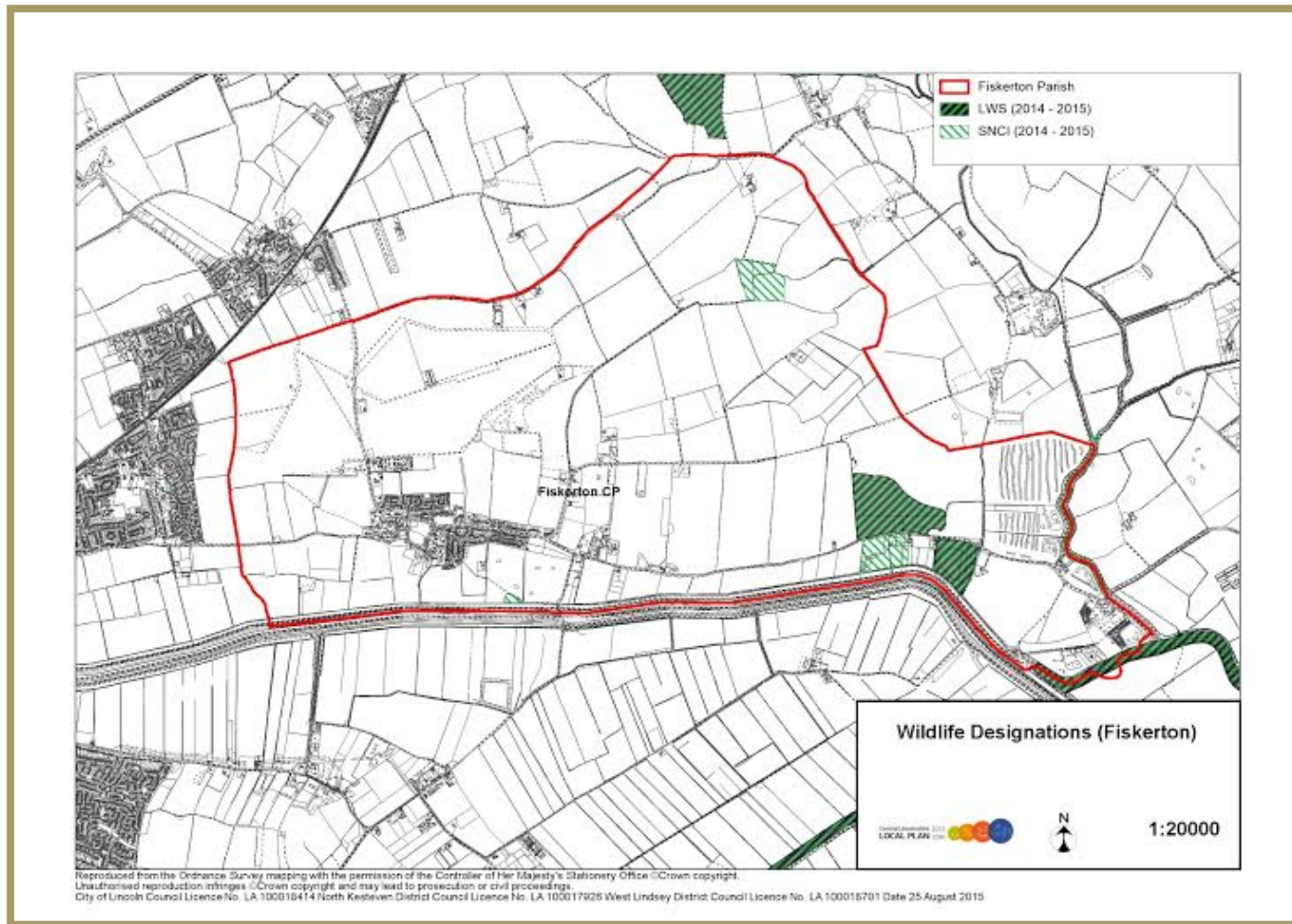
Policy 11: Green Infrastructure

New developments will be required to provide a mix of private space and open space uses which meet local need, including children's play areas, outdoor sports facilities, allotments and amenity green space.

Development which contributes towards the improvement of existing, or provision of new public open space, sport and recreation facilities and meets other planning requirements will be encouraged.

New open spaces should promote connectivity. The siting and layout of open space within new development will be key to connecting existing and new communities to the adjoining countryside and woodlands. The design and layout of the open space should also allow habitat and species connectivity through linking new open space to existing habitats and woodlands.

Proposal Map 6: Local Wildlife Sites and SNCIs in Fiskerton



15 Designated Green Spaces

Justification

- 15.1** The NPPF indicates that local communities can, through local and neighbourhood plans, identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. Identifying land as Local Green Space should therefore be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services.
- 15.2** It sets out the criteria for sites to be designated as Local Green Space. These are:
- where the green space is in reasonably close proximity to the community it serves
 - where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
 - where the green area concerned is local in character and is not an extensive tract of land.
- 15.3** The following sites have been put forward the Paddock, Crescent and adjacent to Jessamine Cottage as the NPG believe that these sites meet the criteria as set out in the NPPF. These are shown on Proposal Map 7. The table within this section provides the justification to why the spaces should become designated local green spaces.



Jessamine Cottage

Fiskerton's Proposed Designated Local Green Spaces

Name/Location	Description	Local Value	Landscape	Historical	Recreational	Wildlife	Why is it special?
LGS 1: Manor Farm Paddock, known locally as "The Paddock". OS grid ref: TF051722	This is an open green space of 1.9 Ha surrounded by mature hedges and trees. It is adjacent to the Church (Grade 1 listed) and the Manor (Grade 2 listed).	The Paddock is owned by the Church Commissioners and is rented out for horse grazing. It provides important views of the Church, Manor House and Pub	To be maintained as a recreational field by the Parish Council	Regularly used in the second half of the 20 th Century as a sports field. Part of the farmed estate of the 14 th Century Manor on Nelson road.	An area to facilitate leisure and exercise activities and village fetes. To provide health and wellbeing opportunities for the residents.	Trees, hedgerows, mature grasses and wild flowers are a haven for wildlife.	Essential recreational space. Provides a physical and visual connection with the surrounding landscape, reinforcing the rural nature of the village.
LGS 2: The Crescent OS grid ref: TF051722	Open green space of 0.6 Ha with mown grass and mature trees.	Provides a sense of space and beauty and complements 20 Ha of mixed residential development.	Open area with mature trees.	Established as an open space near the centre of the village in the mid-20 th Century.	To provide health and wellbeing opportunities for the residents.	Grasses and trees are a haven for wildlife.	It is well used by local residents for walking and relaxing. Near the centre of the village next to the shop.
LGS 3: Area South of Jessamine Cottage and to the North of Plough Lane. Grid ref: TF046722	Open green space of 0.2 Ha with mown grass.	Sense of space near established homes. Adjacent to Grade 2 listed Jessamine Cottage.	Open area with mown grass and apple trees.	Established as an open space in the mid-20 th Century.		Grasses and trees are a haven for wildlife.	Provides a rural setting to the approach of the village on Plough Lane.

Community Consultation

- 15.4 Throughout the public consultation events local residents have highlighted the need to keep the Paddock, the land adjacent to Jessamine Cottage and the Crescent as public open green spaces.

Policy 12: Designated Local Green Spaces

The Paddock, land adjacent to Jessamine Cottage and the Crescent as identified on proposal map 7 will be Designated Local Green Space. The associated buildings required to enhance the spaces for public use will be supported.

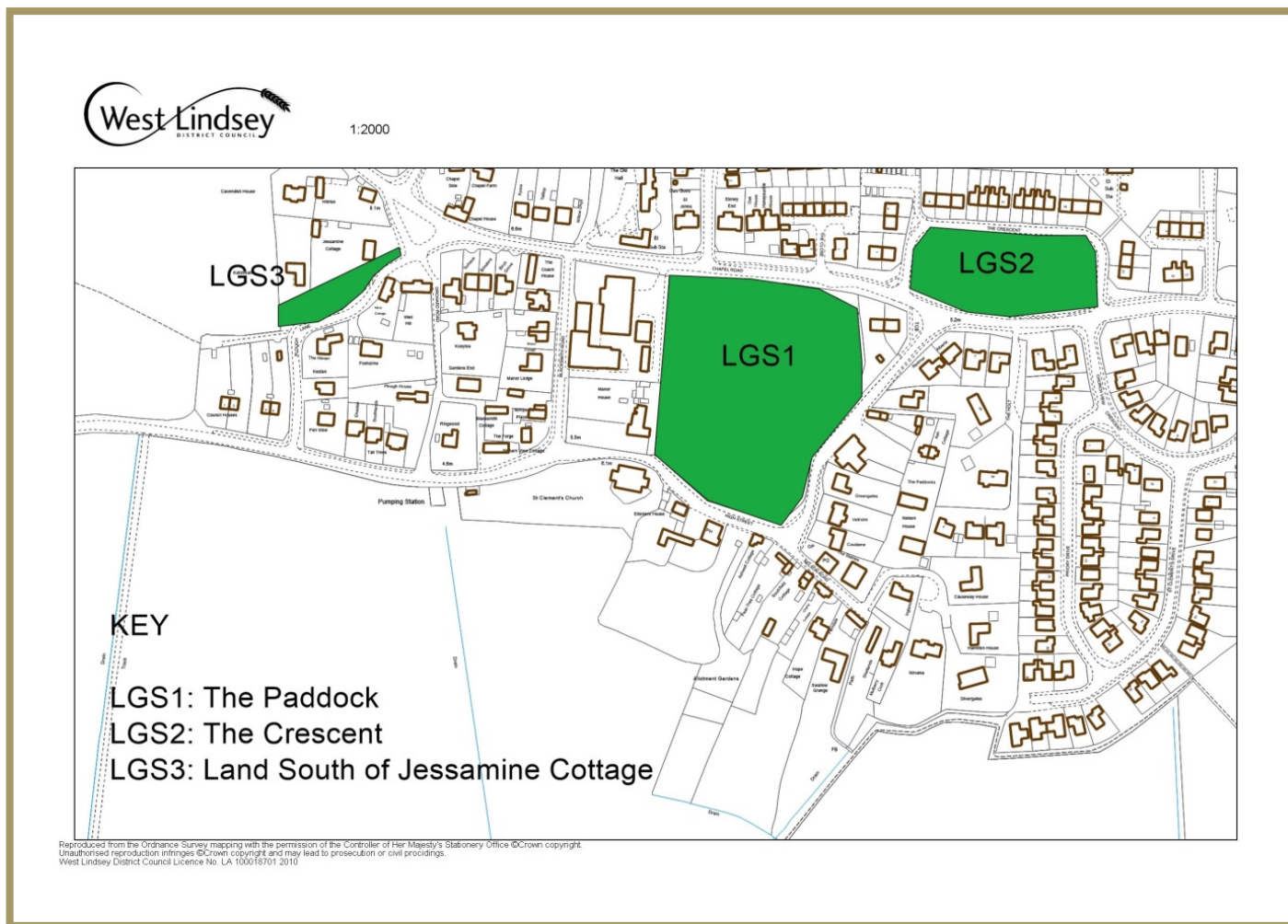
The Crescent



Manor Farm Paddock



Proposal Map 7: Proposed Designated Green Spaces



16 Protection of Community Facilities

Justification

- 16.1 Fiskerton has a range of local community facilities which serve the needs of the local community and play a vital role in supporting the Parish's sense of identity. The NDP steering group recognises the importance of these facilities and therefore seeks to protect them from inappropriate changes of use.
- 16.2 If the population of Fiskerton is to increase in the next 20 years it is vital that the local community facilities are protected and expanded in the future to meet the existing communities and future residents' needs and expectations.
- 16.3 There is a range of community facilities and local infrastructure which the community would like to see protected and/or improved in the area. In Proposal Map 8 the community facilities are mapped and located.

Community Consultation

- 16.4 Through the community consultation local residents expressed a concern over the lack of community facilities at present in the village and the need for more. The community want to ensure that the village does not become just a commuter village on the edge of Lincoln will no services and facilities to offer its residents.

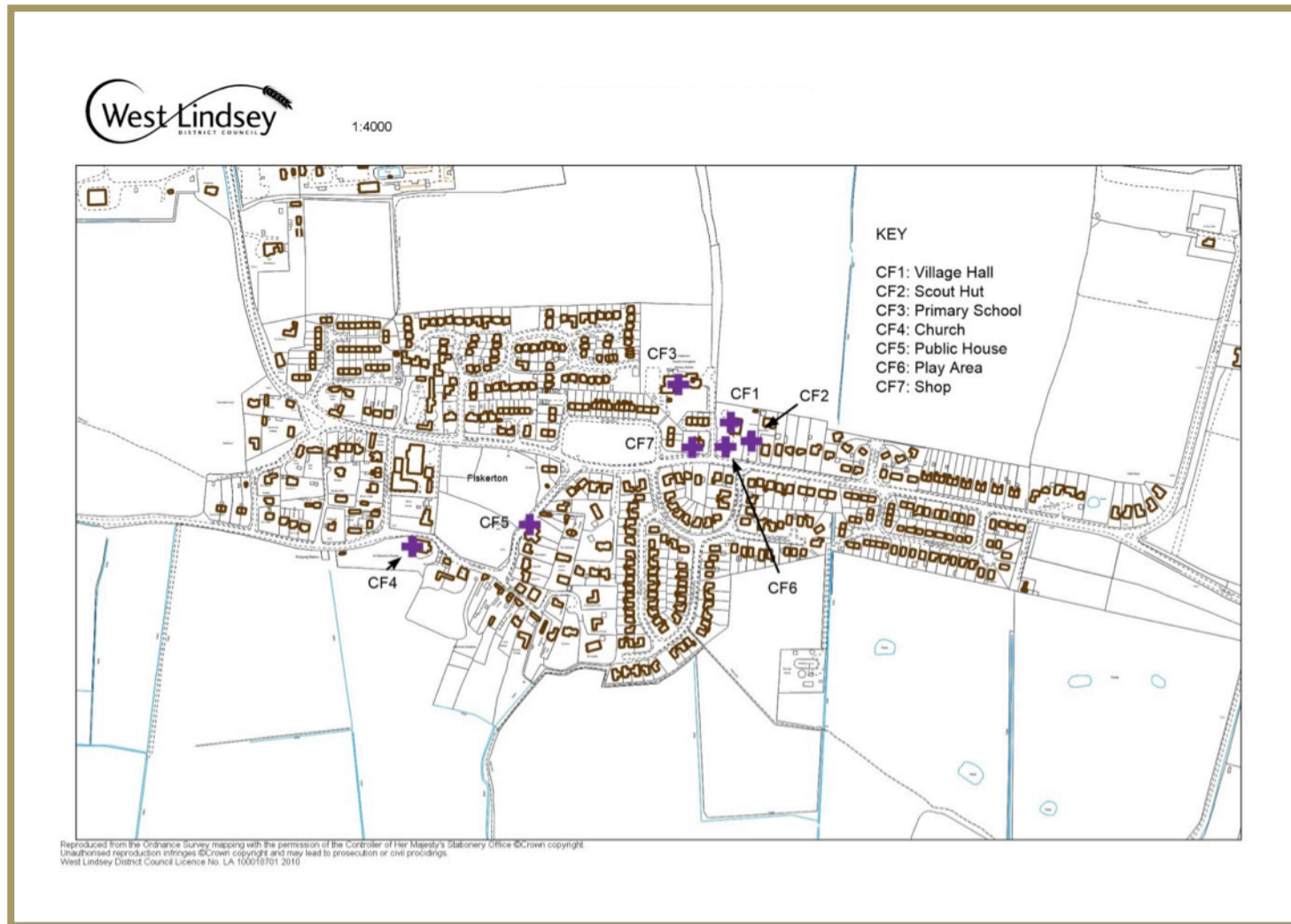
Policy 13: Community Facilities

Proposals involving the loss of local community facilities will not be permitted unless:

- a) the proposal includes alternative provision, on a site within the locality, of equivalent or enhanced facilities. Such sites should be accessible by public transport, walking and cycling and have adequate car parking; or
- b) it can be demonstrated to the satisfaction of the local community and Local Planning Authority that there is no longer a need for the facility or the premises are unsuitable or not viable for the continued provision of the service.



Figure 8: Community Facilities in Fiskerton



17 Village Centre

Justification

- 17.1 The NDP Steering Group believes it is important to protect the existing retail services and community facilities in the village as they provide valuable amenities for local residents in Fiskerton. The NDP supports the improvement and further development of community facilities within the village centre as shown on Proposal Map 9.
- 17.2 As the village is expected to grow in the next 20 years it is vital that the existing and new residents have access to retail and community services within the village. It is therefore important that the existing retail and community provision is protected and enhanced in order to support a growing and sustainable community. The village has a 'village centre' and this provides an important range of services and facilities used by local residents and it also needs to expand.
- 17.3 11.4 % of local people in the village do not have access to a car therefore, so access to a range of good quality retail facilities locally is essential for the well-being of the population. The settlement is 6 miles from the facilities in Lincoln with limited transport accessibility.
- 17.4 Within the village centre boundary development proposals will be encouraged where the schemes are shown to make a positive contribution to the retail and community services in the village.
- 17.5 Planning applications for new development or the changes of use of buildings within the centre of Fiskerton will be determined in accordance with the Village Centre Boundary as shown on Proposal Map 9.

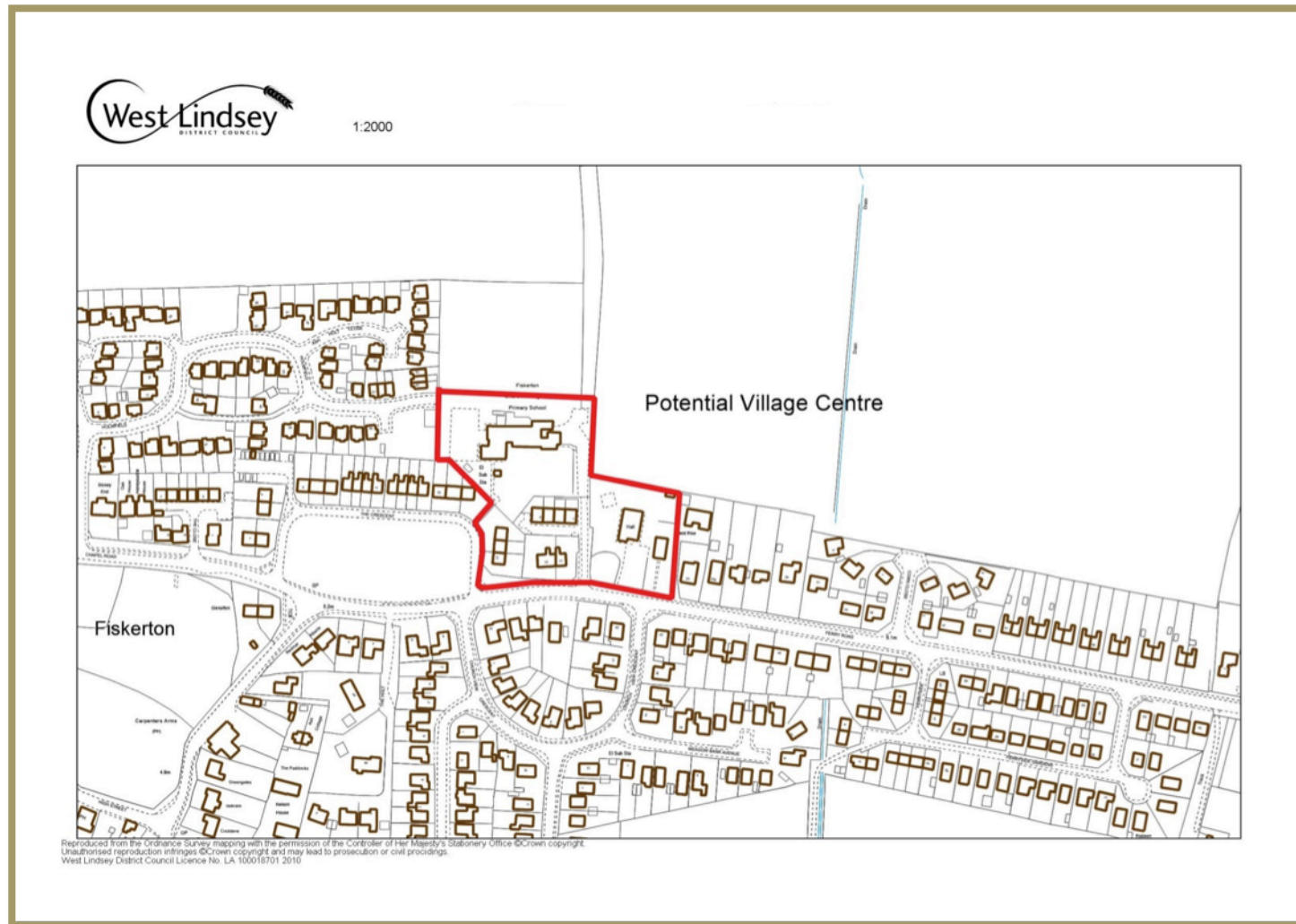
Community Consultation

- 17.6 The community expressed a concern over the loss of the village facilities in particular the village Post Office. Local residents requested the need for more facilities in the village such as a pharmacy, a larger convenience store, nursery, Post Office, butchers and doctors surgery.

Policy 14: New Development in the Village Centre

1. Proposals for the change of use from retail shops or community facilities (A1, A2, A3, A4, A5 uses or D1) to other uses in the existing area within the 'village centre' as shown on the Proposal Map 9 will only be permitted where one of the following conditions are met:
 - a) the property has been satisfactorily marketed for 12 months; or
 - b) it has been satisfactorily demonstrated that it would be neither economically viable nor feasible to retain the existing or previous retail use in the property concerned and that there is no reasonable prospect of securing an alternative retail use; or
 - c) the proposed non retail use meets an identified community need and does not affect the integrity of the retail area

Proposal Map 9: Village Centre



18 Short Ferry

Justification

- 18.1 The area of Short Ferry is a residential caravan park on the outskirts of the village curtilage of Fiskerton but it is a thriving sub community within the parish and as such is part of this NDP.
- 18.2 The NDP supports the continued development of Short Ferry as a residential caravan park and the associated development to ensure it continues to thrive as a community.

Community Consultation

- 18.3 A consultation event was held in the public housing in Short Ferry in 2015. Local residents express a concern about their inclusion in the plan and the need for Short Ferry to be included in the plan and for the area to be able to expand and provide local people with more facilities if needed.

Policy 15: Expansion and development of Short Ferry

The expansion and or the redevelopment of Short Ferry for its existing use or the further enjoyment will be supported provided that:

- a) it is proposed to be located next to or adjoining the existing built boundaries and
- b) the scale, design and form of the proposed development is in keeping with its surroundings; and
- c) the nature of the proposed use is in connection with the existing use and does not have a detrimental impact on the amenity of the surrounding area; and
- d) the proposal will not have a detrimental effect on the built or natural environment of its immediate locality; and
- e) the proposal will not have a detrimental effect on the operation and safety of the local highway network.

Implementation and Monitoring

- 18.4 The policies in this plan will be implemented by WLDC as part of their development management process. Whilst WLDC will be responsible for development management, Fiskerton Parish Council will use the Plan to frame its representations on submitted planning applications. The Parish Council will also monitor the effectiveness of the policies on an annual basis.
- 18.5 The use of section 106 agreements and planning conditions by the District and County Councils will be expected to assist in delivering some of the objectives of this Plan. The forthcoming CIL funds will be used to deliver other objectives where on site provision is not possible or applicable as part of the development proposals.
- 18.6 The impact of the Neighbourhood Plan Policies on influencing the shape and direction of development across the Plan area will be monitored by the Parish Council. If it is apparent that any policy in this Plan has unintended consequences or is ineffective it will be reviewed. Any amendments to the Plan will only be made following consultation with the District Council, local residents and other statutory stake holders as required by legislation.
- 18.7 The Parish Council will work towards reviewing the Fiskerton Neighbourhood Plan every 3-5 years, producing a report for each review outlining the impacts and necessary amendments required for Policies in the Plan.

Appendix A: Community Aspirations & Projects

Traffic calming.

18.8 Install traffic calming measures such as “Rumble strips” etc along :

- i) Ferry Road from Hall lane to the junction with High Street, Chapel Lane.
- ii) High Street from the junction with Chapel Lane, Ferry Road to the west edge of the village at Lincoln Road.
- iii) Chapel Lane, Reepham Road from the junction with High Street, Ferry Road to the North edge of the village on Reepham road.

One-way systems

- i) Introduce a “One way” system, West to East around the Crescent.
- ii) Introduce a “One-way” system, east to west along High Street-Lincoln Road, from the Chapel Lane junction past the Church to the junction with Lincoln Road/Blacksmith Lane. Introduce “One-way” system South to North along Plough Lane to Chapel Lane. This will alleviate the danger of two way traffic past the Church and reduce traffic along the High Street.
- iii) Relief road from Lincoln Road to Reepham Road
- iv) Introduce a “One way” system South to North along Orchard Road giving access at Southern junction with High Street/Lincoln Road to eliminate dangerous junction.
- v) Possibility of having Traffic Lights at the Church

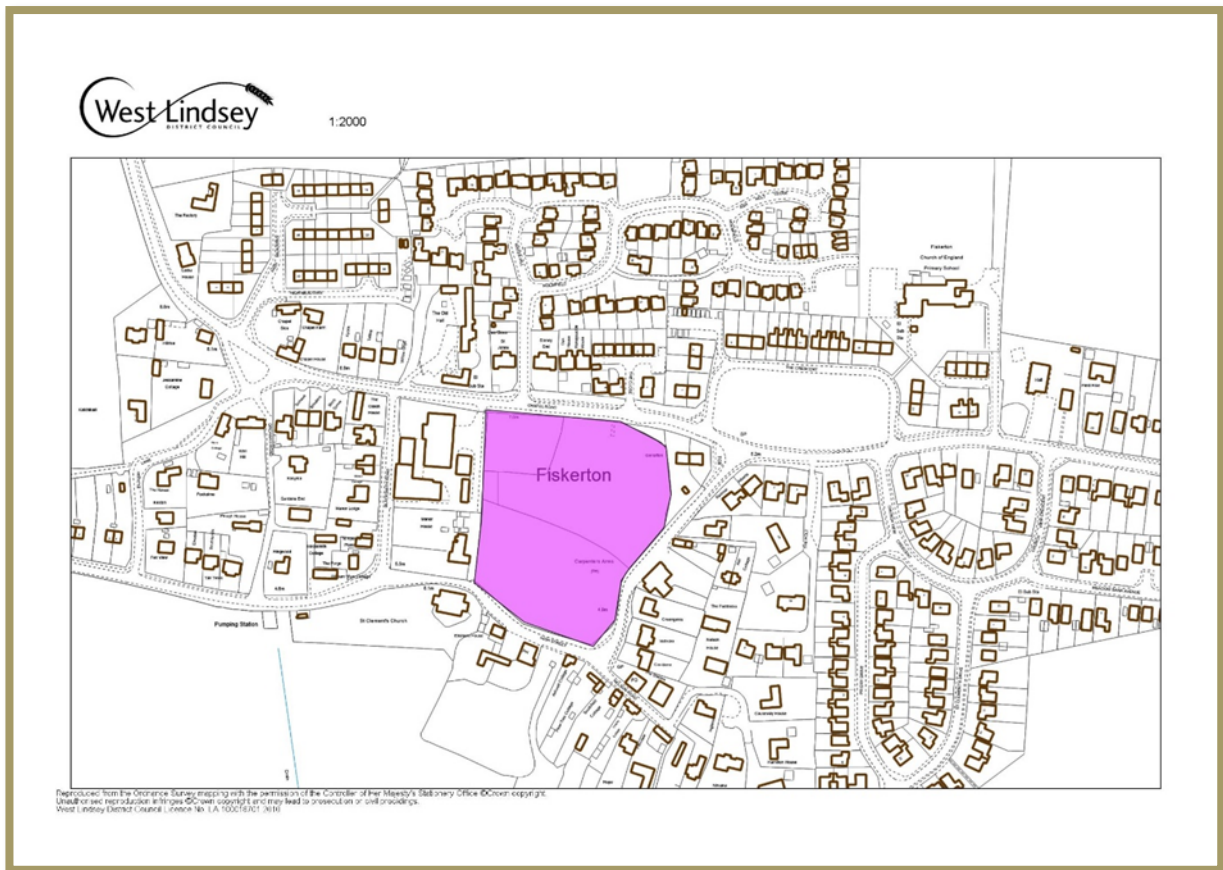
Footpaths and Cycle tracks

- I. West along Lincoln road to Cherry Willingham
- II. North along Reepham road to Reepham

Community Facilities

- I. Improve access to the Paddock and update the fencing

19 Appendix B The Manor Farm Paddock Location Plan



20 Appendix C: Building for Life

Please see separate document located on the Neighbourhood Plan Website

21 Appendix D: Fiskerton Housing Survey 2016

Please see separate document located on the Neighbourhood Plan website.