



FISKERTON NEIGHBOURHOOD PLAN 2018 / 2038



LOTTERY FUNDED

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Foreword

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.

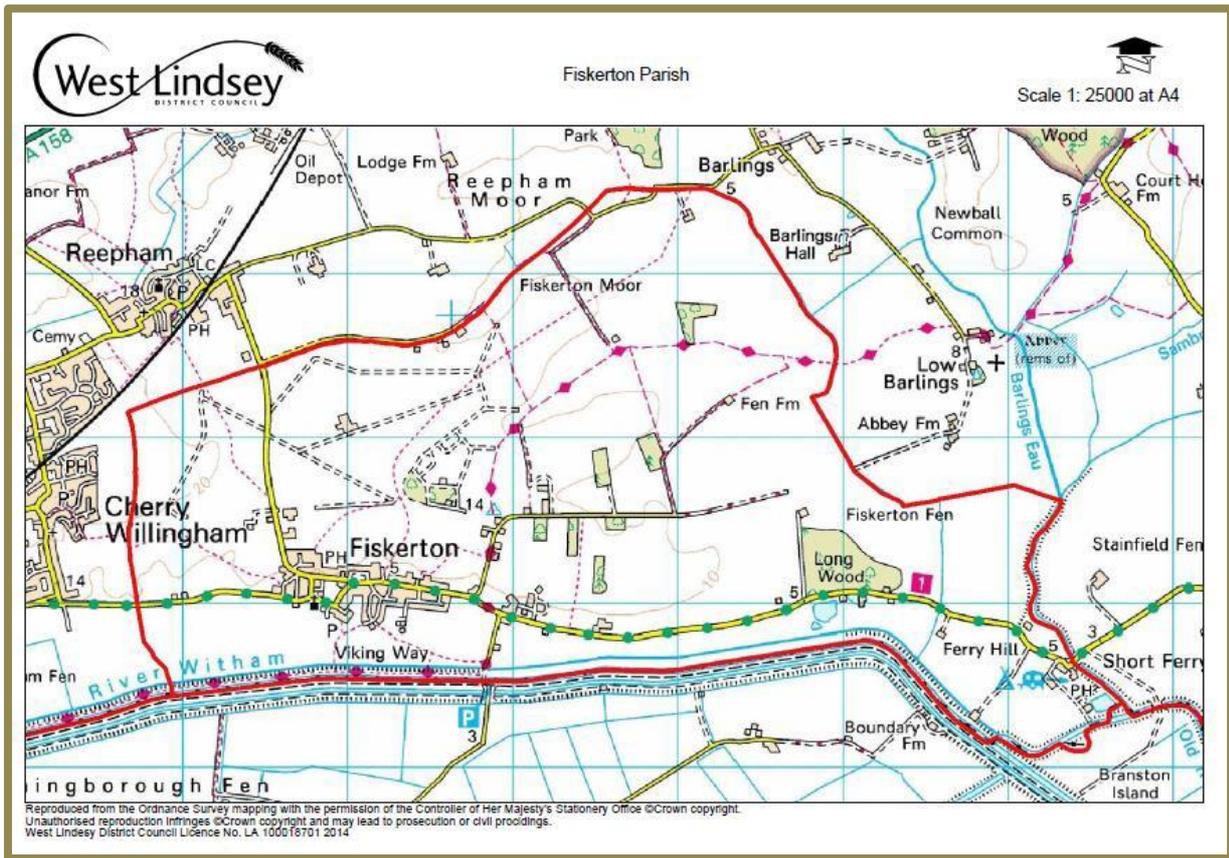
Rural villages today are faced with a difficult balancing act between preserving the characteristics which make them so attractive and meeting the demand for new housing across the country. With this Neighbourhood Plan, Fiskerton is leading the way by providing a model for sensible, well-thought-out, 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

1 Neighbourhood Plan Process

- 1.1 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.
- 1.2 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.
- 1.3 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 Central Lincolnshire Local Plan (April 2017). The Central Lincolnshire Local Plan 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.
- 1.4 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



1.5 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); and
- II. Contribute to the achievement of sustainable development; and
- 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

- 1.6 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.

2 History of Fiskerton

- 2.1 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.
- 2.2 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.
- 2.3 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.
- 2.4 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.

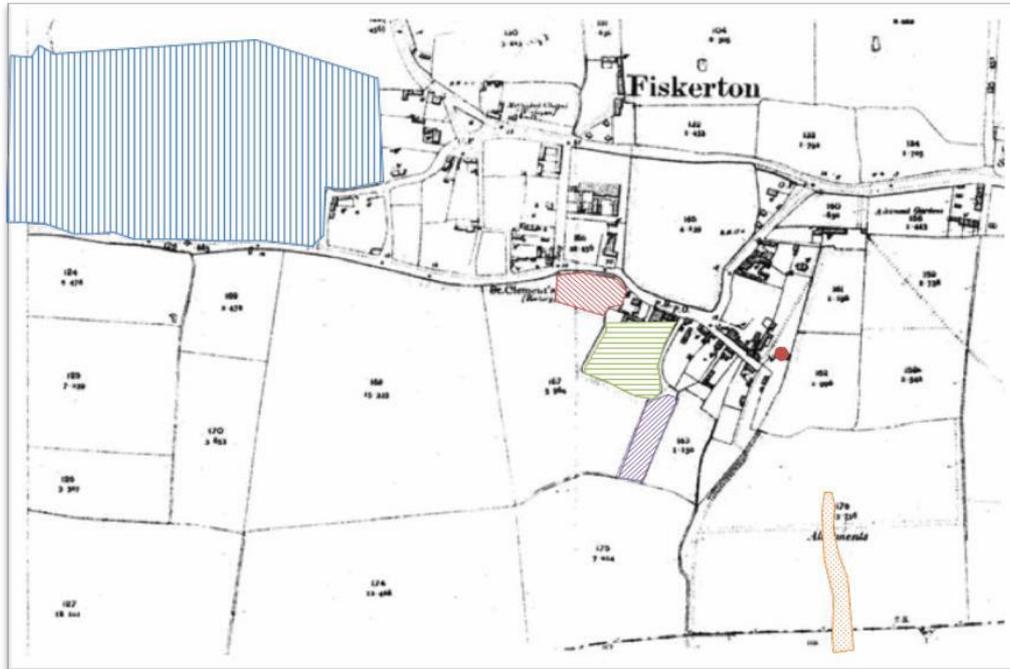


2.5 Evidence for early domestic activity, i.e. associated with a settlement, was discovered in what became the churchyard in the heart of the village when a beehive quern, certainly imported from elsewhere as they were not produced locally, was dug up in the 1970's. It provides good evidence for late 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.

- 2.6 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

- 2.7 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

- 2.8 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

- 2.9 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.
- 2.10 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 farmsteads before modern development took place.
- 2.11 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.
- 2.12 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

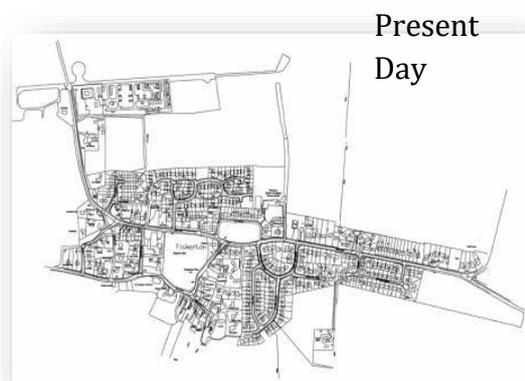
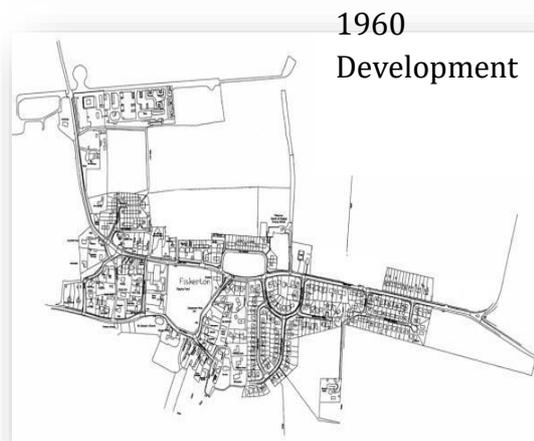
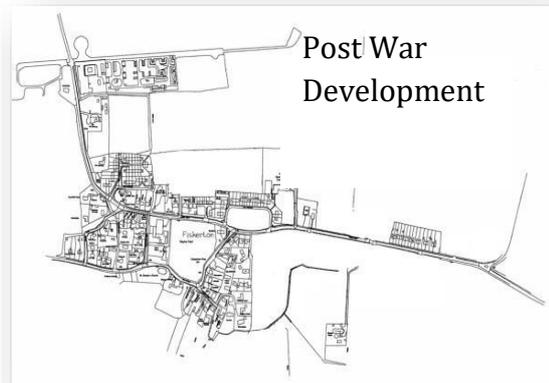
in the latter half of the century when five cottages for agricultural labourers were built by the Ecclesiastical Commissioners on Ferry Road (opposite the school).

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

2.14 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 twentieth century has taken place mainly to the east along Ferry Road until the Chapel Rise estate was built later in the century.

2.15 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.



- 2.16 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.
- 2.17 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.

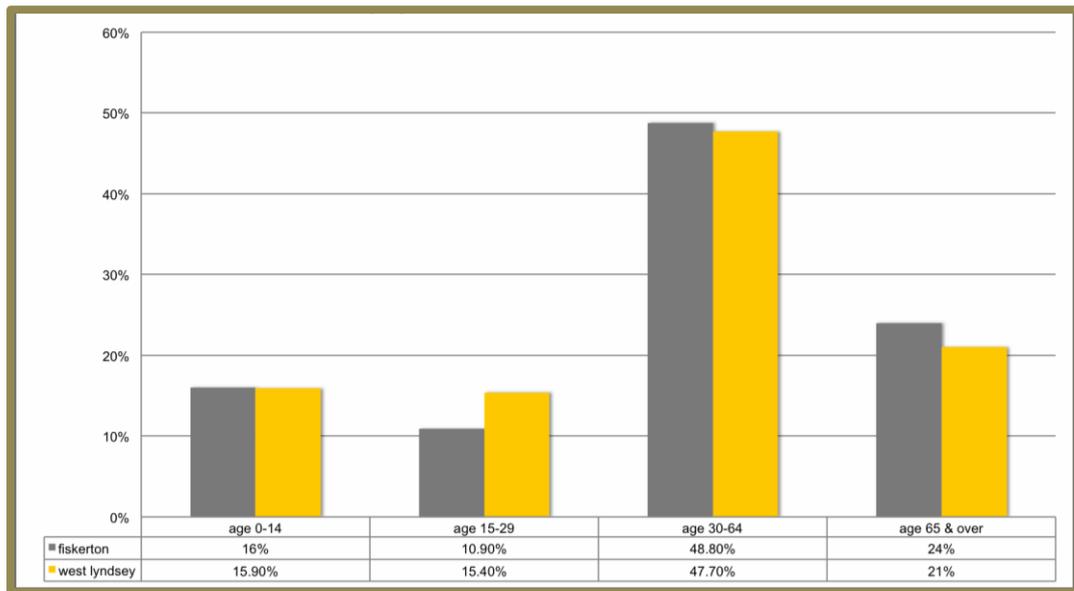
Land ownership

- 2.18 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

- 2.19 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

2.20 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.

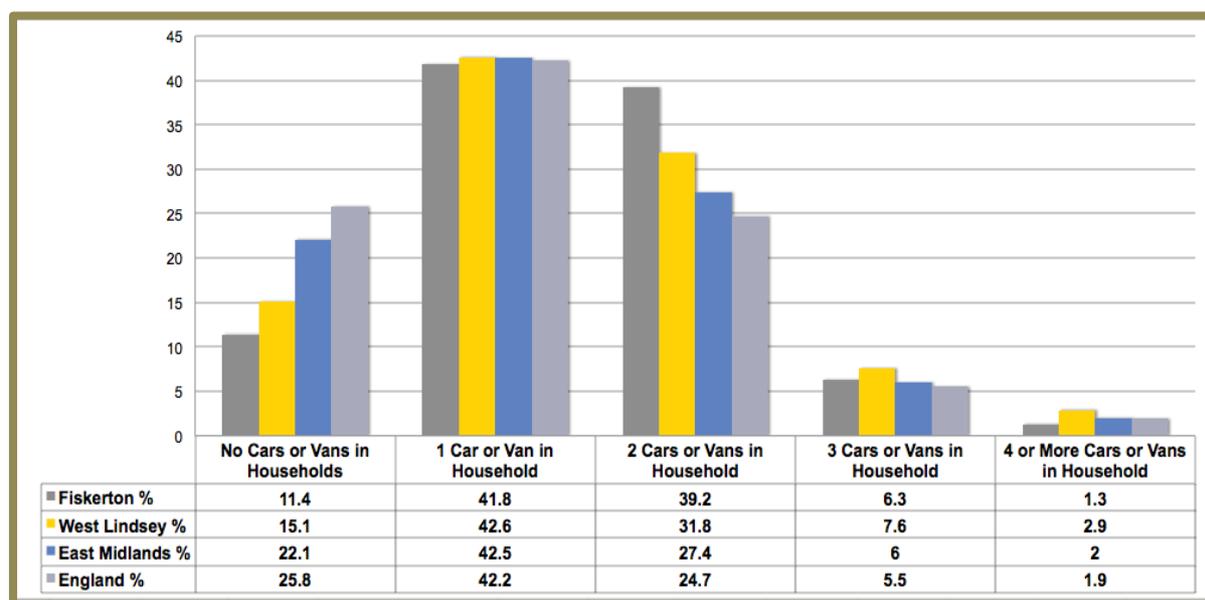
Table 2: Housing Facts for Fiskerton Parish

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

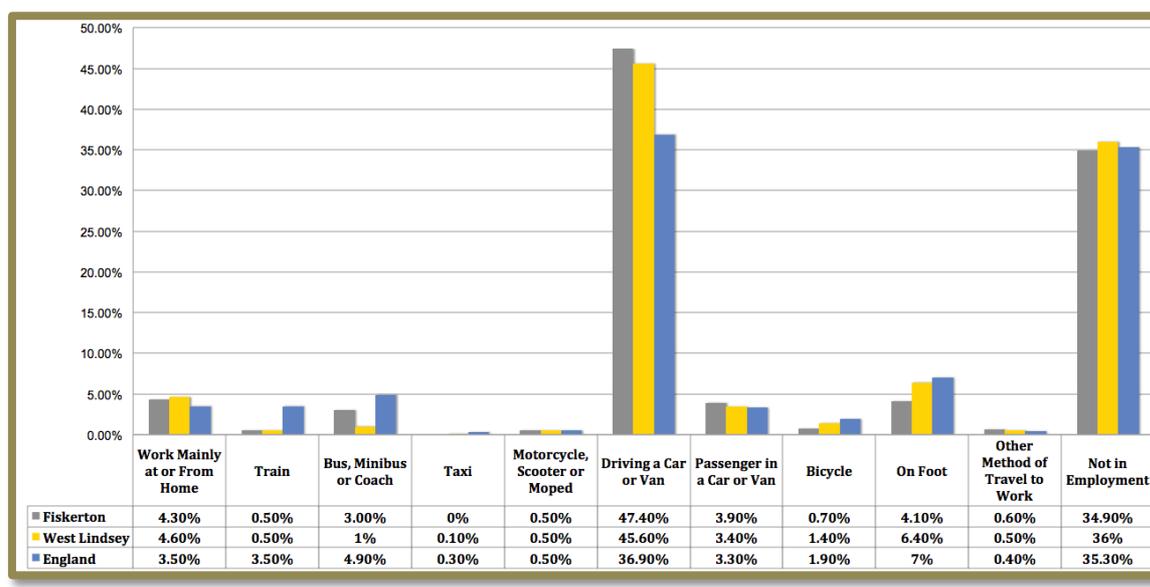
2.21 The information in the table below (taken from the census 2011) shows that Fiskerton has a high percentage of car ownership with 41.8% of residents owning at least one car and 39.2% of residents owning at least two cars. This reflects the rural nature of the settlement and the need to have access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



Method of Travelling to Work

2.22 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)

3 Consultation

2.23 The development of the NDP involved a 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.

(See Consultation Statement for more Details)

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 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	21/11/ 2014	To raise awareness amongst local residents about the second draft and also that 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	15/1/2015 and 23/1/2015	This event was aimed at local residents with any issues with the plan 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

location of the development			
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 19/7/2016 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 NDP 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.
Activity 14: Drop in Event	22/11/2016	Drop in sessions to allow the community to have a look and say on the proposed draft Neighbourhood Plan	40 local residents attended the event to share their views on the draft Neighbourhood Plan.

Activity 15

6 Week Consultation Event to help decide preferred Development Site Including drop-in events 07/11/16 to 21/12/16

The amended draft plan including the final development option was published on the Fiskerton Website from March 2017 until March 2018

From 1st March 2017 until June 2018

158 local residents took part and sent in consultation comments which were analysed and the view expressed was for the proposed development to be sited to the north of Ferry Road. As proposed Map 1 North of Fiskerton

The NPG & PC have been open to accept new comments and suggestions throughout this period

Activity 16

**March 2017 to October 2018
NPG amending /revising Draft Plan to incorporate adopted CLLP**

The Draft Plan available on WLDC Website March 2017 thru February 2018 for comment and on Fiskerton Parish Council Website From March 2017 Thru October 2018 for comment..

A small number of queries and questions received and answered during this period.

Activity 17

6 week Formal Regulation 14 Consultation Event

1st November to 13th December 2018

4 Community Vision and Objectives

- 3.1 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 around 200 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.

- 3.2 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 provide around 200 new high quality private and affordable homes over the plan period.
- 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 provide additional sports and recreational facilities as and when a proven need and use is identified.
- To secure the Manor Farm Paddock for public open access (see appendix B).

5 Potential Future Housing Development

Justification

- 4.1 New development in the settlement should be considered against the policies within the Fiskerton Neighbourhood Plan, the National Planning Policy Framework (NPPF), and the Central Lincolnshire Local Plan.
- 4.2 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.
- 4.3 When the NPG (Neighbourhood Plan Group) 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?”

- 4.4 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.
- 4.5 The NPG 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 proven to be the most sustainable in planning terms and acceptable to the residents as indicated during the lengthy NDP consultation process.
- 4.6 In 2014 the community voted for the NDP (Neighbourhood Development Plan), and to build 200 homes within Fiskerton over a 20 year period. However, a consensus had not been met to where these 200 homes should be located.
- 4.7 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 were included within the NDP. Issue presented to the residents at a six week consultation, (Initially intended as a Regulation 14 consultation) during November 7th to December 21st 2016. The respondents input during the six week period resulted in a consensus being met for the preferred site acceptable to the majority of residents taking part. The Site Assessment Document can be viewed on the Fiskerton

Neighbourhood Planning Website.

- 4.8 The NPG assessed the responses received from the public and statutory consultees following the November 07th to December 21st 2016 consultation period and made a decision that North of Ferry Road was the preferred site to include in the final Plan going forward. The revised Plan was then subject to a further period of public consultation and will be re presented to the village for another formal regulation¹⁴ consultation before it is formally submitted to West Lindsey District Council.
- 4.9 **Note** Regulation 14 Is a statutory six week consultation requirement under "Neighbourhood Planning (General) Regulations 2012
- 4.10 After the Central Lincolnshire Local Plan (CLLP) was adopted April 2017 the NPG reassessed the emerging NDP to ensure that the policies and aims of the Neighbourhood Plan and CLLP were aligned as closely as possible.
- 4.11 During the development of the submission NDP the Central Lincolnshire Local Plan was adopted in April 2017. Due to the adoption of the Local Plan the NDP steering group was advised by Planning Officers at West Lindsey District Council to revisit the Site Assessment Process as a new set of criteria was now applicable to the site allocations process.

Site Selection and Combined Sustainability Appraisal and Strategic Environmental Assessment

As part of the site exploratory process, the NPG undertook an assessment on all areas of land surrounding the built form of the village. This was to look at the availability, suitability and deliverability of potential sites in order to deliver our objective of around 200 new homes over the next 20 years.

- 4.12 The group produced, along with the support and advice of West Lindsey District Council, a Site Selection Assessment which appraised all the sites according to their "known" planning constraints according to a methodology developed by the District Council. From this work, two options were considered "suitable" and therefore put forward to the community through a series of consultation events in 2016.
- 4.13 The **Site Selection Assessment** is a separate document, but is available as part of the submission documents.
- 4.14 In order to assess these two options in more detail, and to explore the social and environmental impact of these two potential options, the group undertook a Sustainability Appraisal. This explored the potential impacts on the environment and provided recommendations as to which option had the "least" impact on the wider community and environment. These two documents helped the group decide on what "housing land allocation option" to take forward into this final Neighbourhood Plan.
- 4.15 The **Combined Sustainability Appraisal and Strategic Environmental Assessment** is

a separate document, but is available as part of the submission document

- 4.16 The Neighbourhood Planning Group have included a “Statement of Reasons” as to why the proposed allocation - to the North of Fiskerton - was chosen as a “preferred” site (Appendix D).

Development to the North of Fiskerton

- 4.17 The proposed allocation of land to the North of the settlement, as identified on Proposal Map 1 (Page 24), aims to promote sustainable future development within the village and promote substantial planning gain for the village. Any 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.
- 4.18 Throughout the process, residents have recognised the need for new homes in order to cater for a changing local population. Through consultation, residents raised a number of issues about how any new large scale development may impact the existing social, economic and environmental factors in the village. It is important that any new developments take account of these concerns and provide reasoned justification as to how any potential negative impacts can be avoided.
- 4.19 The proposed development site has been assessed against the relevant sustainability assessment criteria as set by the Central Lincolnshire Local Plan (See the combined Sustainability Appraisal and Strategic Environmental Assessment).

Community Consultation

- 4.20 The concerns raised by local residents during the consultation in relation to potential development of the proposed allocation include:
- Flooding and surface water run-off from the site into parts of the village; and
 - Access and connectivity to other parts of the village; and
 - Existing drainage capacity; and
 - Housing Mix, density and affordable housing; and
 - Public Amenity to existing properties along Ferry Road and Corn Close; and
 - Traffic moving through the village; and
 - Primary School capacity; and
 - Impact on Hall Lane and Corn Close access points; and
 - Local character and the environment.

It was also proposed that the “Paddock” site, as identified in Appendix B, should be “gifted” to the community as part of a “community benefit” for supporting the development of the land to the North of Fiskerton. This site and the “Paddock” are owned by the Church Commissioners and discussions are in progress between them and the Parish Council on a “transfer of ownership” through the development process

Policy 1: Development to the North of Fiskerton

The site, as identified on Proposals Map 1, is allocated for both residential and community use(s). The Neighbourhood Plan is supporting, in the region of, 200 new homes and open space(s) in order to support sustainable development and promote community cohesion. Proposals for development on this allocation will be supported where they can satisfactorily demonstrate, to the Local Planning Authority, that any proposal will not have a detrimental impact on the following issues raised by the local community:

- a) Residential amenity to existing properties along Ferry Road and Corn Close; and
- b) Existing highway network, in particular Corn Close, Ferry Road and Hall Lane; and
- c) Existing flood risk and surface water runoff, particularly to properties along Ferry Road and Corn Close; and
- d) Local environmental assets on, or adjacent to, the site; and
- e) Existing public rights of way and "green lanes" such as Hall Lane; and
- f) Existing capacity of the local primary school; and
- g) Local character and distinctiveness.

In particular, proposals should contribute towards the achievement of a sustainable neighbourhood. Any proposal should consider the following:

1. The height and scale of new properties adjacent to the existing properties along Ferry Road and Corn Close; and
2. Mitigate any loss of local biodiversity and wildlife that may be affected by the proposal; and
3. Take advantage of local topography, landscape, trees, hedgerows, site orientation and local wildlife habitats; and
4. Appropriate boundary treatments and screening through the creation of a "green buffer" to nearby properties along Ferry Road and Corn Close; and
5. Provide an appropriate level of onsite "usable" public open space that should take opportunities to connect to existing spaces, footpath networks and local facilities; and
6. Provide an appropriate level of off-street residents and visitors parking that is integrated into the wider scheme; and
7. Provide an appropriate mix of housing types and tenures that help meet the needs of the local community; and
8. Where appropriate, incorporate suitable drainage and flood mitigation measures through Sustainable Urban Drainage Systems.

As a community benefit, the transfer of "The Paddock", as identified in Appendix B, into the ownership of the Parish Council should occur on the granting of outline planning permission for the proposed site.

6 Design

Justification

5.1 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.

5.2 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.



5.3 National Planning policy makes it clear that new developments should be of a design to support the key aspects of sustainable development:

'Local and Neighbourhood Plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics'.

In addition, the NPPF also encourages new developments to consider the historic and natural environments and both conserve and enhance where possible.

'In preparing Plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment. Plans should allocate land with the least environmental or amenity value, where consistent with other policies within the wider policy framework'.

5.4 Building for Life 12 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.



5.5 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. Map 2 (Page 34) shows the range of densities within Fiskerton.

Character of Fiskerton

5.6 Fiskerton's built character is similar to that of nearby villages such as Cherry Willingham, Reepham and Nettleham whereby the older historic core of the village is partially retained with the concentration of older buildings, mature trees, hedgerows and public green spaces. However, that character has been eroded since the 1950's where newer, high density developments have dwarfed the village and prevented the existing, more historic rural character within other parts of the village.

5.7 Outside the historic core, the development is largely post 1950's, where bungalows and social housing are dominant among their general appearance and design.

5.8 Within most villages and small rural settlements, there are pockets and groups of developments which exhibit a particular era and style of architecture and conformity of design. However, these areas are generally interspersed with more generic developments that have occurred on an individual or ad-hoc basis. In terms of housing development, the following are most clearly identifiable character groups within the village. These include:

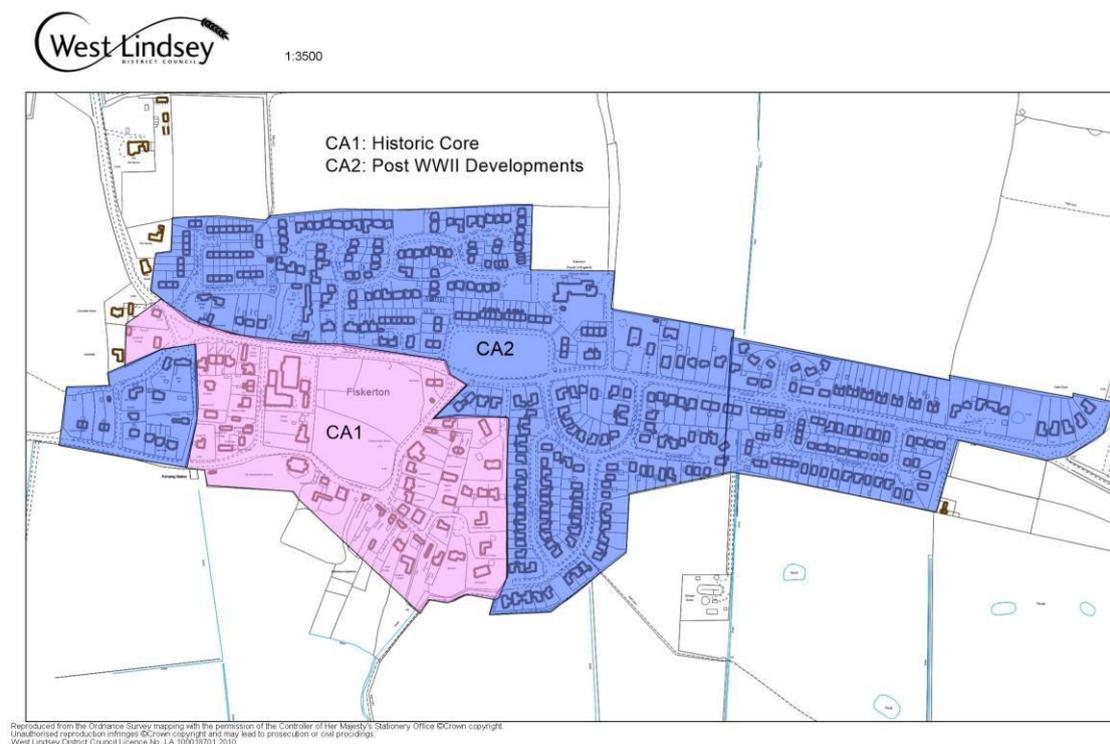
- 18th and early 19th century;
- Victorian and Edwardian;
- Post WWII; and
- Late 20th century to present day.

Character Area 1: Heart of the Village - Historic Core

- 5.9 As with most villages, Fiskerton has a historic core whereby the church, churchyard and a greater concentration of older buildings are located. This area also includes the redundant farm buildings on Blacksmith Road and the large, open paddock site opposite the Carpenters Arm's Public House. The Historic Core is characterised by low density, larger older buildings which have traditionally used more localised building materials.

Character Area 2: Post WWII Developments

- 5.10 Character Area 2 has been identified due to its varied mix of building types and styles. Located close to the historic core of the village, this area represents a common mix-distribution of developments that have occurred within many rural villages within Central Lincolnshire.



Buildings styles and types within Fiskerton

18th and early 19th Century

- 5.11 Examples of residential developments dating back to the 1700's survive around the Parish. Built out of mainly stone and rubble, many of these properties have been subject to extensive alterations and extensions. Locations of these types of buildings are found within the 'Historic Core' – character area 1 (CA1). The Church is one of the only fully remaining earlier buildings within the Parish.

Roofs and Materials

5.12 The roofs are clay pantiles on the majority of historic buildings with welsh slate on some of the larger villas. The majority of these buildings are built with local stone and red-brick.

Traditional Welsh Slate and red pantile.



Doors and Windows



5.13 Doors and windows on earlier buildings have been heavily modified and little original features remain today. However, some properties have retained their original appearance with sliding sash windows. Only a few buildings within CA1 and CA2 have retained their original oak doors.



5.14 Few original walls and gateways remain. However, St Clement's church has largely retained its original (although modified) boundary stone walls and gateway into the churchyard. Iron railings are a common feature at properties along this part of High Street.

Landscaping

5.15 Mature trees, shrubs and hedgerows within the grounds of earlier properties contribute significantly to the 'green' and 'wooded' appearance of both CA1 and CA2, particularly around the church and the paddock sites. Significant trees that provide strong amenity value and contribute positively to the surrounding character, should be protected.

Victorian and Edwardian



5.16 From around the mid-late 19th century, the number of houses increased and they are evident today within and around the historic core, particularly in CA1. These properties provide a distinct character to this part of the village and are often in cluster form. The SE part of CA1 and CA2 provide the largest cluster of properties.

Roof and materials

- 5.17 The more common roofing material on the majority of properties is that of red clay pan-tile.

Door and Windows

- 5.18 These provide a mixture of traditional wooden sash to newer plastic PVC. However, the more dominant seems to be the newer PVC.

Walls and gateways

- 5.19 Less formal than other building styles, the majority of boundaries seem to be either low brick walls or hedging between properties. The older properties tend to have retained their original external boundary features.

Landscaping

- 5.20 No consistent landscape features, although smaller front gardens are the predominant feature.

Post WWII Developments



- 5.21 It is evident that the village grew significantly during the 1960's and 1970's as there are significant numbers of these buildings within the village. Housing extensions along Ferry Road and areas (small groups and individuals) within CA1 and CA2 are dominated by this type and style of development. The majority of these are bungalows, but there are some two-storey terrace and semi-detached homes located on Ferryside.

Roofs and materials



5.22 These buildings are particularly uniform and their appearances are similar to one another. The roofing material is almost entirely of concrete tiles and building material is that of standard brick. There are however some properties with partial coloured wooden panelling on the front exterior and below windows. Stone cladding is also evident on some of the bungalows within this part of the village.

Doors and windows

5.23 Doors and windows tend to be standard large paned types mostly all double glazed in UPVC materials with a predominance of white finish.

Walls and gateways

5.24 Within these areas there is either an open plan layout with wide grassy verges and pockets of open space or enclosed gardens with low boundary walls constructed of brick or artificial stone blocks with wrought iron gates. Other areas have low-level wooden fencing acting as boundaries and gates.

Landscaping

5.25 The open spaces incorporated into these residential areas provide attractive areas of private amenity and space. Some are planted with ornamental trees and hedging that provide a pleasing visual appearance. Large trees within gardens that provide strong public amenity and contribute towards the wider character to the surrounding area, should be protected.



5.26 The village has continued to grow through the latter part of the 20th century into the present day with new development taking place either in the form of individual infills or small groups of new housing developments. There have also been larger developments and there are represented by some earlier developments along the Crescent and more recent developments along Waterhill and Holmfield.

Design details and features

5.27 Each of the above named developments has its own particular design character and style, representative of the trend current at the time of construction. Current developments favour a modern 'estate' style building with higher density, red-brick and two-story houses.

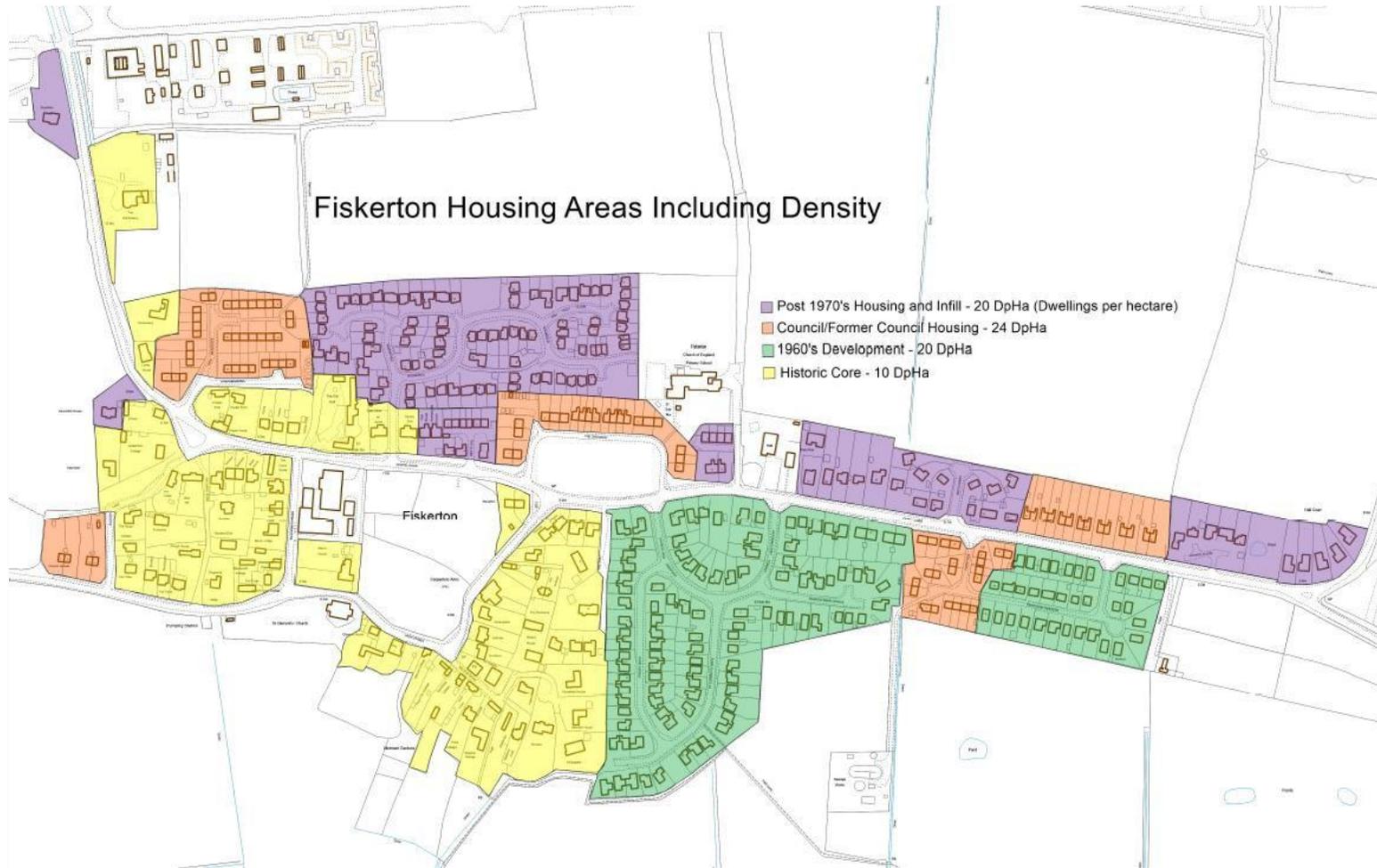
Important views and vistas

- 5.28 Preserving key views and landscapes are at the heart of our Neighbourhood Plan.
- 5.29 The following views (Appendix C) are important aspects of a settlements' character. They can include long sweeping views in the village from surrounding buildings and open spaces. Many views are historic and have been a part of the character for generations. Changes, such as development and landscape change can see these views degraded overtime.
- 5.30 Views are an important consideration in the planning process as the scale, height and mass of development can ultimately impact important views if they are not considered and assessed through the process.
- 5.31 Within more rural communities 'key' or important views normally include the views to and from focal points such as a church, windmill, large manor and estate houses, collection of trees, open spaces and along linear streets and lanes.

Community Consultation

- 5.32 The community expressed that they would like to see new development designed more in keeping with the historic core as shown in map 2.(page 34)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.
- 5.33 Please see Appendix C for a list of important views and vistas.

Map 2: Density and character areas in Fiskerton



Policy 2: Design of New Development

All new developments must deliver good quality design in order to support a sustainable and attractive community. In order to achieve this, new developments should demonstrate,"(in a design and access statement when required)", how the design of the scheme responds to local planning guidance, and in particular, how they:

- a) respond to the existing pattern of development in terms of enclosure and definition of streets and spaces; and
- b) integrate with its surroundings and neighbouring land use(s); and
- c) provide convenient and safe access ; and
- d) provide opportunities to support public transport connectivity or otherwise help reduce car dependency; and
- e) reflect the range of existing densities in the settlement as shown on Proposal Map 2; and
- f) create a place with a locally inspired or distinctive character; and
- g) provide buildings, landscaping and planting to create well defined streets and spaces; and
- h) Incorporate opportunities, where relevant, for Sustainable Urban Drainage Systems or flood mitigation measures into the design of the scheme; and
- i) how they respect the views referred to in appendix C and not result in any significant visual intrusion. (see Appendix C); and
- j) provide streets and spaces which encourage "reduced" vehicle speeds by incorporating appropriate speed reduction design; and
- k) incorporate, where possible, carbon reduction and renewable energy materials through the latest technology and construction methods.

The use of Building for Life 12 Standards and Manual for Streets Guidance, in new developments, will be particularly welcomed.

7 Housing Type and Mix

Justification

- 6.1 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”

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. Map 3 (page 37) shows the type of existing properties within the existing settlement.



- 6.2 In order to understand the scale and significance of these issues, table 2 (page 13) 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.



- 6.3 To consider the aging population in Fiskerton, as shown in table 1 (page 12), 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.
- 6.4 The level of need for affordable housing within Central Lincolnshire is over 17,000 homes by 2036 and Fiskerton will be required to take a percentage of this according to the “localised need” over the plan period.
- 6.5 The Fiskerton Housing Needs Survey (2016) identified, through consultation with the local community, that there was a need for affordable housing in the area over the lifetime of this Plan. The type of properties and the number are shown in table 6 (page 38).

Map 3 Existing Housing Types

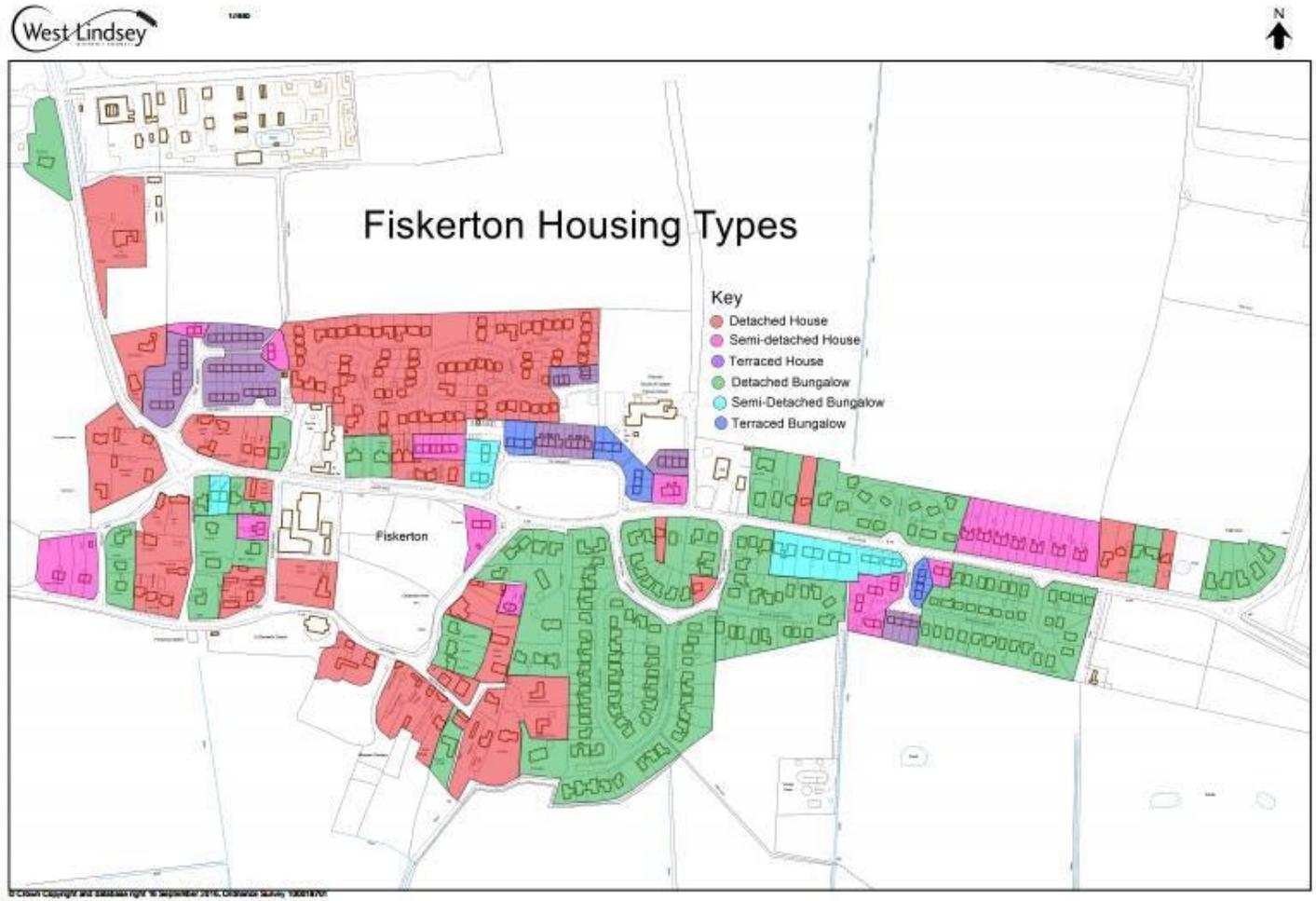


Table 6: Number and Type of Affordable Properties needed

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

6.6 The Fiskerton 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; and
- the survey has shown a significant interest and potential need for ‘Supported’ accommodation and particularly for 1 and 2 bedroomed bungalows; and
- a lack of affordable housing options in Fiskerton; and
- 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; and
- younger couples and single people indicated a wish to leave the parental home and live independently from their families; and
- a high proportion of households indicating affordable housing needs pay rent in Housing Association / Local Authority owned properties.

- 6.7 In addition to proposed housing growth in policy 1 (Page 25) 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 support the delivery of some affordable housing.

Community Consultation

- 6.8 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. The community also supports a good mix of housing types in order to support any localised future "housing need".

Policy 3: Housing Type and Mix

All new residential development should provide, or contribute to ensuring, a range of house types and a mix of tenures based on identified housing needs in the most up to date Housing Needs Assessment at Parish, District or Housing Market Area level, is delivered.

Proposals to deliver self-build and starter units will be particularly welcomed, where they contribute towards the achievement of a sustainable neighbourhood.

Policy 4: Infill Development

Small scale residential development, on infill and redevelopment sites, within Fiskerton will be supported where they consider the following:

1. they are well designed and in keeping with their local surroundings, and respect the character of the area - including any heritage assets; and
2. they do not harmfully reduce the privacy and/ or amenity of nearby properties; and
3. they comply with other, relevant, Neighbourhood Planning Policies.

8 Roads and Transport

Justification

- 7.1 The transport issues, within Fiskerton, are common for smaller settlements as the road network was originally made when there was less reliance on the motor vehicle. Now with more reliance on the car to access services and employment, existing road networks are a cause for concern. In particular, the older part of the village - around the Church and the paddock - the existing road network is hazardous due to the width of the existing road. Solutions need to be found to ensure that these issues are not exacerbated by new development in the village.
- 7.2 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 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, such as Lincolnshire County Council, to try and source funding to implement the solution to the traffic issues.
- 7.3 In addition, it is important that new developments in Fiskerton provide adequate off-street car parking spaces in order to reduce any increase in on-street parking. Residents mentioned that on-street parking on the Holmfield development is already causing parking issues.

Community Consultation

- 7.4 Public consultations have clearly shown, in common with other villages, that the roads in the centre of Fiskerton become very congested at peak times. Excessive on-street parking in residential areas is inherently hazardous and new developments should avoid this.

Policy 5: Roads and Transport

Development proposals that generate an additional amount of traffic must be supported by a Transport Assessment as appropriate.

The Transport Assessment will set out details of any transport issues relating to the development - including measures 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 to other parts of the village.

Early engagement with the Highway Authority; Lincolnshire County Council, and the Parish Council on road and transport issues is particularly welcomed.

9 Non Vehicular Routes

Justification

- 8.1 Fiskerton has a number of Public Rights of Way (PROW) present within the area; these are identified on Map 4 (Page 42). The PROW map shows that the rights of way present within the village are reasonably well connected, but they could be strengthened and improved.
- 8.2 The Sustrans National Cycle Route 1 follows the route of the former Lincoln to Boston Railway Line – “The Water Railway” - 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.
- 8.3 Hall Lane to the east of the village is considered an important “green lane” that is frequently used by the community and wildlife. It is the intention of this Plan to reduce any negative impact to the accessibility of Hall Lane and the associated environment.
- 8.4 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.

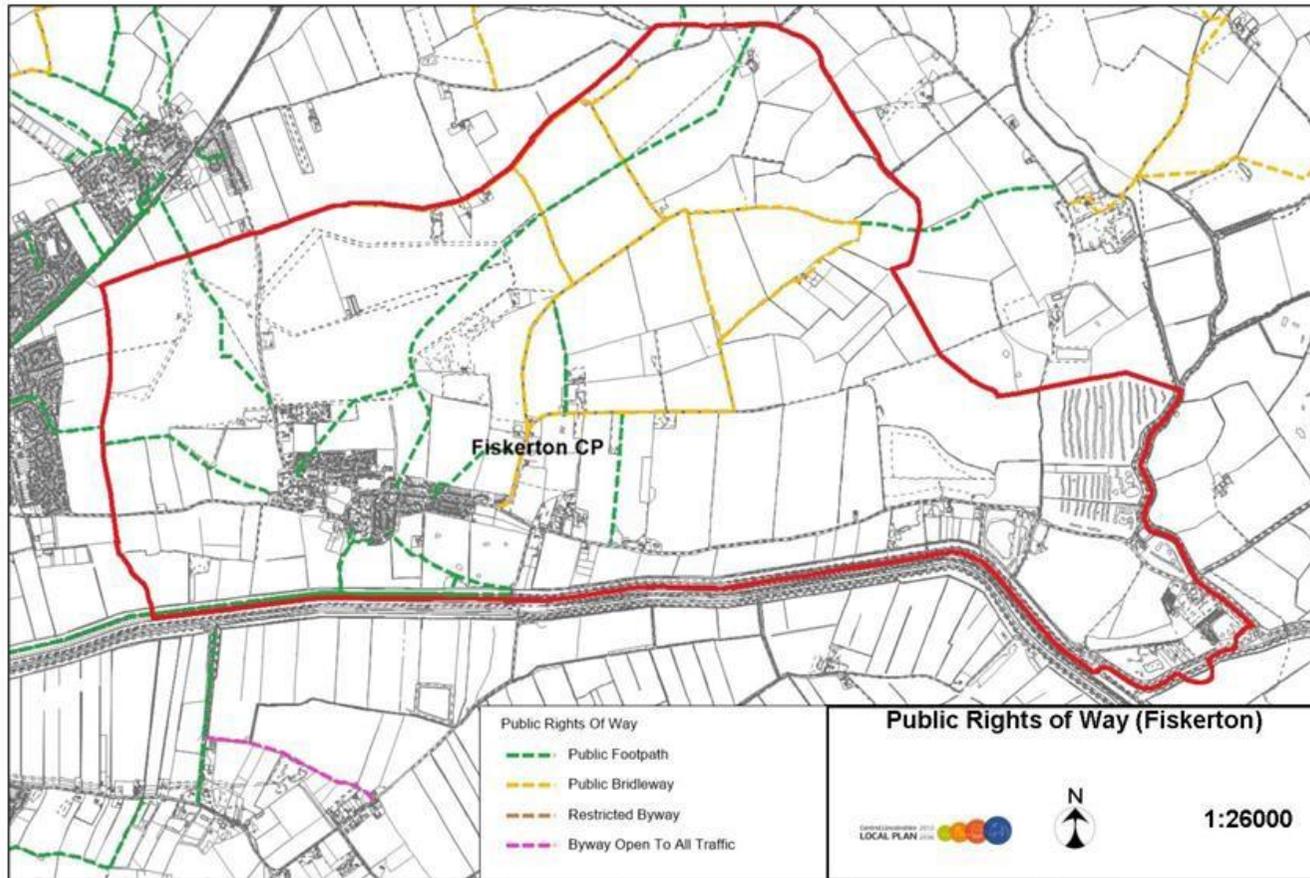
Community Consultation

- 8.5 Local residents who 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 bicycle.

Policy 6: Non Vehicular Routes

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

Map 4: Public Rights Of Way



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Date 03 September 2015

10 Flooding

Justification

- 9.1 Parts of Fiskerton are subject to flooding from surface water runoff. New developments must not make the situation worse. Therefore, new developments must demonstrate that all forms of flood risk, including surface water runoff, have been assessed and addressed. New developments should aim to reduce the overall level of flood risk in the local area through appropriate sustainable drainage techniques and flood mitigation measures.
- 9.2 Map 5 shows the extent of Flood Zone 3 in Fiskerton. It shows that the majority of the South of Fiskerton is in Flood Zone 3, which is considered the “highest risk, according to the Environment Agency.
- 9.3 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.
- 9.4 Through discussion with the community and relevant water and drainage authorities, the issues associated with the drainage 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 has 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 curb drainage outlets.
 3. residents of Holmfield, have had some flooding issues in the past. To resolve this issue a drain running west to east was installed, and out-falling 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 being 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.

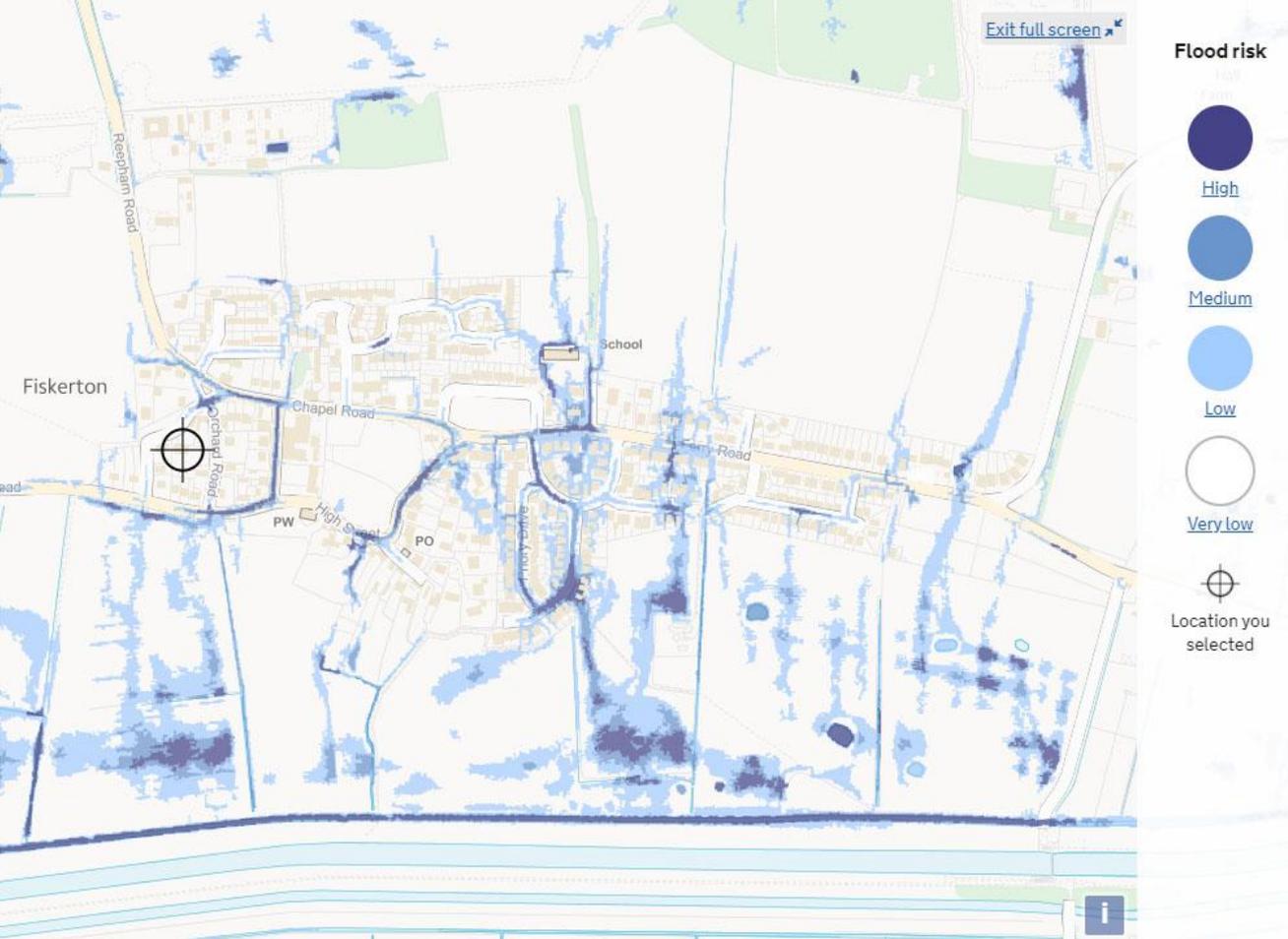
- 9.5 It is clear from the evidence above that Fiskerton has some flooding issues as in prolonged wet conditions or heavy rain storms, certain areas of the village do flood and the existing drainage systems cannot cope.
- 9.6 As already stated, the lack of current maintenance or improvement is a contributing 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.
- 9.7 Any new planning applications being brought forward should have appropriate use of Sustainable Drainage Systems which 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.

Map 5: Flood Risk Areas



- 9.8 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.

Map 6: Surface Water Flood Risk Areas



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 7: Flood Risk

New developments will be supported where they can demonstrate that appropriate measures will be put in place to ensure that the development proposed will not increase the flood risk to the village. The following should be considered:

- a) The developments proposed will be designed and constructed to reduce the overall flood risk and not have a detrimental impact on surface water run-off and sewage discharge networks in the village; and
- b) All developments in flood risk areas, as identified on Map 5 (page 44), and those which feed into flood sensitive areas will be designed and constructed to reduce the overall level of flood risk on the proposed site and surrounding village; and
- c) Where appropriate, the use of sustainable urban drainage systems will be required unless it can be demonstrated that these are unfeasible; and
- d) Residential developments will not be supported within Flood Zones 2 and 3.

Early discussions with the relevant flood and drainage Authorities is particularly welcomed.

11 Employment

Justification

- 10.1 The NDP supports local employers and local employment in the neighbourhood plan area.
- 10.2 The Central Lincolnshire Local Plan supports the protection of existing employment sites and the expansion of existing business. 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, they do not conflict with neighbouring land uses, 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”
- 10.3 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.



Policy 8: Employment Development

Proposals for new, or the expansion/ redevelopment of existing businesses will be supported, 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; and
- b) it would have an acceptable impact on the character and scale of the village and the landscape; and
- c) where relevant, opportunities are taken to secure the re-use of vacant or redundant buildings as part of the development.

Proposals for the change of use of existing employment land to other use(s) will be resisted.

12 Green Infrastructure

Justification

11.1 Green Infrastructure can be parks, paths, core paths, open spaces and their connections. Blue Infrastructure can be Sustainable Urban Drainage Systems (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 instill character and a strong identity. It can also help protect our historic landscape.



11.2 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.

11.3 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.



11.4 There are 4 LWS and 2 Sites of Nature Conservation Interest (SINC) in Fiskerton and these are shown on the Map 7 (Page 50). 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.

11.5 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.

11.6 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.



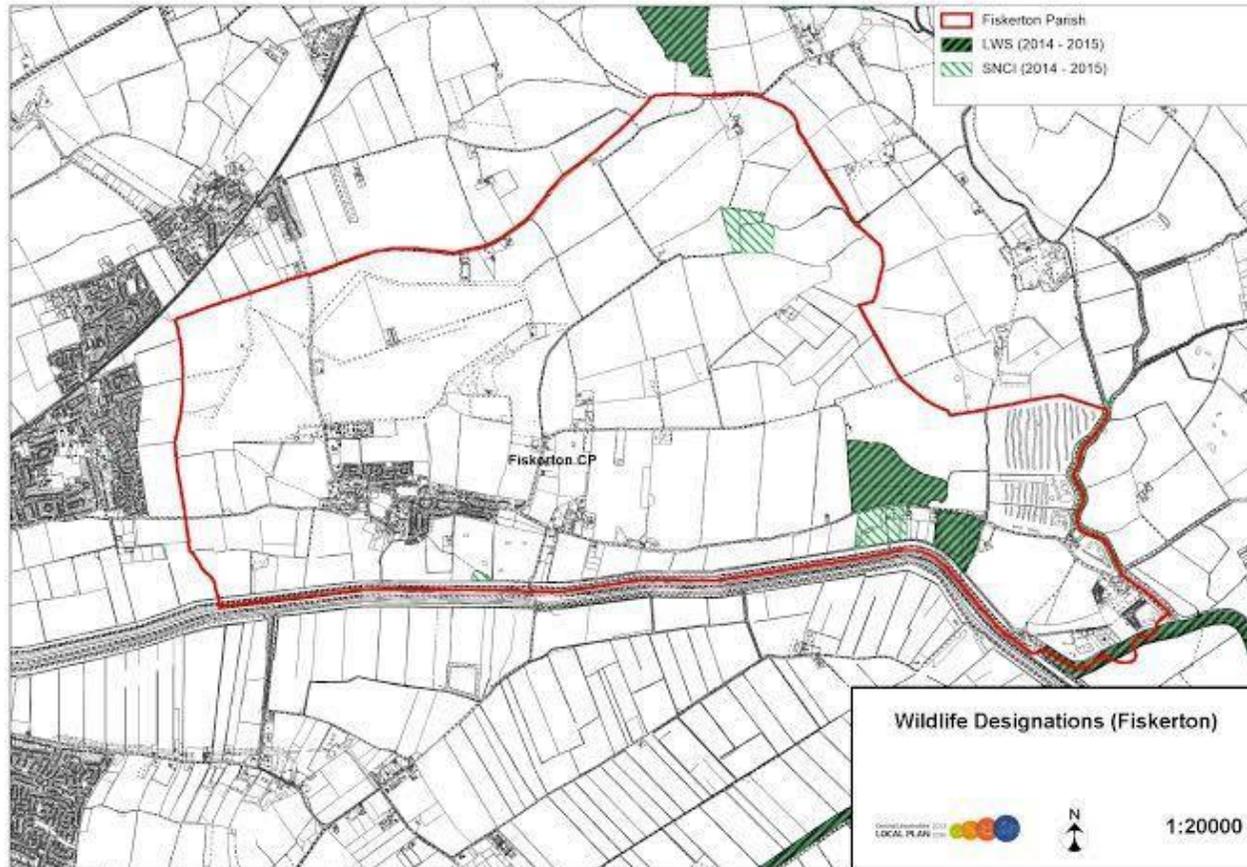
Community Consultation

11.7 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 9: Green Infrastructure

- a) Development proposals should plan positively for the protection, enhancement and creation of networks to improve the connectivity between biodiversity and Green Infrastructure.
- b) 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, sports pitches, allotments and amenity green space.
- c) 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.
- d) 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.
- e) 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.

Map 7: Local Wildlife Sites and Sites of Nature Conservation Interest in Fiskerton



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13 Designated Green Spaces

Justification

- 12.1 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.
- 12.2 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; and
 - 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), tranquility or richness of its wildlife; and
 - where the green area concerned is local in character and is not an extensive tract of land.
- 12.3 The following sites have been put forward: the Paddock, the Crescent, land adjacent to Jessamine Cottage, 2 sites on the Holmfield estate and the Ridings Pond as the NPG believe that these sites meet the criteria set out in the NPPF. These are shown on Proposal Map 8 (page 56). The table within this section provides justification for these to become designated local green spaces.



Jessamine Cottage

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	This has always been a green space within the centre of the village and contributes towards the local character of the heart of the village and character area 1.	Regularly used in the second half of the 20 th Century as a sports field. Part of the estate of the 14 th Century Manor on Nelson road.	Although not a public space now, it does have opportunities to provide a large open space which will provide recreational and health benefits for the community.	Trees, hedgerows, mature grasses and wild flowers are a haven for wildlife- in particular birdlife	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 and grass land.	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.	Provides a small amenity space for the community	Grasses and trees are a haven for wildlife.	Provides a rural setting to the approach of the village on Plough Lane.

Name/Location	Description	Local Value	Landscape	Historical	Recreational	Wildlife	Why is it special?
LGS 4: Open Area to North of Holmfield Estate. Grid ref: TF04789	Open green space of 0.12 Ha with mown grass.	Sense of space near established homes. Free access to recreational area for local residents.	Open area with mown grass and young trees and shrubs.	Established as an open green space with free public access when the housing estate was built in the 2000s.	Provides a small amenity space for the community.	Grasses and planted shrubs are a haven for wildlife.	This is a small recreational area within a busy housing estate.
LGS 5: Open area to the East of Holmfield Estate. Grid ref: TF04786	Open green space of 0.15 Ha with mown grass.	Sense of space near established homes. Free access to recreational area for local residents.	Open area with mown grass.	Established as an open green space with free public access when the housing estate was built in the 2000s.	Provides a small amenity space for the community.	Grasses are a haven for wildlife.	This is a small recreational area close to the Primary School and within a busy housing estate.
LGS 6: Open Area; Ridings Pond, North of Ferry Road. Grid ref: TF04177	Open green space of 0.21 Ha with pond, trees and grasses managed for wildlife habitat.	Sense of space near established homes. Free access to recreational area for local residents.	Open area of mown grass, long grass, trees, shrubs and a pond.	Established when the Ridings Estate was built in the 2000s.	Provides a small amenity space for the community.	The pond is managed as a newt habitat and attracts a large range of aquatic species, insects birds etc..	This is a small recreational area and wildlife habitat within a residential area.

Community Consultation

- 12.4 Throughout the public consultation events local residents have highlighted the need to keep the identified 6 spaces as public open green spaces for future generations to enjoy.

Policy 10: Designated Local Green Spaces

The following spaces, as identified on map 8 (page 55), are designated “Local Green Spaces”:

- a) LGS1: The Paddock; and
- b) LGS2: The Crescent; and
- c) LGS3: Land adjacent to Jessamine Cottage;
- d) LGS4: Land North at Holmfield; and
- e) LGS5: Land East at Holmfield; and
- f) LGS6: The Ridings Pond.

The associated buildings, spaces, fixtures and fittings required to enhance the spaces for public use will be supported.





Holmfield North



Holmfield East

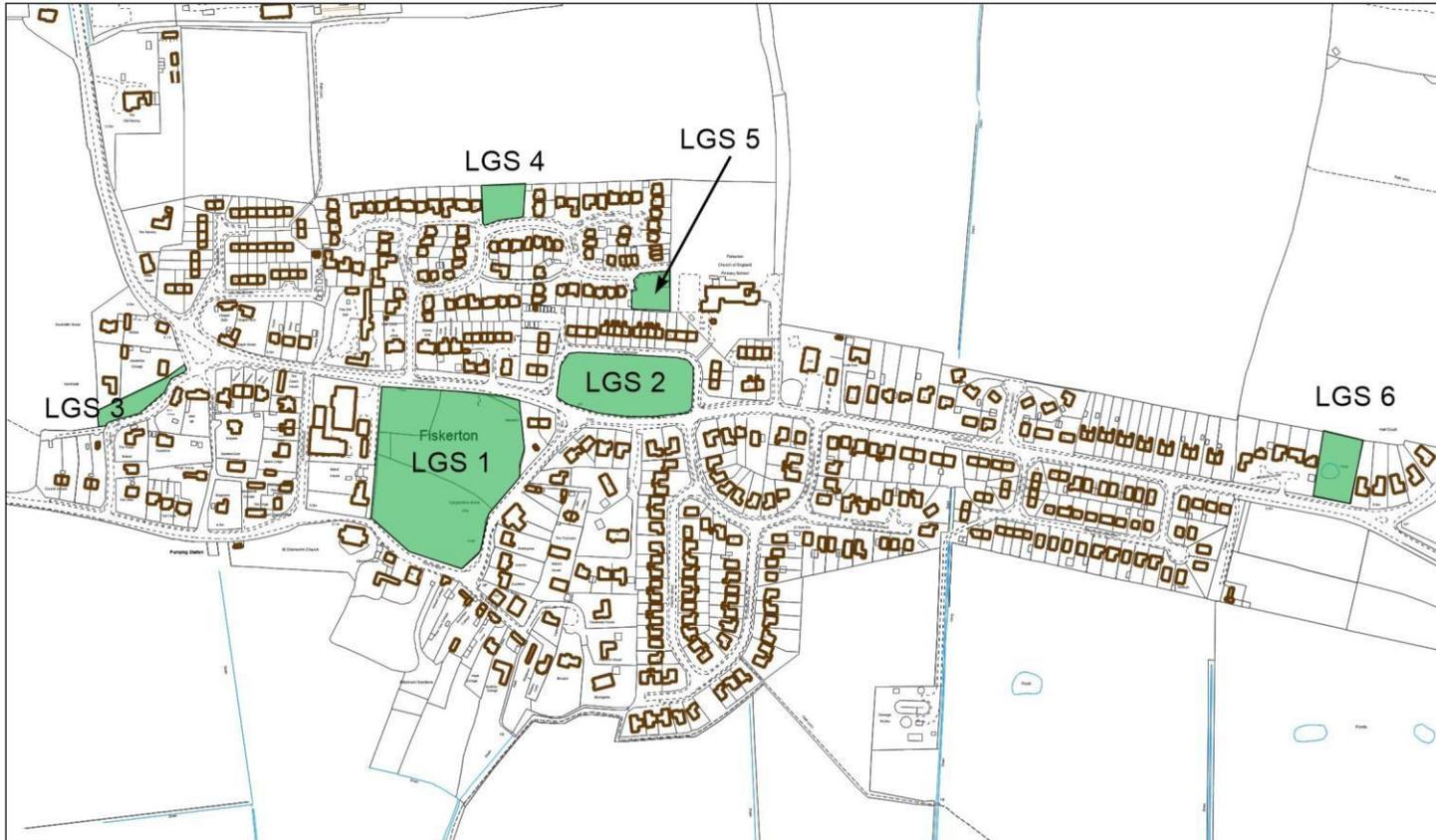


Ridings Pond

Proposal Map 8: Proposed Designated Green Spaces



1:3402



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14 Settlement Breaks

- 13.1 It is vitally important that the gaps remain as identified on map 9 in order to prevent the coalescence of the surrounding settlements namely Reepham and Cherry Willingham. The policy seeks to protect each settlement's character, rural setting, whilst retaining each settlement's identity and ensuring the protection of important historical remains.

It was made very clear from consultations on NDP and during consultations for the Parish plan that no development was acceptable to the open area to the West of the village as the local residents wish to protect the existing Archaeological remains in that location and prevent coalescence with Cherry Willingham. Local residents also wanted to see no development further to the East of the village and wished to have protection of the wetlands to the South to protect the wildlife and Iron Age Artefacts in that area. It was also important that no development takes place to the area on the airfield to the Northern Parish boundary as this may lead to coalescence with Reepham.

Policy 11 Settlement Breaks

Land within the identified settlement breaks as shown on Proposal Map 9 will be kept open and free from development. Development proposals may, however, be permitted if they do not harm, individually or cumulatively, the function and purposes of a Settlement Break, or its open character.

Proposal Map 9: Proposed Settlement Breaks needs to show North of the airfield



15 Community Facilities

Justification

- 14.1 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.
- 14.2 If the population of Fiskerton is to increase in the next 20 years, it is vital that the local community facilities are protected and, where possible, expanded to meet the future needs of residents'.
- 14.3 There is a range of community facilities and local infrastructure which the community would like to see protected and/ or improved in the area. On figure 9 (page 59), the community facilities are mapped and identified.

Community Consultation

- 14.4 Through the community consultation local residents expressed a concern over the lack of community facilities at present in the village. The community wants to ensure that the village does not become just a commuter village on the edge of Lincoln with no appropriate services and facilities to offer its residents.

Policy 12: Community Facilities

Proposals to redevelop or change the use of an existing community facility, as identified in figure 9, will only be permitted where:

- a) a replacement facility of an equivalent or better size, layout and quality is provided in a suitable and accessible location; or
- b) it can be satisfactorily demonstrated that the facility is no longer fit for purpose or economically viable for a new or other community use;

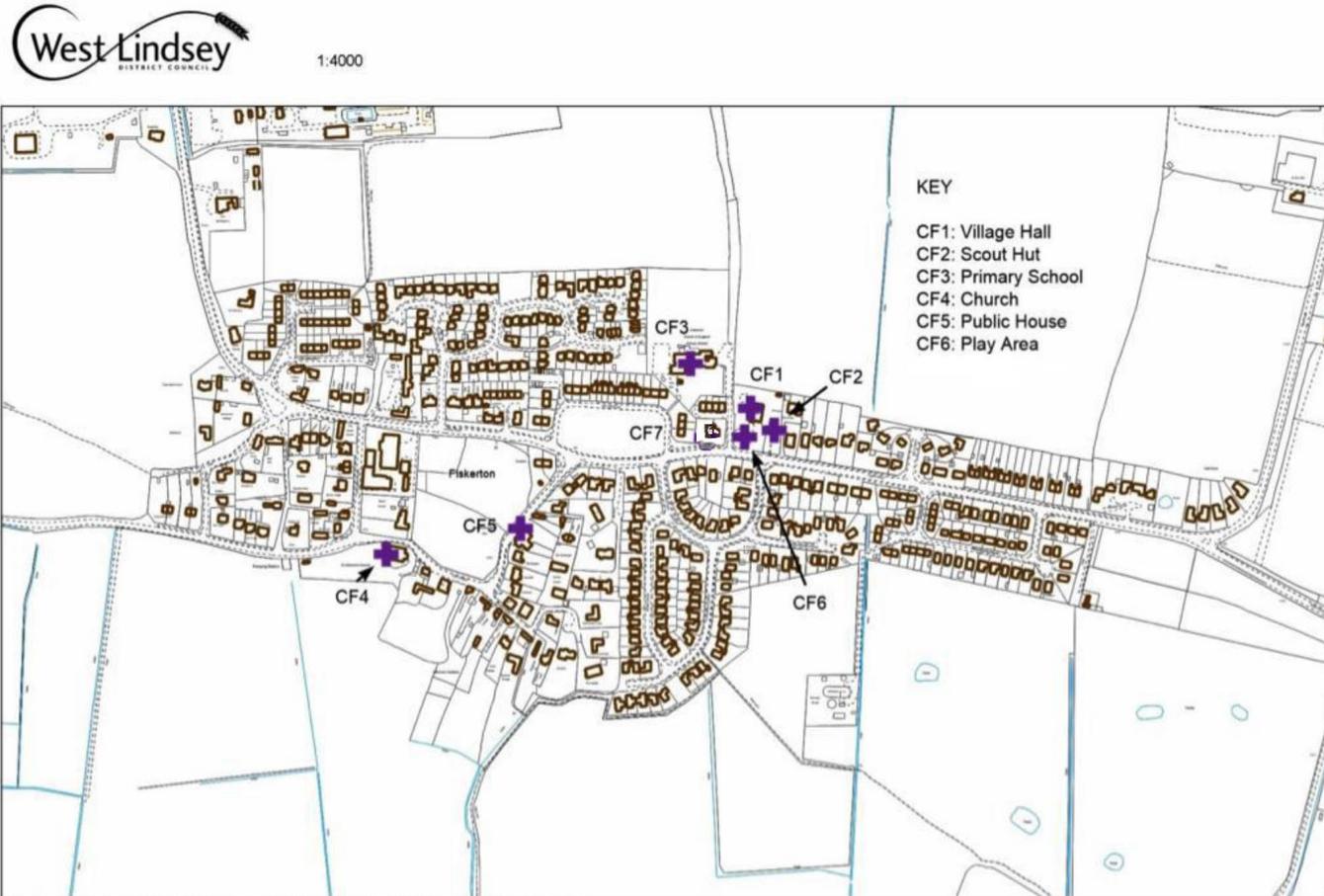
Note:"It may be necessary to demonstrate with a report submitted by an independent professional chartered surveyor that the site or building has been appropriately marketed for sale as a community facility, for a reasonable duration at a price in accordance with local property values and there have been no offers of purchase." or

- c) the alternative use would have significant community benefit for the local community.
- d) All development should comply with other development plan policies, including this Plan and not harm living conditions or result in hazards to road safety.

Proposals for new community services and facilities in Fiskerton will, generally, be supported.



Figure 9: Community Facilities in Eiskerton



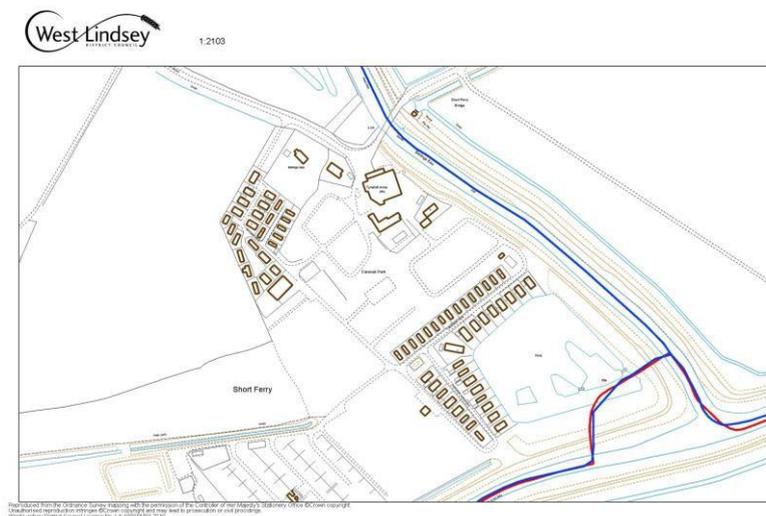
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16 Short Ferry Caravan Park & the Tyrwhitt Arms

Justification

- 15.1 The area of Short Ferry is a residential caravan park on the outskirts of the Parish but it is a thriving sub community within the parish and as such is part of this NDP. The facility is a 'self-contained' residential area with permanent and non-permanent units. There is also a community office and public house, the Tyrwhitt Arms on the site.
- 15.2 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.
- 15.3 Any development must give full consideration to Policy 7 (Page 46) to ensure flood risk is minimized and will not increase risk to existing areas (See Figure 10).

Figure 10: Location of Short Ferry Caravan Park and Tyrwhitt Arms

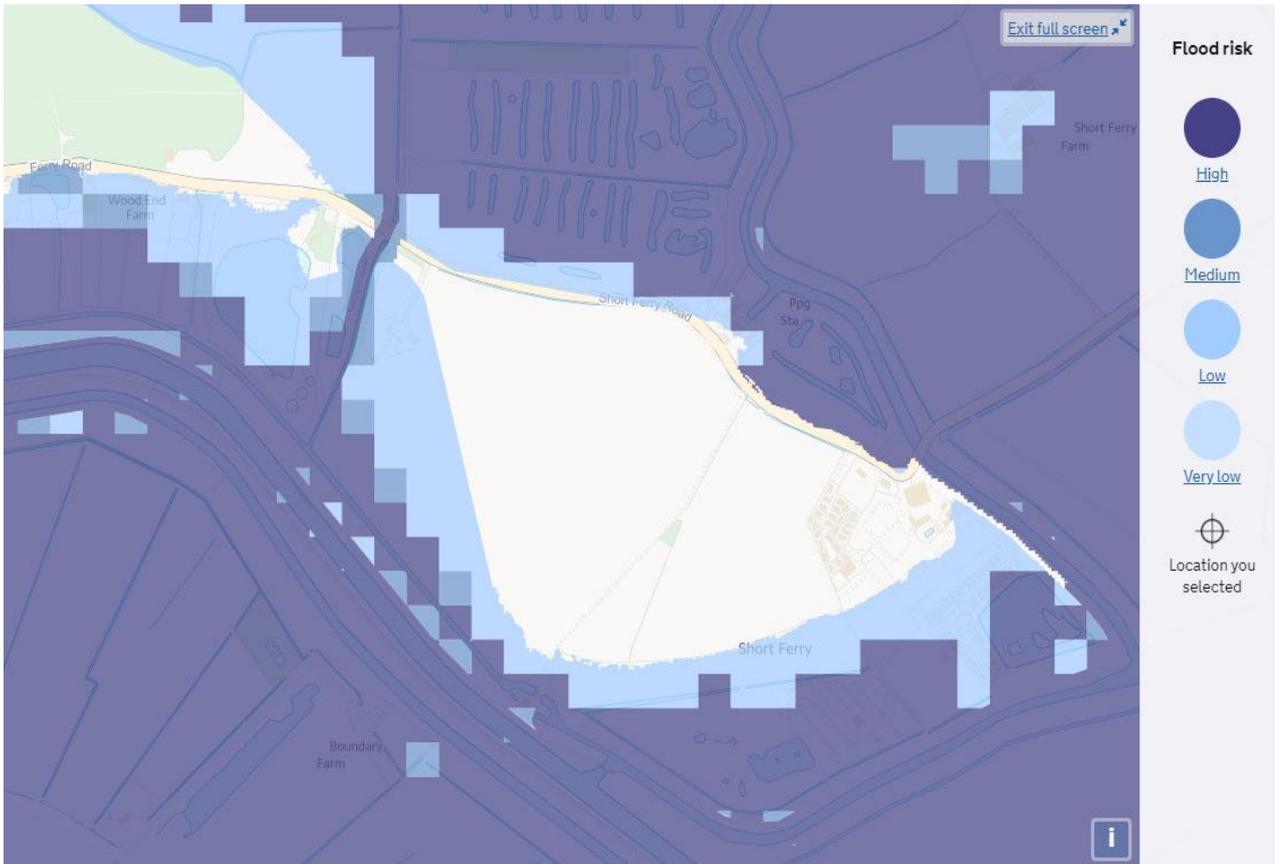


Policy 13: Expansion and development of Short Ferry Caravan Park

The expansion or the redevelopment of Short Ferry, as a residential caravan park, will be supported, provided that:

- a) development is located next to, or adjoining, the existing built area of the site; and
- b) the scale, design and form of the proposed development is in-keeping with the surrounding environment; and
- c) the nature of the proposed use is in connection with the existing use – as a residential caravan park; and
- d) the proposal will not have a detrimental impact on the operation and safety of the existing highway network; and
- e) development complies with other relevant Neighbourhood Planning Policies.
- f) Development is not permitted within Flood Zones 2 and 3.

Map 10: Short Ferry Flood Map



17 Implementation and Monitoring

- 16.1 The policies in this plan will be implemented by West Lindsey District Council (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.
- 16.2 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 proposal.
- 16.3 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.
- 16.4 The Parish Council will work towards reviewing the Fiskerton Neighbourhood Plan every 5 years, producing a report for each review outlining the impacts and necessary amendments required for Policies in the Plan.

18 Appendix A: Community Aspirations & Projects

Traffic calming

17.1 Install traffic calming measures at points along :

- 1 Ferry Road from Hall lane to the junction with High Street, Chapel Lane.
- 2 High Street from the junction with Chapel Road, Ferry Road to the west edge of the village at Lincoln Road.
- 3 Divert through traffic round the village via new link Road East/West
- 4 Install 20MPH zone to appropriate section of Ferry Road

One-way systems

17.2 Introduce a one-way system along:

1. West to East around the Crescent; and
2. East to West on the High Street from the Chapel Road junction past the Church to the junction with Blacksmith Lane; and
3. South to North on Plough Lane; and
4. South to North on Orchard Road.

Traffic Lights

17.3 Installation of Traffic lights

1. In the vicinity of the Church (if High street is not made one-way).

Footpaths and Cycle Tracks

17.4 Install Footpaths and Cycleways

1. West along Lincoln Road to Cherry Willingham
2. North along Reepham Road to Reepham

Community Facilities

17.5 Provide the following Community Facilities

1. The transfer of the ownership of the Paddock to the community for recreational use. as part of a community benefit from the development of the site to the North of Fiskerton. (The Transfer of ownership is part of the Planning Gain of Development to the Nth of Ferry Road. (See proposal map 1 (page 23))).
2. Improve access to the Paddock and update the fencing.
3. The Parish Council to draw up a plan of action for the future use of the Paddock as a community asset, with reference to the residents via consultation events.
4. Enhance and improve facilities at the Village Hall and play area.
5. To make provision within the Design and Planning of the proposed future residential development of the village, to facilitate a village shop with Accommodation or lock-up facility.
6. To make provision within the Design and Planning of the proposed future residential development of the village, to facilitate a possible future Doctors Surgery. (Whilst desirable to residents this facility may not be achievable as it will be dependent upon major external input and funding such as NHS and local Medical Practice etc). Who are likely to favour extending services at Cherry Willingham Surgery.

Sports and Recreational Facilities

17.6 Provide Sports and recreation facilities

1. To provide additional sports and recreational facilities as and when a proven public need and use is identified by Fiskerton residents.

NOTE to Appendix A:

It should be noted that the majority of the proposals included in this appendix will be subject to affordability and funded through the proposed future development of Fiskerton. (See: Section 4 Potential Future Housing Development (Pages 20 to24)). This funding will be via the Community Infrastructure Levy (CIL) (page 6 para 1.6) and possible developer partnerships. Therefore it needs to be stressed that without the residents of Fiskerton embracing the future and allowing the development of the village for the next generation.

The majority of the above aspirations & projects are unlikely to be made a reality.

19 Appendix B: The Manor Farm Paddock Location Plan



19 Appendix C: Important Views and Vistas

Views and vistas within the village:

View 1: looking from the village hall along Ferry Road to the church tower



Important view from the Village hall along Ferry Road towards the church tower along the High Street and CA1.

View 2: Looking from High Street across the 'paddock' towards the church and the collection of trees within the area



A clear and historic view looking from the High Street (outside the Carpenter's Arms) towards the church tower, old manor house and a collection of mature and significant trees.

View 3: Looking towards Jessamine Cottage



View from Chapel Road towards the junction with Plough Lane. The view includes some significant trees, particularly the large Horse Chestnut.

View 4: Looking towards the older buildings within the village from the Public House

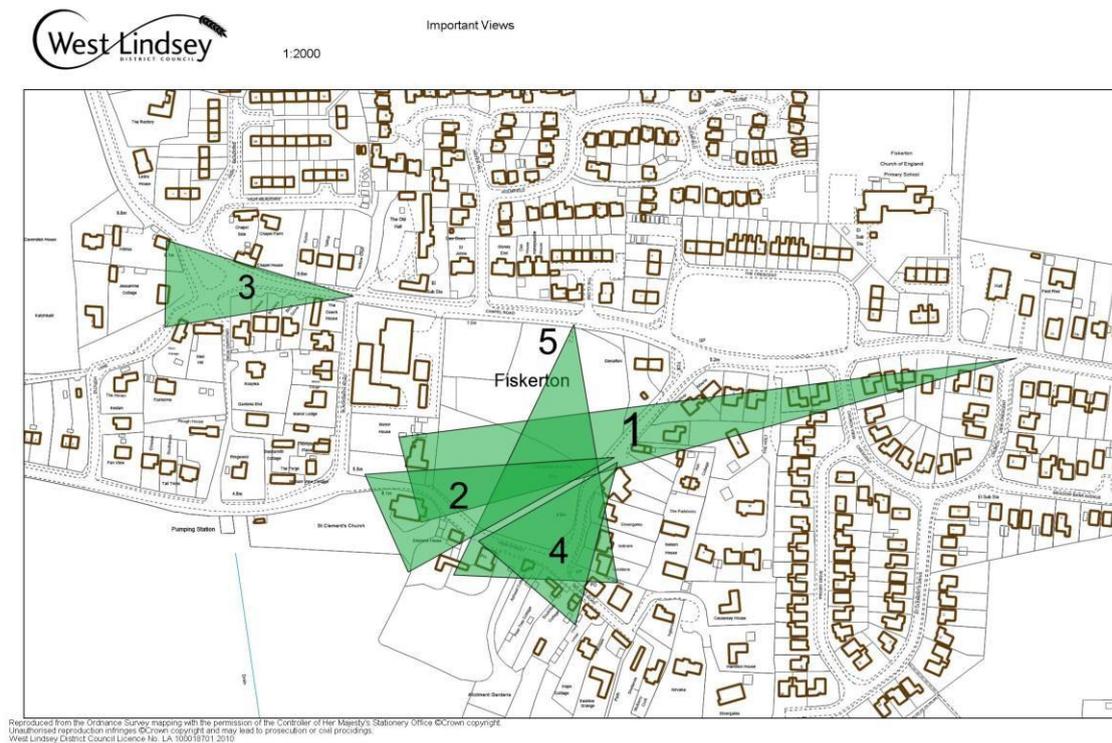


View from the Carpenter's Arms towards lower High Street and the collection of historic buildings. The view is important due to the inclusion of some older buildings, the original street pattern and a significant hedgerow.

View 5: Looking across the 'paddock' to the older buildings along High Street



View looking towards the Paddock and the Carpenter's Arms public house.



21 Appendix D: Statement of Reasons

The Draft Neighbourhood Plan that was presented for the Regulation 14 public consultation contained two possible sites for the development of approximately 200 homes. This was as a result of requests from village residents, made at open consultation events between May and November 2016, to have an alternative site to consider during the Regulation 14 consultation which finished at 5.00 pm on December 20th 2016. The proposed sites were North of Ferry Road or West of the village as illustrated on pages 20 and 25 of the Draft Neighbourhood Plan.

159 responses were received, 6 from professional statutory consultees and 153 from residents. When commenting on the preferred site 3 of the professional consultees favoured the site North of Ferry Road and 3 were neutral. The residents responses were all considered carefully and each comment was given a score: 1, 2, or 3 where 1 had a negative effect on the future village, 2 neutral and 3 a positive effect. The North of Ferry Road site received the highest score indicating that it is the preferred site according to the village residents' responses. The evidence is available on the website. During the NPG meeting on 18th January 2017 the following points were made in favour of the North of Ferry Road site.

1. It "rounds off" the village. Not adding to the already East-West extended village
2. It is close to the school and shop, allowing easy safe access by foot.
3. It avoids disturbing areas of known archaeological interest in the West site. A point also made by LCC
4. Access to the site via Corn Close and Hall Lane is available but will need to be improved
5. The West site cuts into the "Green Corridor" suggested in earlier drafts of the plan to prevent development encroaching in the direction of Cherry Willingham and Reephams*
6. The Sustainability Appraisal favoured the North of Ferry Road site. A point also made by WLDC
7. Many of the residents in favour of the site to the West referred to the traffic problems, flooding risk and sewage problems being greatest with the site North of Ferry Road but Lincolnshire County Council, Anglian Water and the Environment Agency assessed these two sites are equal for these potential problems
8. As the site North of Ferry Road had been discussed with the Church Commissioners and WLDC for over two years, negotiations had taken place for the Parish Council to acquire the Manor farm Paddock as part of the planning gain. Equivalent negotiations had not taken place for any other site
9. Many residents referred to the consultation process as a vote. There were more responses in favour of the North of Ferry Road site than for the West.

* Chairman's Note. The Green Corridor policy (Policy 6.4, page 16 of the April 2016 Draft Plan) was dropped from the October 2016 draft plan to allow for the West site option to be presented. As the majority respondents of the Nov/Dec 2016 consultation elected to Accept the Proposed Northern site as the preferred site. The

Green Corridor policy (now renamed as Settlement Breaks (policy 11) should be reinstated in compliance with the preferences of residents stated in the results of the Parish Plan to have no further development towards the adjacent Villages.

It has also been discussed and agreed that by presenting the two site options, the Regulation 14 consultation carried out during November/December was technically not in compliance with National Planning Policy Guidelines (NPPG) which states that:-

“before the formal pre-submission consultation takes place a qualifying body should be satisfied that it has a complete draft neighbourhood plan or Order. It is not appropriate to consult on individual policies for example. Where options have been considered as part of the neighbourhood planning process earlier engagement should be used to narrow and refine options. The document that is consulted on at the pre-submission stage should contain only the preferred approach.” (Paragraph 049 – Reference ID: 41-049-20140306)

It is therefore agreed that the Nov/Dec 2016 six week consultation should be treated as a general consultation to inform the NPG of the respondents feelings and preferences on the NDP to date. It is therefore proposed that now the NPG have a consensus on the Residents preferred site for development this being the Northern Site option, from that six week consultation, the NPG will after amendments in compliance with that consultation and also with the now adopted Central Lincolnshire Local Plan (CLLP) and recently updated National Planning Policy Guidelines (NPPG) Re-run a Regulation 14 consultation in compliance with NPPG. Prior to handing over to WLDC for Regulation 16 examination and Referendum.

22 Appendix E:

Indicative Scheme for the Proposed Allocation –Land to the North of Fiskerton (Area 10.4 Ha Gross)

SITE LAYOUT (INDICATIVE ONLY) Not To Scale

