

FISKERTON NEIGHBOURHOOD PLAN 2021

Revised 28 Aug 2021
Fiskerton Parish Council



LOTTERY FUNDED



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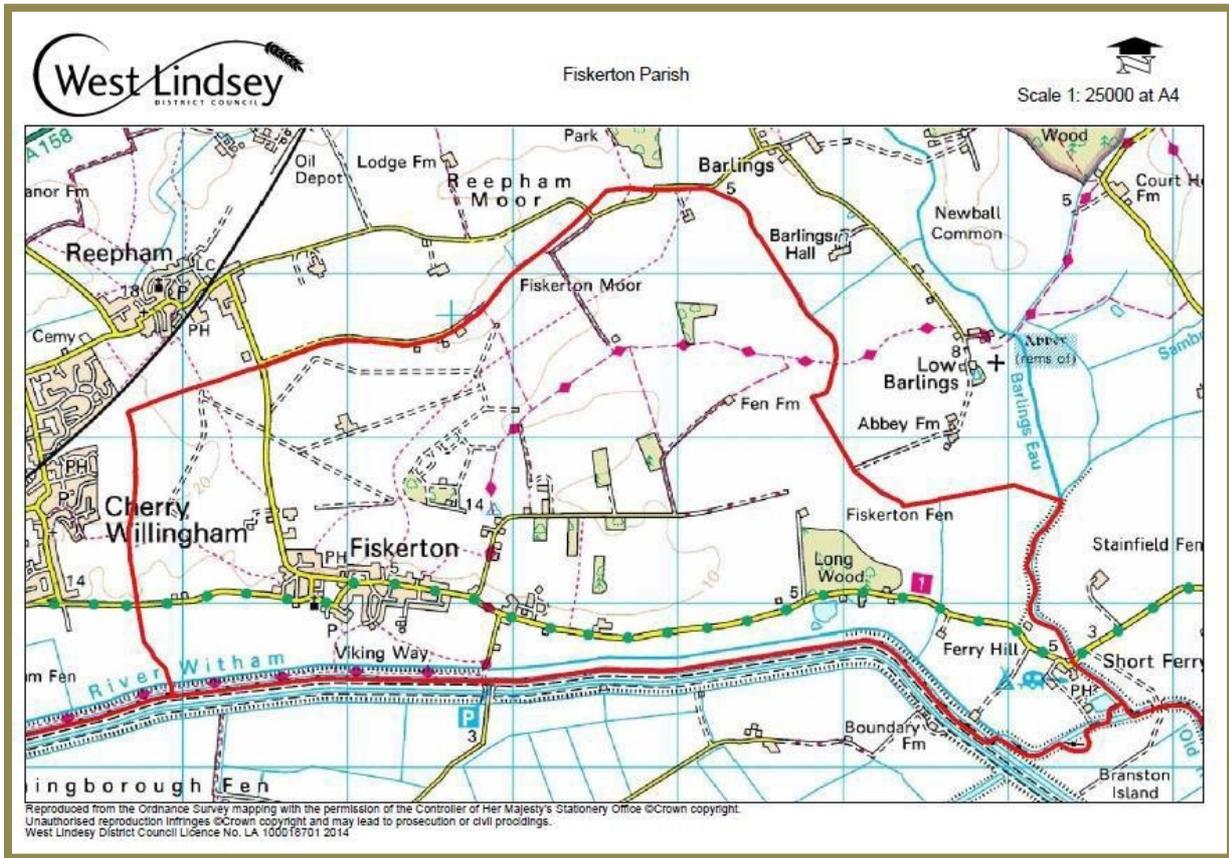
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1 Neighbourhood Plan Process

- 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 will monitor the progress of development over this period and review the NDP as required.
- 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 area designation application from Fiskerton Parish Council and advertised a six-week consultation period. The application was approved by WLDC on 14th October 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 2018); 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.

i) 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 flood line. 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.

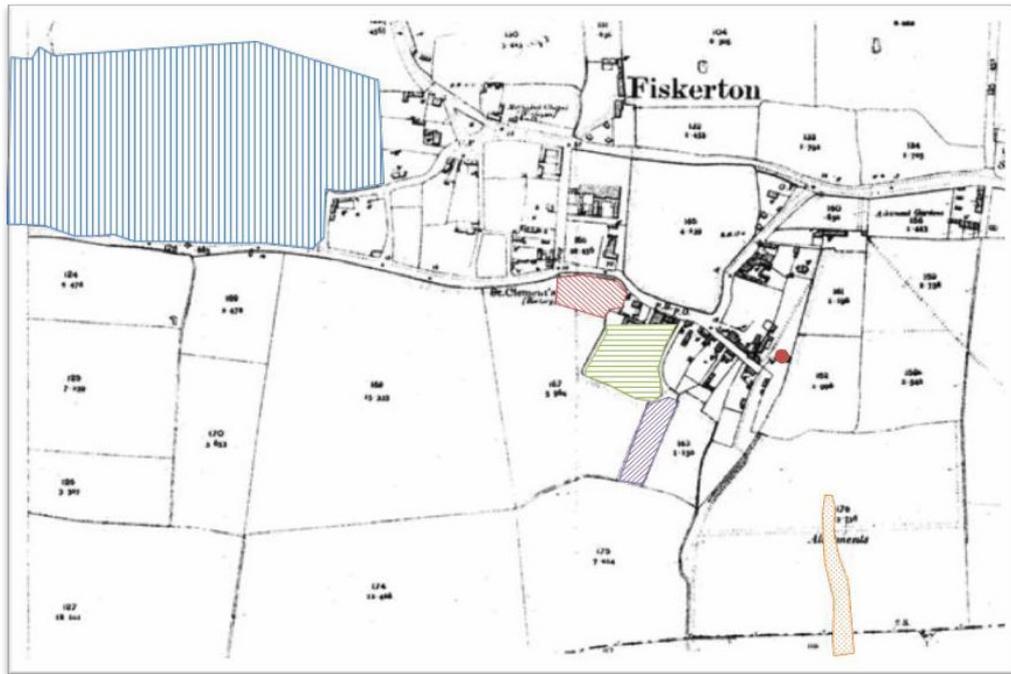


2.5 Evidence for early domestic activity, i.e., associated with a settlement, was discovered in what became the churchyard in the heart of the village when a beehive quern, certainly imported from elsewhere as they were not produced locally, was dug up in the 1970's. It provides good evidence for late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

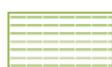
2.6 The archaeological record continues into the Roman and later eras with evidence for farming, living and transport in the Roman period and for manorial activity.

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.

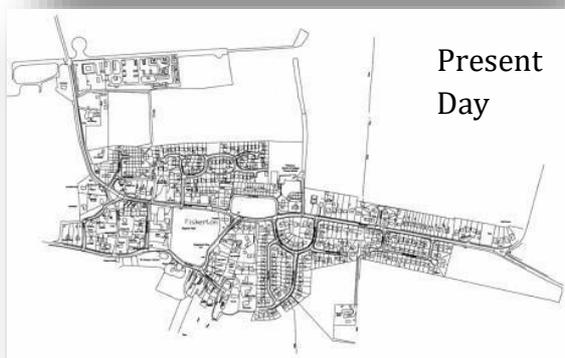
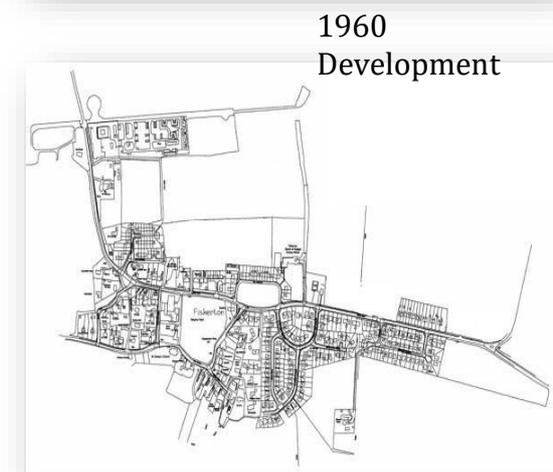
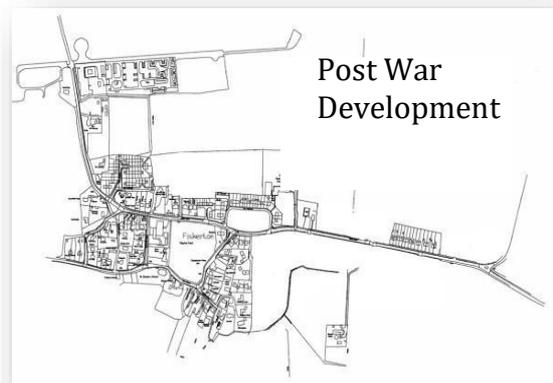
Growth of the Settlement

- 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 During the twentieth century development was mainly along Ferry Road until the larger scale development at Chapel Rise, north of Chapel Road was constructed. 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 them.
- 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 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.



2.16 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.

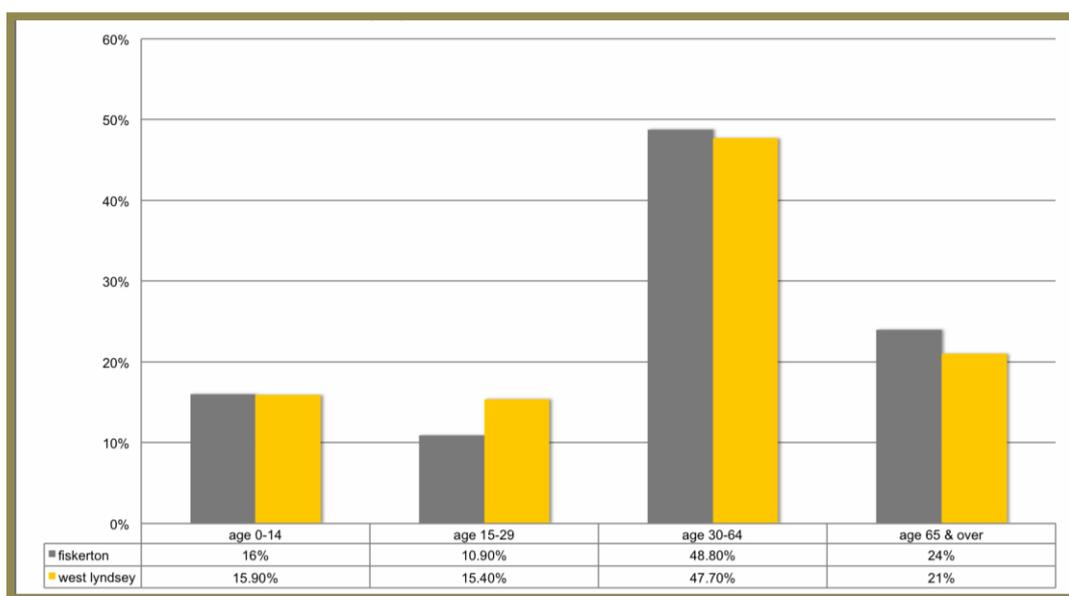
Land ownership

2.17 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

2.18 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

2.19 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 beds 224	4 beds 108
				5 beds 11

(Census data 2011)

Car ownership

2.20 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.

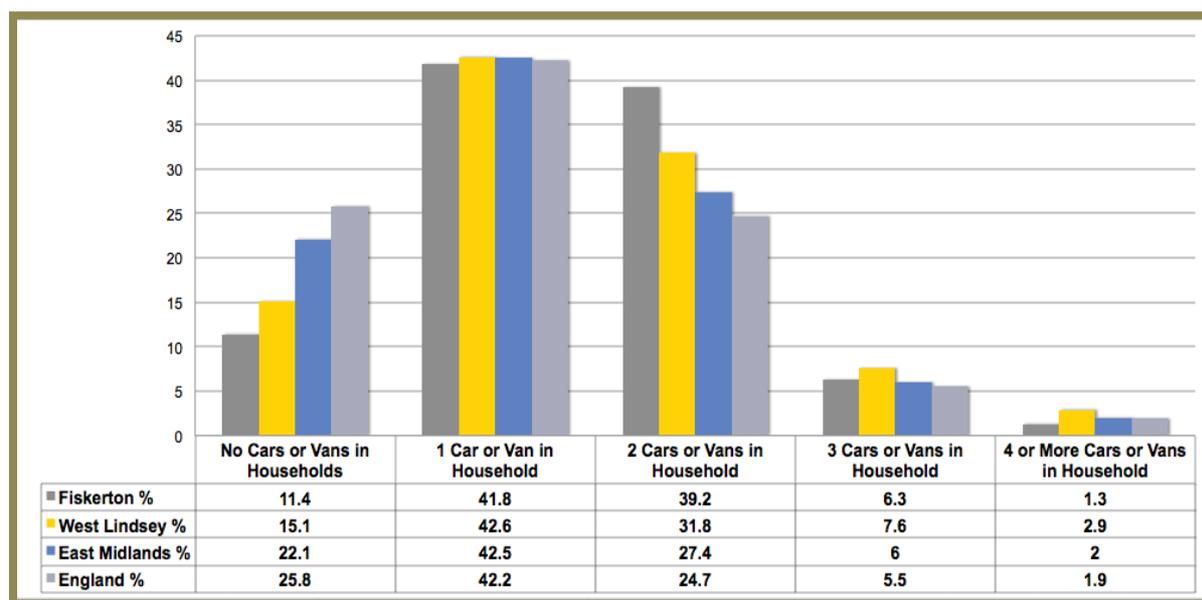
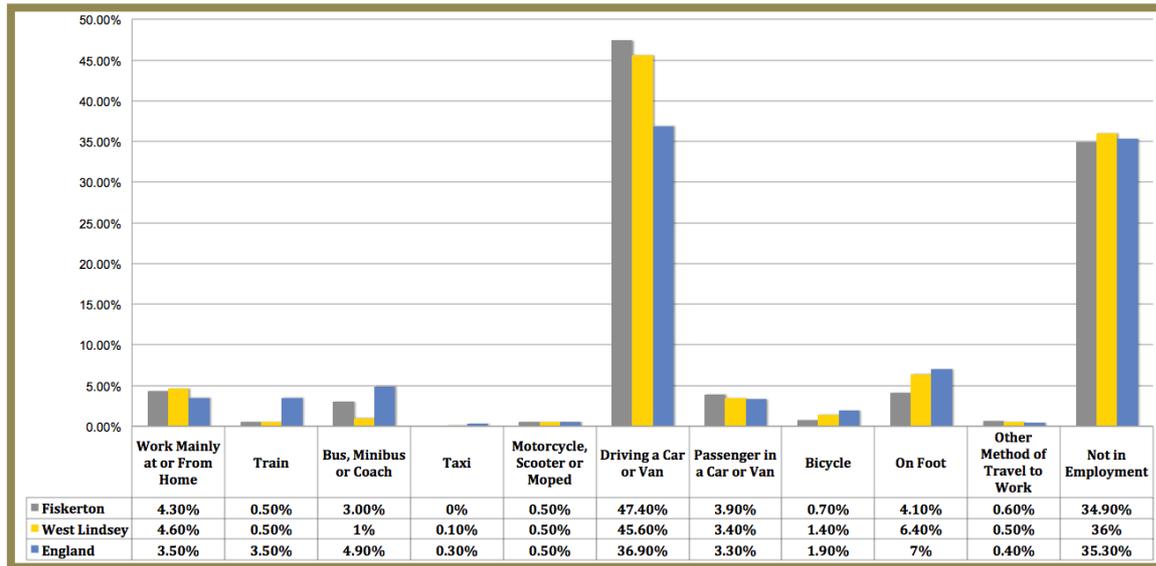


Table 4: Car Ownership

Method of Travelling to Work

2.21 Table 4 shows the method that local residents use to travel to work. The table illustrates that 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

- 31 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.
- 32 In 2014 the Parish Council appointed the Neighbourhood Planning Group (NPG) to prepare the Fiskerton NDP on their behalf. Consultation activities 1-20 in table 5 were conducted by the NPG with activities 21 onwards being conducted by the Parish Council. Following the Parish Council elections in 2018 the elected councillors disbanded the NPG to regain control of the plan, then in 2019 a Parish Survey was carried out to capture the desires and wishes of the current residents, the questionnaire results are available in a separate document and are included as part of the submission documents.
- 33 In 2021 the NDP has been revised into its current form to reflect the outcome of the 2019 Parish Survey.

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 were 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 location of the development	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

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	Two variations of an E/W plan showing 223 & 224 new homes north of Ferry Rd were presented. Over 100 residents attended the meeting. 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	07/11/16 to	Event to help decide preferred	158 local residents took part and sent in consultation

Consultation Event	21/12/16	Development Site Including drop-in events	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
Activity 16	Mar 17 – Oct 18	The amended draft plan including the final development option was published on the Fiskerton Website from March 2017 until October 2018 for further comments	From 1st March 2017 until October 2018 plan available for further comments. The amended draft plan was posted for comment and on Fiskerton Parish Council Website from March 2017 Thru October 2018 for comment. The NPG & PC have been open to accept new comments and suggestions throughout this period A small number of queries and questions received and answered during this period.
Activity 17	Mar 17 – Oct 18	March 2017 to October 2018 NPG amending /revising Draft Plan to incorporate adopted CLLP	During this time The Draft plan remained posted on the Fiskerton Parish Council Website and the NPG was available to accept relevant comments and questions. During this period an update on progress was reported at all PC meetings.
Activity 18	1 st Nov to 13 th Dec 2018	6-week Formal Regulation 14 Consultation Event, including drop in events.	82 local residents and statutory consultees took part and sent in consultation comments which were analysed and any new comments were incorporated as minor amendments/updates.
Activity 19	28 th April 2019	Neighbourhood Plan Documents submitted to West Lindsey for presentation to the inspector, without being inspected by the Parish Council	
Activity 20	26th May 2019	Completed Draft Plan Posted to Fiskerton Parish website and prior to submission to WLDC for Reg 15/16 Examination	TBA
Activity 21	17 th June 2019	The Parish Council decided to	

		withdraw the Plan from West Lindsey and survey the village for a better appraisal of resident's opinions on how many houses should come to the village and where they should be located.	
Activity 22	October 2019	Questionnaires delivered to round residents	
Activity 23	January 2020	Questionnaires collected and opened in the village hall in the presence of independent witnesses	
Activity 24	March 2020	Results analysed and transcribed to Word/Excel.	There were 231 completed forms, with 508 responses. 59% of residents said "no" to more than 75 new homes, 82% said no to more than 125 new homes and 366 residents gave the "rural environment" in answer to the question "Why do you like living in Fiskerton?"
Activity 25	July 2020	Results summary sheet delivered to residents and placed on the parish council website for discussion with members of the public	
Activity 26	23 Aug 2021	Revised NDP presented to Parish Council for approval to forward to WLDC and the CLLP Committee	At the Parish Council meeting on 23 Aug 21 it was agreed to submit this NDP as an initial draft and subject to further discussion and consultation.

4 Community Vision and Objectives

- 41 The Community Vision was prepared following consultation with local people. The Community Vision focuses on how local people would like the area to be in 2041; 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 46 new high quality private and affordable houses for existing and new residents. Local green spaces will be enhanced for the benefit of local residents, wildlife, and biodiversity. Agreement will be pursued to allow public access to the paddock for recreation and exercise. 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.

- 42 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 this NDP 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

Community Objective 1:

To provide around 46 new high quality private and affordable homes over the plan period.

Community Objective 2:

To minimise protect, retain and enhance the natural environment of the village it's veteran trees and hedgerows and the impact of new development on the surrounding countryside, landscape, archaeology and eco systems.

Community Objective 3:

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.

Community Objective 4:

To provide existing and future residents and families with the opportunity to live in a home and area appropriate to their needs and enjoyment.

Community Objective 5:

To reduce the need, where possible, to travel by car within the village and when visiting the neighbouring ones. To keep the length of journeys to community facilities to a minimum and to manage road traffic congestion through the village centre and promote road safety in and around the village and parish area.

Community Objective 6:

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 of all ages.

Community Objective 7:

To provide additional sports and recreational facilities to meet the minimum standards listed in the CLLP and to improve the quality of life of village residents.

Community Objective 8:

To secure the Manor Farm Paddock as public open access for recreation and exercise. (See appendix B).

5 Potential Future Housing Development

- 5.1 New development in the settlement should be considered against the policies within the Fiskerton Neighbourhood Plan, the NPPF and the Central Lincolnshire Local Plan.
- 5.2 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.
- 5.3 At the time of the Parish Plan 2013 the population of Fiskerton was given as 1250 and there were about 500 homes in the village.
- 5.4 The NPG proposed to allow, up to, and including 200 new dwellings to be built over the next 20 years in one of the locations identified within this section of the NDP considered by the NPG to be the most sustainable in planning terms and acceptable to the residents as indicated during the lengthy NDP consultation process.
- 5.5 In 2014 the community voted for the NDP 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.
- 5.6 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 draft NDP. The issues were presented to the residents at a six-week consultation, (Initially intended as a Regulation 14 consultation) during November 7th to December 21st 2016. The responses input during the six-week period resulted in a consensus being met for the preferred site acceptable to the majority of residents taking part.
- 5.7 The NPG assessed the responses received from the public and statutory consultees following the November 7th 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.
- 5.8 When elected in 2019 the current Parish Council felt this decision appeared at odds with the perceived opinion of the residents in the village and decided in October 2019 to hold a village wide survey to gain the opinions and desires of the current village inhabitants. The questionnaire results are available in a separate document and are included as part of the submission documents.
- 5.9 **Site Selection and Combined Sustainability Appraisal and Strategic Environment Assessment**
- 5.10 Since receiving the results of the Parish survey carried out in 2019 the Parish Council

have considered all the potential sites identified in the responses. Initial consideration was given to the quantity of houses needed, from the questionnaire the most support was for the fewest houses with nearly 60% of responses supporting less than 75 and 82% supporting less than 125. Support dwindles as the number of houses increases. This coupled with the Draft 2021 CLLP revised strategy to baseline villages against their core number of houses rather than the whole parish figure brought the Parish Council to decide that 46 new homes should be our target.

5.11 Site Selection and Combined Sustainability Appraisal and Strategic Environmental Assessment

- 5.12 The Parish Council have produced a site selection assessment which appraised all the sites according to their “known” planning constraints and their community support from the parish questionnaire.
- 5.13 The **Site Selection Assessment** is a separate document but is available as part of the submission documents.
- 5.14 In order to assess these options in more detail, and to explore the social and environmental impact of the potential options, the group undertook a Sustainability Appraisal and a Strategic Environmental Assessment. 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 us to decide on what “housing land allocation option” to take forward into this final Neighbourhood Plan.
- 5.15 The **Sustainability Appraisal / Strategic Environmental Assessment** is a separate document, but is available as part of the submission document. **[Currently under review]**

Proposed Development Site

- 5.16 The proposed allocation of land to the West of the settlement, as identified on 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.
- 5.1 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 major 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.
- 5.17 The proposed development site has been assessed against the relevant sustainability assessment criteria as set by the Central Lincolnshire Local Plan (See the

Sustainability Appraisal / Strategic Environmental Assessment).

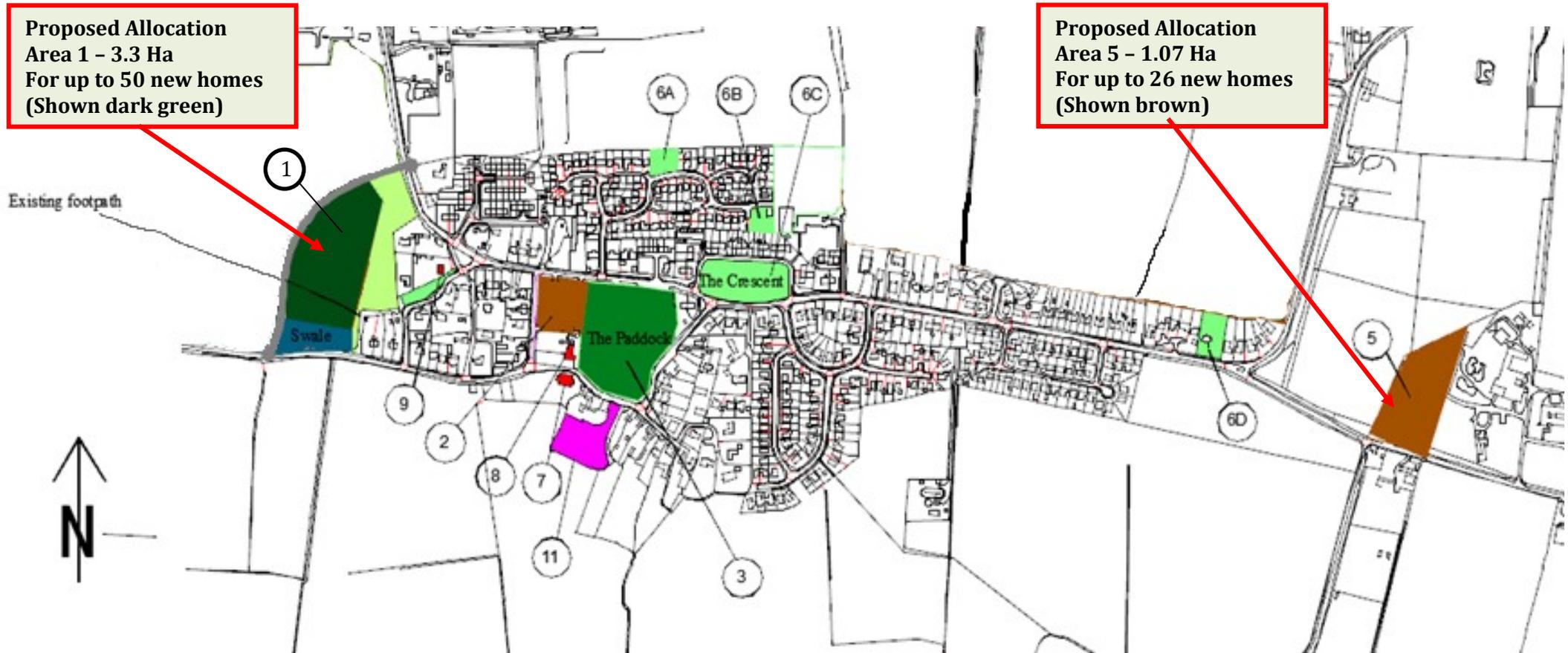
5.18 The site to the east of the village known as the former Tanya Knitwear Factory is a brownfield site in need of re-development. While part of a cluster of buildings, the site is nearly 200m from the eastern edge of the curtilage of the village. The CLLP does not favour sites which are not directly adjacent to the current built form of the village however it does strongly support the regeneration and development of brownfield locations. In the 2019 Fiskerton Parish Survey regeneration of brownfield sites was by far the greatest supported location. Although detached from the village the site is derelict, dangerous a blemish on the Lincolnshire countryside therefore it has been included as an allocated site for development.

Community Consultation

5.19 The concerns raised by local residents during the consultation in relation to potential development in the village 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.

Map 1: Proposed Allocation -Land to the West of Fiskerton (Area 3.3 Ha Gross)



Policy 1: Development Allocation

1. The sites, as identified on map 1, are allocated for both residential and community use(s) within the provision of open space as required by planning legislation at the time of development. The Neighbourhood Plan is supporting, up to 50 new homes on site 1 and up to 26 on site 5, to support sustainable development and promote community cohesion. Proposals for development on this allocation will only be supported where they can satisfactorily demonstrate, that the proposed development will not have a significant detrimental impact on the following issues raised by the local community:
 - a) Residential amenity to existing adjacent properties;
 - b) Existing highway network;
 - c) Existing flood risk and surface water runoff, particularly to adjacent properties;
 - d) Existing public rights of way and “green lanes”;
 - e) Existing capacity of the local primary school; and
 - f) Local character and distinctiveness.

2. Proposals should also contribute towards the achievement of a sustainable neighbourhood. Any development proposal must also consider the following:
 - a) the height and scale of new properties in relation to adjacent existing properties;
 - b) mitigate any loss of local biodiversity and wildlife that may be affected by the proposal;
 - c) take advantage of local topography, landscape, trees, hedgerows, site orientation and local wildlife habitats;
 - d) appropriate boundary treatments and screening through the creation of a “green buffer” adjoining new developments to current properties.
 - e) provide an appropriate level of onsite “usable” public open space that should take opportunities to connect to existing spaces, footpath networks and local facilities;
 - f) provide an appropriate level of off-street residents and visitors parking that is integrated into the wider scheme;
 - g) provide an appropriate mix of housing types and tenures that help meet the needs of the local community including an agreed affordable housing allocation; including provision for lockup shop facilities and
 - h) sustainable urban drainage systems are the preferred method of surface water disposal on the above allocation site and that it should form part of the design of the sites.

6 Design

Justification

6.1 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.

6.2 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.



6.3 Building for Life 12 is a national guidance 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 considered and applied to the design of the site.



6.4 The community requires that the density of any new schemes is in-keeping with the existing built-up area. The NPPF advises that housing density should reflect local circumstances. Map 2 (Page 34) shows the range of densities within Fiskerton.

Character of Fiskerton

6.5 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.

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

6.7 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:

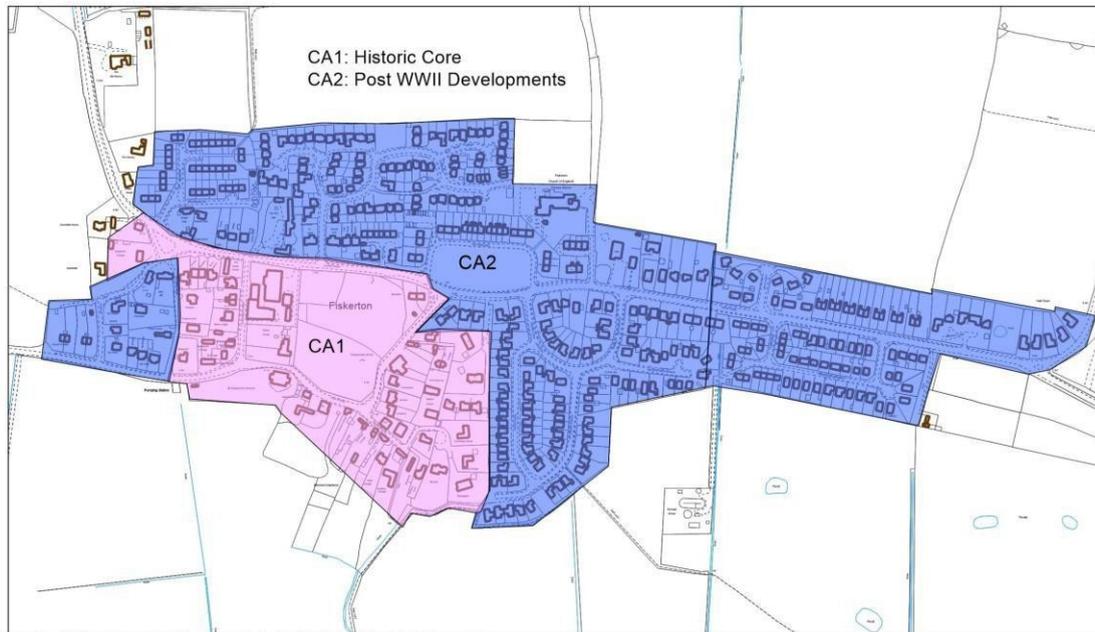
- 18th and early 19th century;
- Victorian and Edwardian;
- Post WWII; and
- Late 20th century to present day.

Character Area 1: Heart of the Village - Historic Core

6.8 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

6.9 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.



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Buildings styles and types within Fiskerton

18th and early 19th Century

- 6.10 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

6.11 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



6.12 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.



6.13 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

6.14 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



6.15 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

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

Door and Windows

6.17 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

6.18 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

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

Post WWII Developments



6.20 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



6.21 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

6.22 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

6.23 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

6.24 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.



6.25 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

6.26 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.

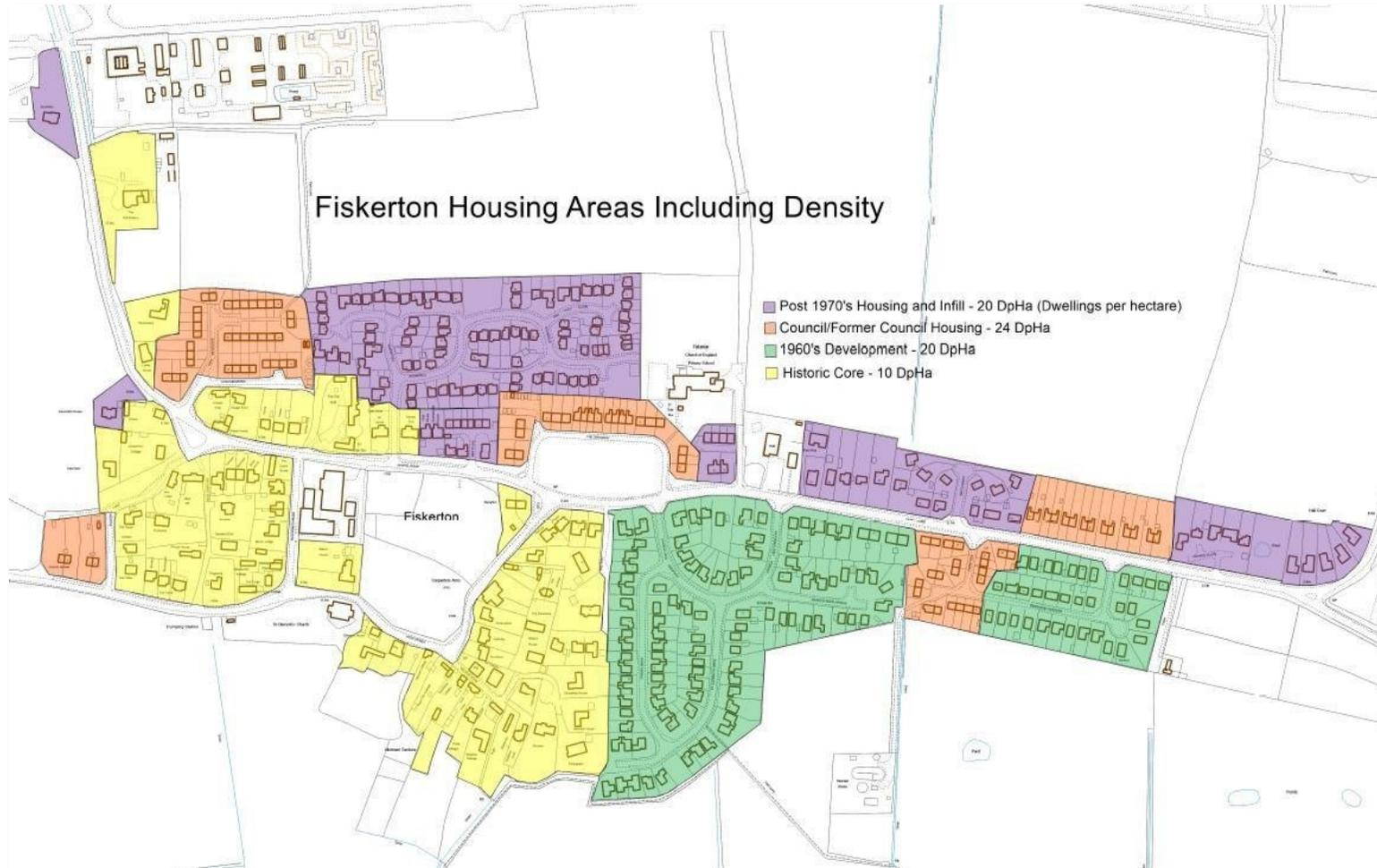
Important views and vistas

- 6.27 Preserving key views and landscapes are at the heart of our Neighbourhood Plan.
- 6.28 The views detailed in 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.
- 6.29 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.
- 6.30 Within more rural community's '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 andlanes.

Community Consultation

- 6.31 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.
- 6.32 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

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

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.



- 7.1 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.



- 7.2 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.
- 7.3 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.
- 7.4 The Fiskerton Housing Needs Survey (2016) identified, through consultation with the local community, that there was a need for 16 new affordable houses in the area over the lifetime of this Plan. The breakdown of these 16 showing the type of properties and the number of each is shown in table 6 (page 38).

Map 3 Existing Housing Types

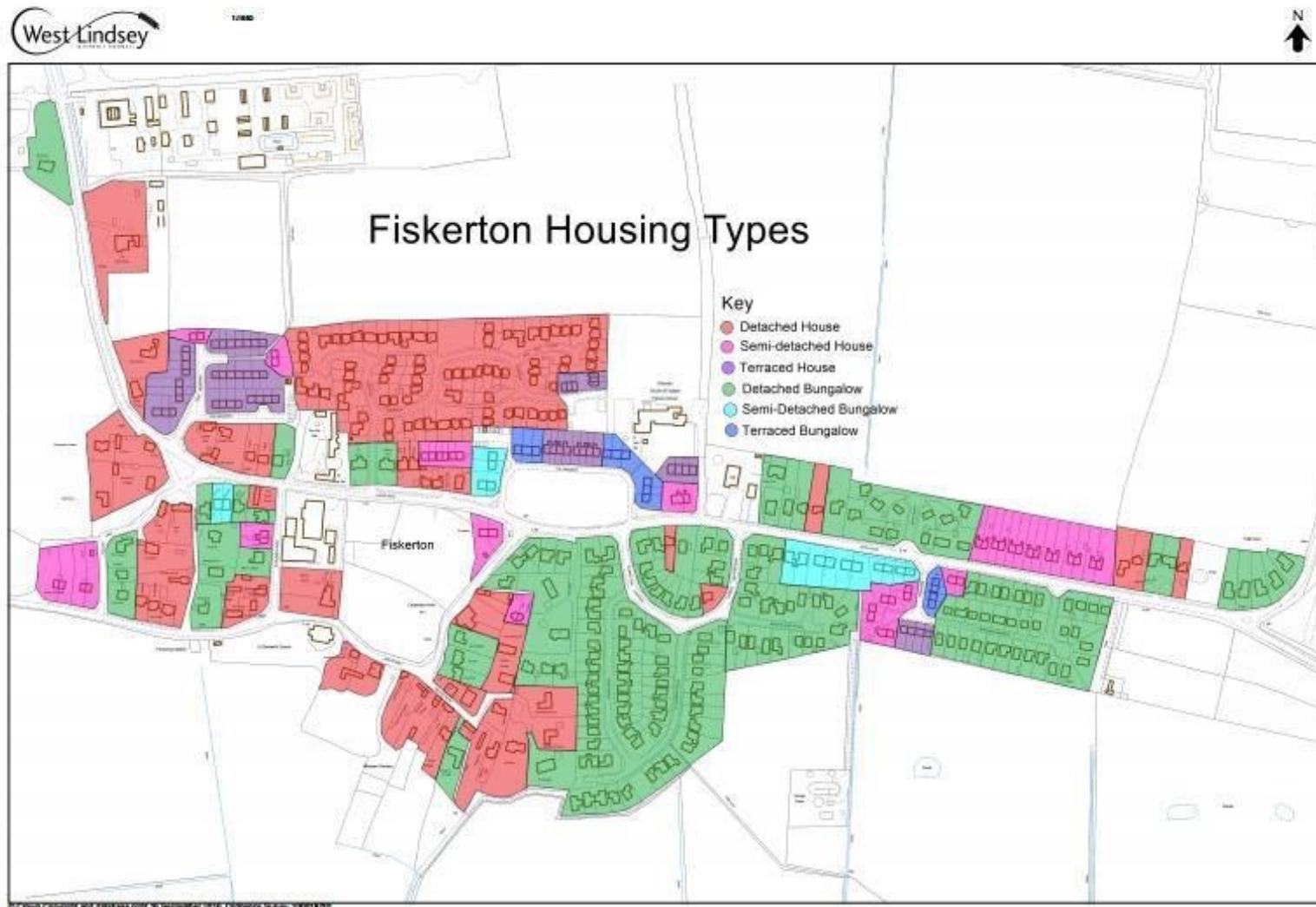


Table 6: Number and Type of Affordable Properties needed

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

75 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.

- 7.6 In addition to proposed housing growth in policy 1 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

- 7.7 Community consultation has highlighted that there is a need for starter homes 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

1. 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.
2. Proposals to deliver self-build, starter homes and smaller 1- and 2-bedroom properties will be particularly welcomed to support both the younger and older populations.

Policy 4: Infill Development

1. Proposals for residential development outside of the proposed allocation, including the suitable conversion of existing buildings, will only be supported if the development is proposed within an appropriate location (as described in CLLP Policy LP2) and is proposing no more than 9 dwellings per site. In addition, the proposal should be of a sensitive design and scale to its immediate setting and location by demonstrating that it has met all the following:
 - a) The site is located within the existing developed footprint of Fiskerton*;
 - b) Retains the core shape of the settlement;
 - c) does not significantly harm or alter the built character and appearance of the settlement;
 - d) does not significantly harm or alter the character and appearance of the surrounding countryside or the rural setting of the settlement;
 - e) retains, where possible, existing hedgerows, trees, watercourses and drainage ditches;
 - f) conserves and enhances local heritage and environmental characteristics; and
 - g) would not result in the loss of green or open spaces within the settlement that contribute towards the character and form of the settlement.

2. If development is being proposed outside the existing developed footprint, then it would be subject to demonstrating that it has received the support of the community.

*The term developed footprint of a settlement is defined as the continuous built form of the settlement and excludes:

Individual buildings or groups of dispersed buildings which are clearly detached from the continuous built-up area of the settlement;

Gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where land relates more to the surrounding countryside than to the built-up area of the settlement;

Agricultural buildings and associated land on the edge of the settlement; and

Outdoor sports and recreation facilities and other formal open spaces on the edge of the settlement.

8 Roads and Transport

Justification

- 81 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.
- 82 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 Parish Council will work with the relevant agencies, such as Lincolnshire County Council, to try and source funding to implement the solution to the traffic issues.
- 83 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

- 84 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

1. Development proposals that generate an additional amount of traffic must be supported by a Transport Assessment as appropriate.
2. 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.
3. 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

- 9.1 Fiskerton has a number of Public Rights of Way (PROW) present within the area; these are identified on map 4 (Page 43). The PROW map shows that the rights of way present within the village are reasonably well connected, but they could be strengthened and improved.
- 9.2 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.
- 9.3 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. To recognise this importance the area has been listed at LGS 7 in section 13 and Policy 10.
- 9.4 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.

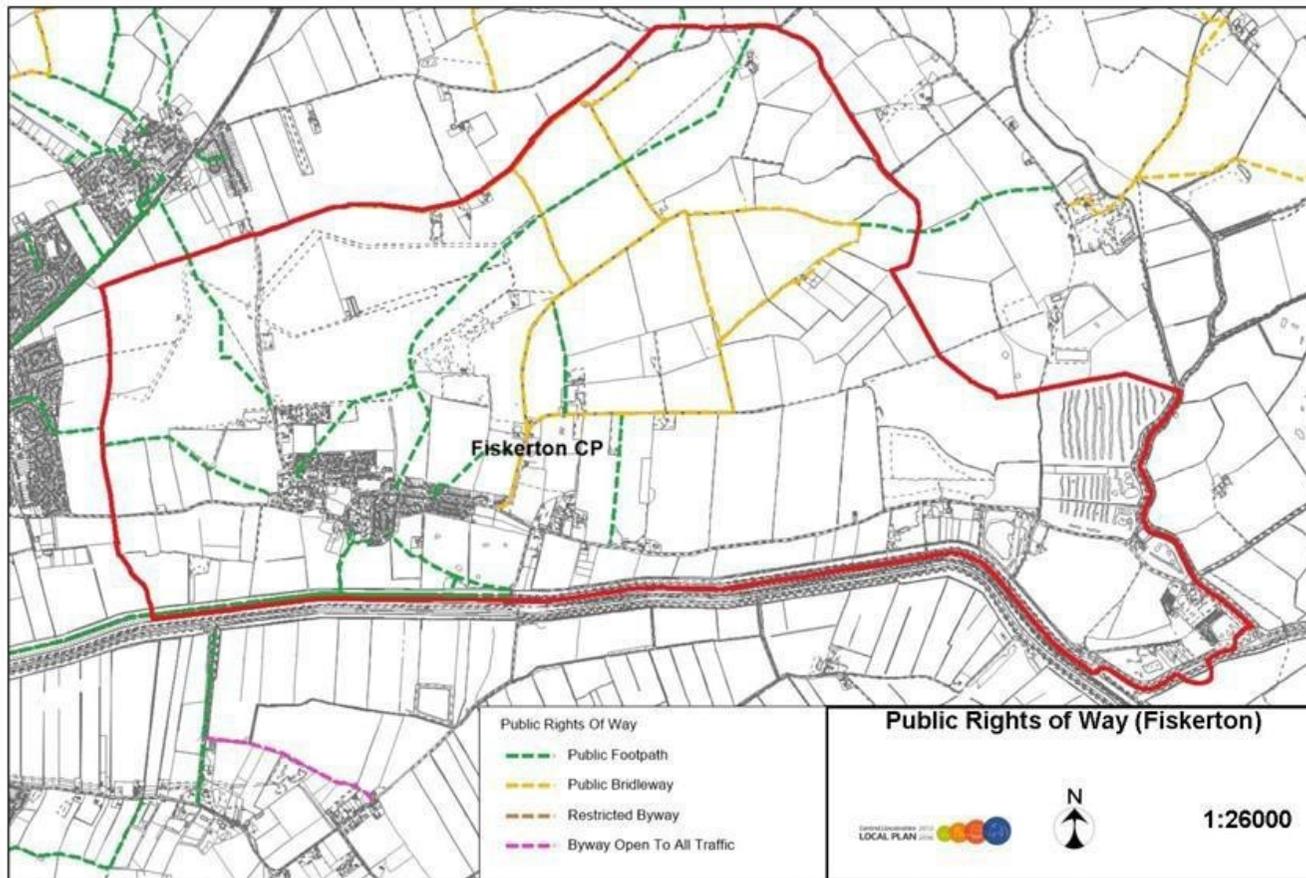
Community Consultation

- 9.5 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

1. 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 on Map 4.
2. Proposals for new footpaths and cycleways to the North and West of Fiskerton to provide links to both Cherry Willingham and Reepham will be fully supported within this policy.

Map 4: Public Rights of Way



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Date 03 September 2015

10 Flooding

Justification

- 10.1 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.
- 10.2 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.
- 10.3 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.
- 10.4 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.

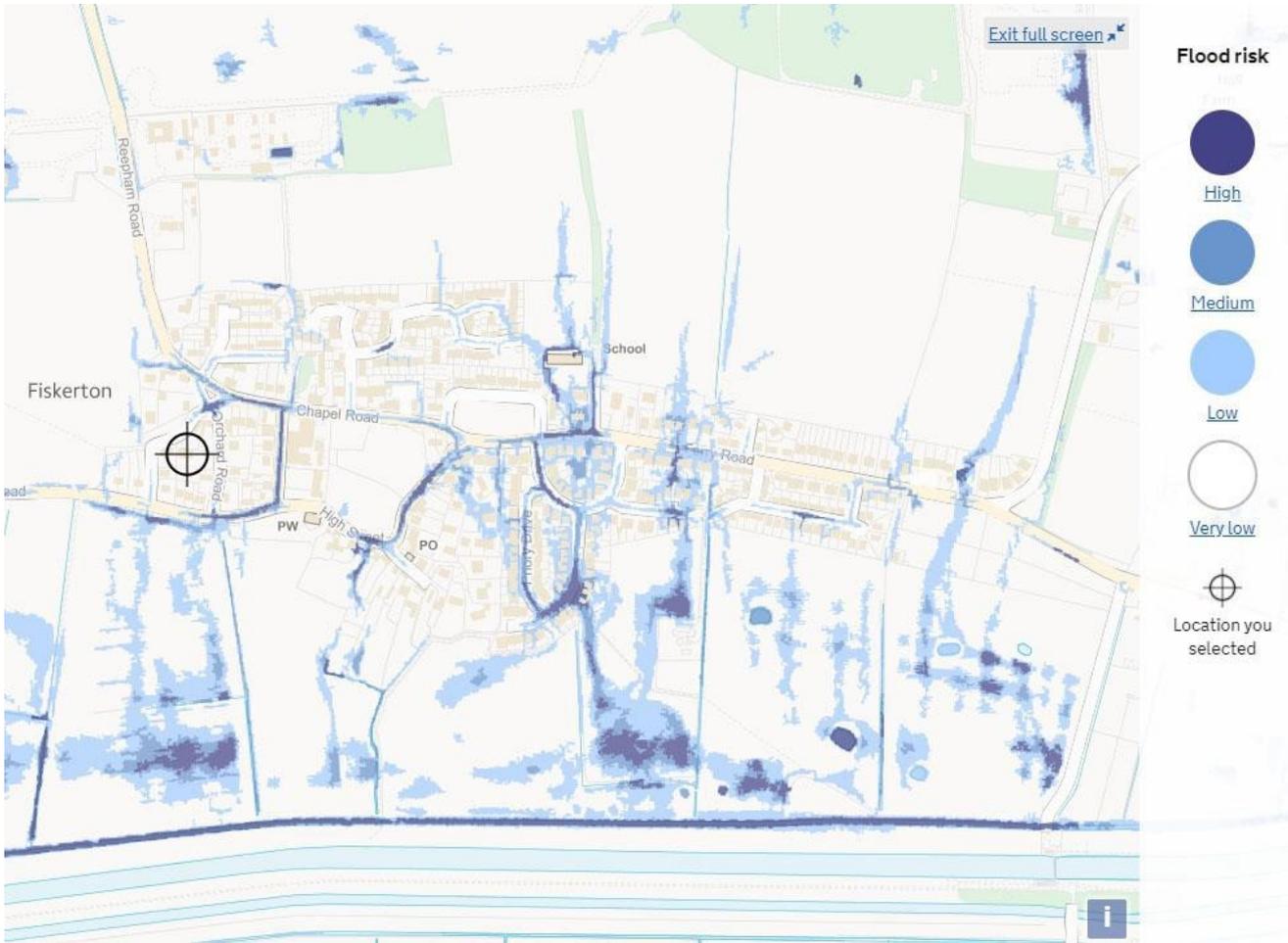
- 105 It is clear from the evidence above that Fiskerton has some flooding issues as in prolonged wet conditions or heavy rain storms, certain areas of the village do flood and the existing drainage systems cannot cope.
- 106 As already stated, the lack of current maintenance or improvement is a contributing 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.
- 107 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



- 108 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

1. 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 public sewage networks in the village;
 - b) All developments in flood risk areas, as identified on Maps 5 and 6 (pages 45&46), 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 should be the preferred method of surface water disposal for major development sites proposed within the Parish;
 - d) Residential developments will not be supported within Flood Zones 2 and 3.
 - e) All applications will need to conduct a sequential test in support of proposals
 - f) All applications need to be compliant with flood risk guidance in the NPPF para 165 and CLLP policy LP14.
 - g) No new development will be allowed within flood plain areas.
 - h) Any new development application should consider the future maintenance of existing surface water drainage systems to ensure these systems are safeguarded.
2. Early discussions with the relevant flood and drainage Authorities are particularly welcomed.

11 Employment Justification

- 11.1 The NDP supports local employers and local employment in the neighbourhood plan area.
- 11.2 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”
- 11.3 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, for example the old Tanya knitwear site, or adjoining the built form of Fiskerton.



Policy 8: Employment Development

1. Proposals for new, or the expansion/ redevelopment of existing businesses, including B1, B2 and B8 uses, will only be supported, providing that:
 - a) It is proposing the redevelopment of previously developed land either within or adjoining the existing developed footprint of Fiskerton;
 - b) it can be demonstrated that there will be no adverse negative impact resulting from increased traffic, noise, smell, height, lighting, vibration or other emissions or activities generated by the proposed development; and
 - c) it would not cause a negative impact to either the built character of the village or the wider landscape if it is located on the edge of the settlement; and
 - d) it will not have an adverse negative impact on highway capacity or safety.
2. Proposals for the change of use of existing employment land to other use(s) will be resisted unless it can be demonstrated that the economic use of the site is no longer considered viable.

12 Green Infrastructure

Justification

- 121 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 instil character and a strong identity. It can also help protect our historic landscape.
- 
- 122 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.
- 123 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.
- 
- 124 There are 4 LWS and 2 Sites of Importance for Nature Conservation (SINCs) in Fiskerton and these are shown on map 7 (Page 51). 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.
- 125 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.

- 126 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 Parish Council 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.



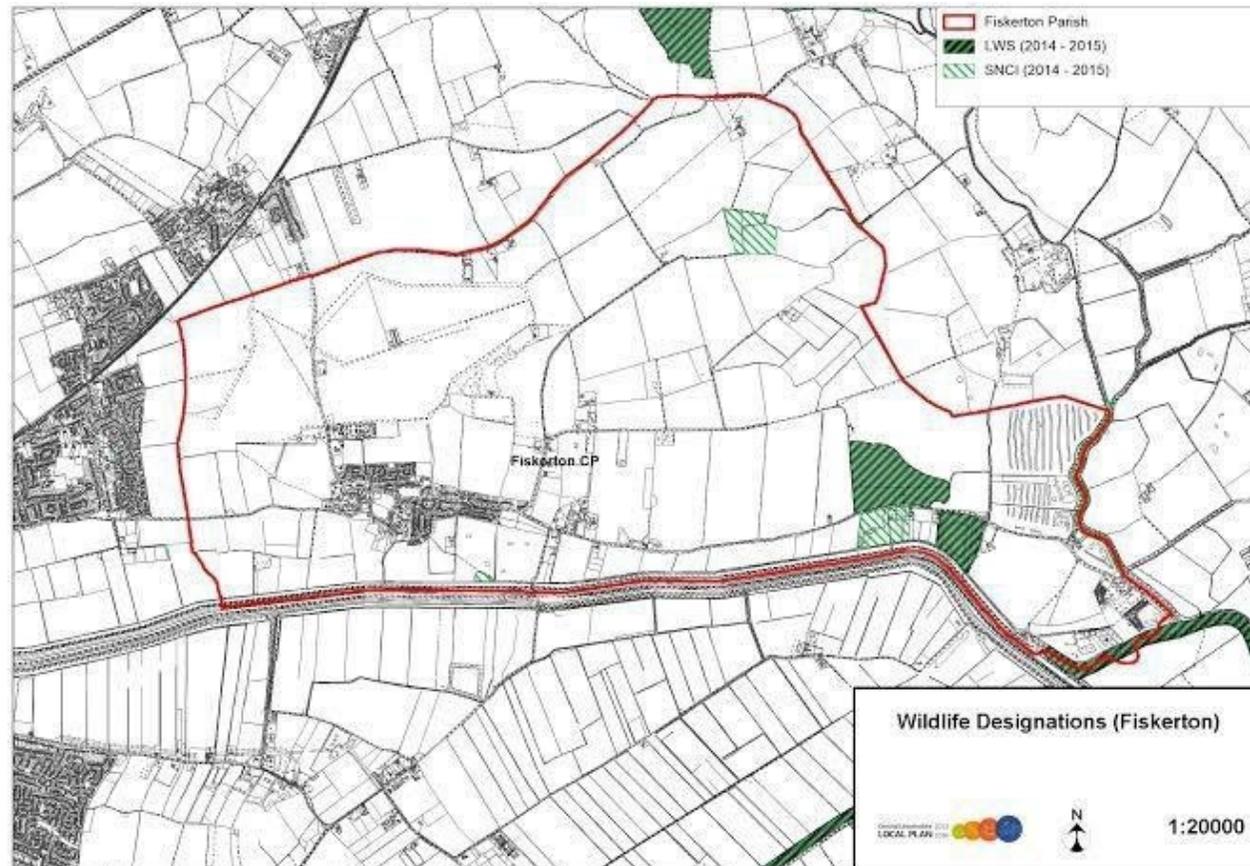
Community Consultation

- 127 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

1. All new proposals should seek to preserve, and where possible, enhance the existing local green infrastructure network, as identified on Map 7. Where opportunities exist, proposals should seek to restore underused, or poorly maintained, networks, whilst retaining their amenity value and exploring opportunities to create new connections.
2. Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient veteran trees) will not be supported.

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



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13 Designated Local Green Spaces

Justification

- 13.1 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.
- 13.2 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), tranquillity or richness of its wildlife; and
 - where the green area concerned is local in character and is not an extensive tract of land.
- 13.3 The following sites have been put forward: the Paddock, the Crescent, land adjacent to Jessamine Cottage, 2 sites on the Holmfield estate, the Ridings Pond and the route of the Viking Way as the Parish Council 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.

Proposed Designated Local Green Spaces

Name/Location	Description	Local Value	Landscape	Historical	Recreational	Wildlife	Why is it special?
LGS 1: 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 farmed 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: Land adjacent to Jessamine Cottage. 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: Land North at Holmfield 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: Land East at Holmfield 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: The Ridings Pond 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.

<p>LGS 7: The route of the Viking Way</p>	<p>An open green space of 3.2Ha, routed along a country lane with adjacent open farm land and wooded areas.</p>	<p>Sense of space near established homes. Free access to recreational area for local residents. Provides a gateway to an extensive footpath network</p>	<p>A country lane lined with open farm land and wooded areas</p>	<p>Many prehistoric settlements established on dry ground in Lincolnshire. The route passes sites of early settlements. There is evidence that the Vikings exercised influence over the county in the 9th century:</p>	<p>The Viking way is a long-distance trail in England and is designated as part of the European long-distance path E2, from Fiskerton it opens up a wealth of open countryside.</p>	<p>Trees, hedgerows, mature grasses and wild flowers are a haven for wildlife</p>	<p>The route is used by many residents, it can be the start or the end of a stress relieving country walk providing immeasurable wellbeing benefits. It's historic relevance and recognition throughout Europe deserves preserving.</p>
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Community Consultation

134 Throughout the public consultation events local residents have highlighted the need to keep the identified 7 spaces as public open green spaces for future generations to enjoy.

135 Among these is Manor Farm Paddock. Until the recent past this paddock which lies in the centre of the historic area of the village had been the village green used for village social events including inter village Cricket and Football other social events were village fates which included decorated floats representing all the different village groups, with folk dancing and competitions etc. This was then stopped by the landowners and the area closed to residents.

The parish plan resulted in 80%+ of respondents requesting the Parish Council to obtain the ownership and gain public access again to allow recreation and sports use including other community uses to be reintroduced.

Policy 10: Designated Local Green Spaces

1. The following spaces, as identified on map 8 (page 55), are designated "Local Green Spaces":
 - a) LGS1: The Manor Farm Paddock;
 - b) LGS2: The Crescent;
 - c) LGS3: Land adjacent to Jessamine Cottage;
 - d) LGS4: Land North at Holmfield;
 - e) LGS5: Land East at Holmfield; and
 - f) LGS6: The Ridings Pond.
 - g) The route of the Viking Way

Development on these sites will not be supported.



The Crescent



The Manor Farm Paddock

Land Adjacent to Jessamine Cottage



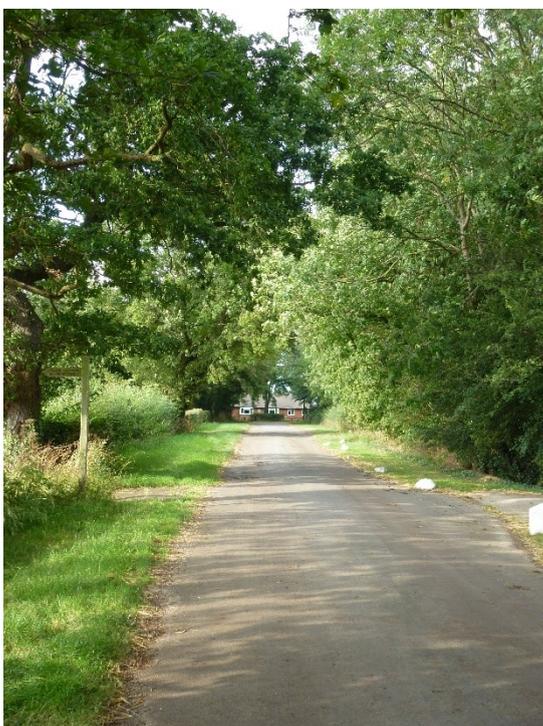
Land North at Holmfield



Land East at Holmfield



The Ridings Pond



The Viking Way

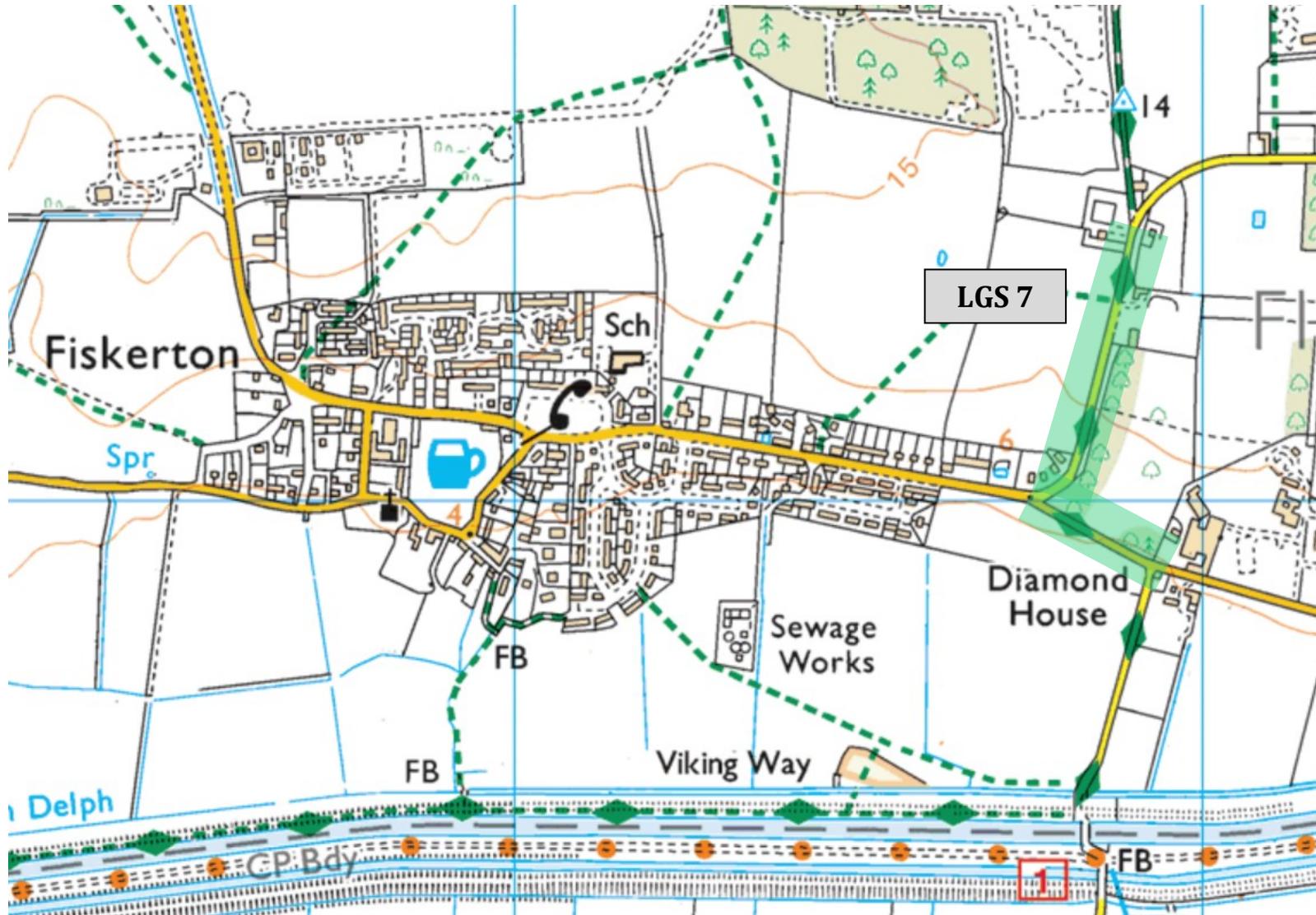


Map 8a: Proposed Designated Green Spaces



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Map 8b: Proposed Designated Green Spaces



14 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 Parish Council 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 the community facilities are mapped and identified. More recently, Fiskerton lost its shop.

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 11: Community Facilities

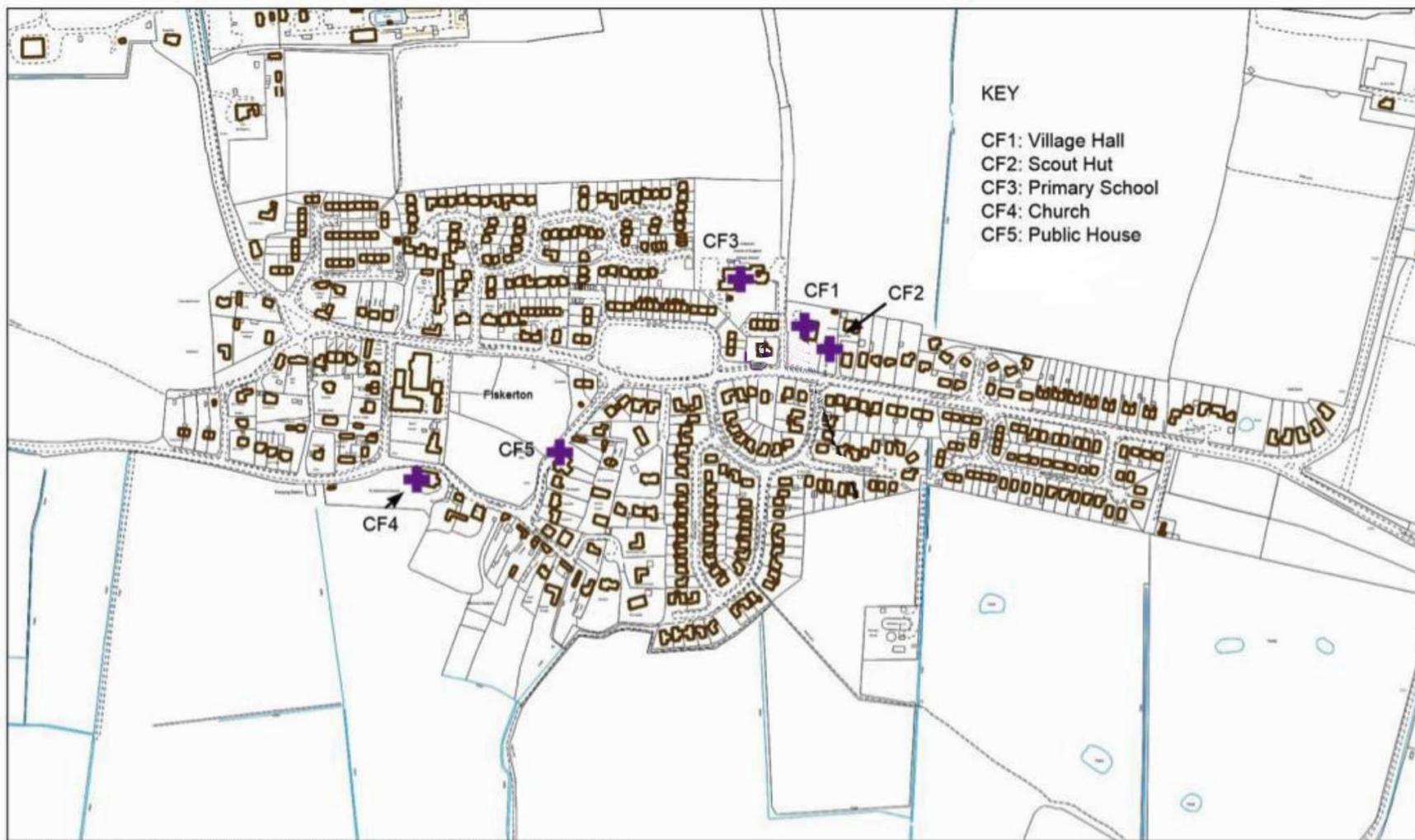
1. Proposals to redevelop or change the use of an existing community facility, as identified in figure 9 and listed below, will only be permitted where:
 - The Village Hall;
 - The Scout Hut;
 - Primary School;
 - Church; and
 - Public House.
 - a) it can be satisfactorily demonstrated that the facility is no longer fit for purpose or economically viable* for a new or other community use;
 - b) the alternative use would have significant community benefit for the local community. such as a village shop or other similar use.
2. All development should comply with other development plan policies, including this Plan and not harm living conditions or result in hazards to road safety.

**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.*

Figure 9: Community Facilities in Fiskerton



1:4000



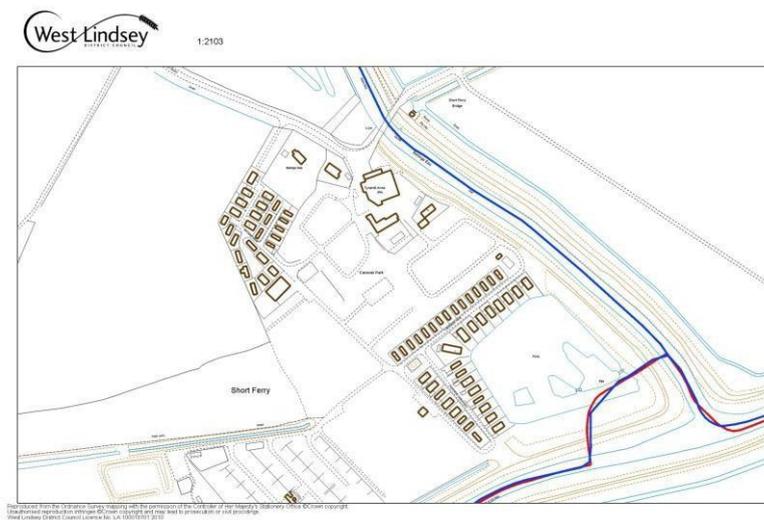
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15 Short Ferry Caravan Park & the Tyrwhitt Arms

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

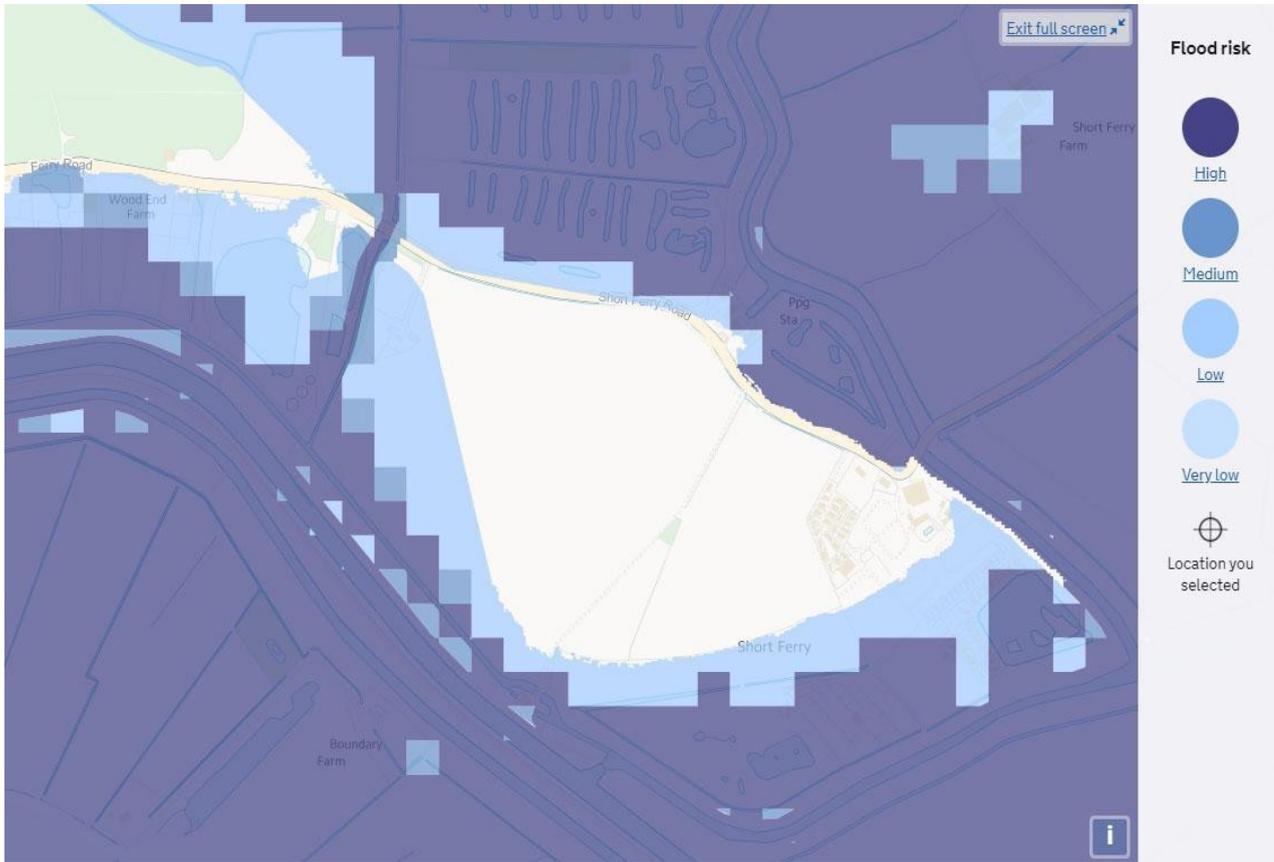


Policy 12: Expansion and development of Short Ferry Caravan Park

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;
- b) does not significantly harm or alter the character and appearance of the surrounding countryside or the rural setting of the Caravan Park;
- c) the nature of the proposed use is in connection with the existing use – as a residential caravan park;
- d) the proposal will not have a detrimental impact on the operation and safety of the existing highway network;
- e) The development is not proposed within Flood Zones 2 or 3.

Map 10: Short Ferry Flood Map



16 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.

17 Glossary

A1 Class retail	One of many planning Land Use Classes. It includes shops where goods are sold, post offices, travel agents, hairdressers, florists and the sale of cold food to take away (but not hot food). Changes between the uses within the class is permitted without needing planning permission.
Affordable Housing	NPPF (2012) defines Affordable Housing as Social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market.
Building for Life 12	A partnership guide based on NPPF and incorporating a traffic light system for assessing how well development proposals respond to key design quality questions. (Page27 Section 6 Para 6.3)
Central Lincolnshire Local Plan (CLLP)	The Central Lincolnshire Local Plan is an adopted Development Plan for the area until 2036.
Fiskerton Parish Plan 2013	A plan for the future of Fiskerton (developed through widespread community engagement) The process was a precursor for the preparation of the Neighbourhood Plan.
Evidence base	A collection of reports which have been used to inform the Neighbourhood Plan policies. The evidence can come from a wide range of sources including public consultation, research documents, other strategies and policies.
Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Housing Needs Assessment	A locally based study aimed at determining a notional “fair share” of housing development, within the context of a Strategic Housing Market Assessment, that a Neighbourhood Plan area can contribute,
Infrastructure Delivery Plan.	This supports the Local Plan and identifies the physical, social and green infrastructure (such as flood resilience, transport, education, primary healthcare and green infrastructure and carbon reduction measures) required to deliver the growth aspirations of the plan. It also

quantifies costs, funding gaps and potential funding partners.

Landscape Character Assessment	A process of identifying and describing variation in the character of landscape by mapping and describing character types.
Listed Buildings	Buildings and structures which are listed by the Department of Culture, Media and Sport as being of special architectural and historic interest and whose protection and maintenance are subject to legal inspection before any works are carried out.
Local Green Spaces	It is a designation to provide special protection of a green area of importance to the local community, using the criteria of paragraphs 76-77 of the NPPF.
Localism Act	An Act of Parliament that became law in April 2012. The Act introduces a new right for local people to draw up 'Neighbourhood Development Plans' for their local area.
National Planning Policy Framework (NPPF)	The National Planning Policy Framework was published by the Government in March 2012. It sets out the Government's strategic planning policies for England and how these are expected to be applied in development planning documents, including neighbourhood plans, and in decisions on planning applications.
Neighbourhood Plan	Neighbourhood Plans are a new way for Communities to decide the future of the places where they live and work. The Government has introduced the right to do Neighbourhood Planning through the Localism Act 2012.
Open Space	All open space of public value, including not just land, but also areas of water which offer important opportunities for sport, recreation and can act as a visual amenity.
Strategic Housing Market Assessment	An early stage in Local Plan preparation and enables Councils to accurately and consistently assess the scale and nature of housing needs and demand in their area.
Sustainable Drainage Systems (SuDS)	Drainage for surface water which mimics natural processes and aims to avoid direct channelling of runoff into networks of pipes and sewers.
Sustainability Appraisal	A process by which the potential impacts of a plan can be identified and reported.

Sustainability Scoping Report

The first stage of a Sustainability Appraisal which, amongst other things, establishes whether the correct information is being focussed on.

Windfall Sites

Sites including conversions which are not included as part of the housing land supply at the base date of the plan, but which subsequently become available for appropriate housing development, other than through Local Plan or neighbourhood plan allocation process

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 land in Fiskerton.
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 ensure that the percentage of affordable dwelling provision is in accordance with the current district housing needs statistics at the time of development. this will ensure that whenever the development takes place the affordable housing requirement will be

continuously revised to current requirements.

7. 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).

Sports and Recreational Facilities

17.6 Provide Sports and recreation facilities

1. To provide additional sports and recreational facilities to bring the available accessible facilities in the village up to the Open Space Standards set out in the CLLP 21 Appendix 3 and Policy S50.

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 in part through the proposed future development of Fiskerton. (See: Section 4 Potential Future Housing Development (Pages 20 to24). This funding will be in part and as appropriate, via the Community Infrastructure Levy (CIL) (page 6 para 1.6) combined with grant aid streams available at that time and possible developer partnerships.

19 Appendix B: The Manor Farm Paddock Location Plan



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20 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



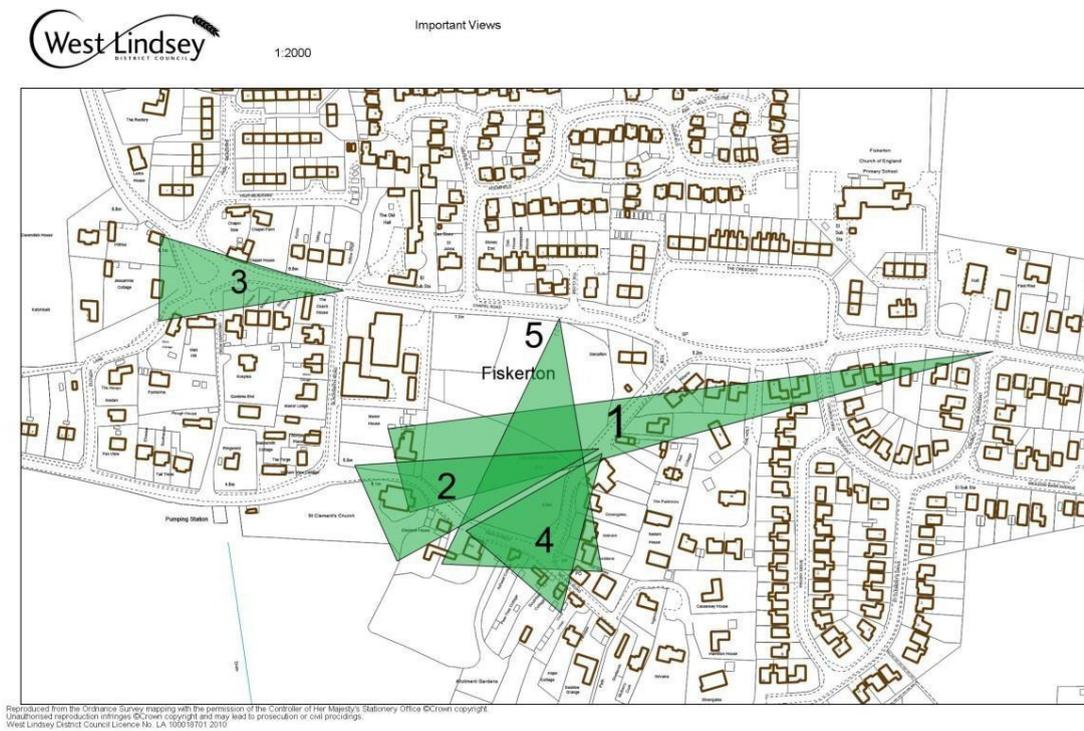
View looking towards the Paddock and the Carpenter's Arms public house.



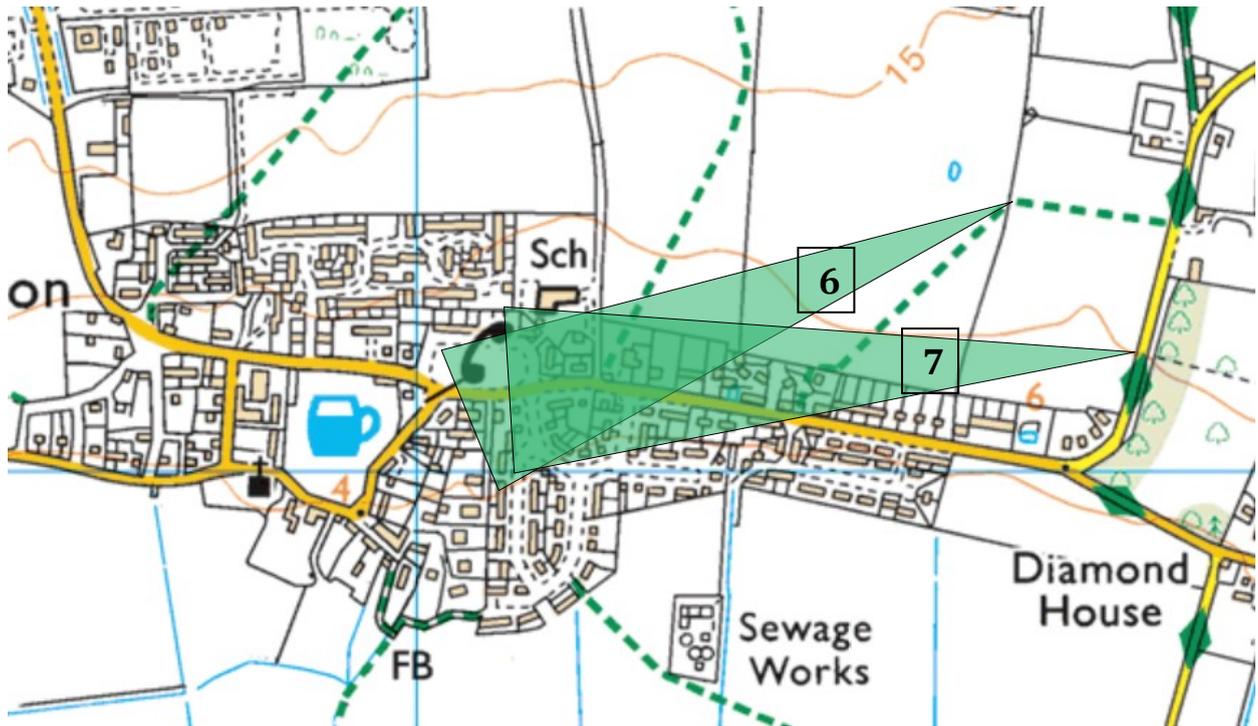
View looking towards Character area 1, the Historic Core of the village from the high ground to the North East showing the village church rising above the tree line canopy.



View looking towards Character area 1, the Historic Core of the village from the Viking Way on Hall Lane showing the village church alongside Lincoln Cathedral.



Map showing Views 1-5



Map showing Views 6 and 7

21 Appendix D: Designated Heritage Assets

Designated Heritage Assets				
	Name of Building	Historic Merit	Contribution to local character	Photograph
1	Manor House, High Street, bounded by a wall opposite the church that is an important hard landscape feature.	Mid C18. Grade 11 Listed. One of the two big farms in Fiskerton at the turn of the twentieth century	Coursed limestone rubble, limestone ashlar, some red brick. Pantile roof with tile coped gables, decorated brick eaves, gable stacks and 2 gabled dormers with casements. T plan. 2 storey and attic. 5 bay fronts with central doorway with broad plain doorcase, small hood on brackets, segmental head and partially glazed door. 2 glazing bar sashes on each side with 5 glazing bar sashes above, all the windows with splayed, voussoired ashlar lintels. Interior 3 flight return mid C18 oak staircase with turned balusters, plain treads and moulded handrail.	
2	Jessamine Cottage.	Mid C18 Grade 11 Listed.	Red brick. Pantile roof with single ridge stack. 2 storey, 4 bay front with lobby entrance. Doorway to left with plain doorcase and panelled door. 3 light sliding sash to left. single 3 light sliding sash to right with single 2 light sliding sash beyond. All ground floor openings with segmental heads. Small square casement above doorway, flanked by single 3 light sliding sashes with single, 2 light sliding sash beyond to right. An important hard landscape feature in an old part of the village, one of several attractive old cottages around the	

			green.	
3	Fiskerton St Clements High St.	Parish Church. C11, C12, C13, C14, C15, C17, restored 1863 by Ewan Christian. Grade 1 listed.	Limestone ashlar, coursed limestone rubble. Lead roofs with ashlar coped east gable with cross finial, and ashlar battlemented east nave gable with pinnacles and cross finial. West tower, nave with north and south aisles, rectangular chancel. Possibly C11 round west tower encased in ashlar and raised in C14. C14 moulded plinth and string course and large 2 stage clasp buttresses, each 4 sides of a hexagon reaching up to bell stage. North-east buttress containing stair turret with 3 slit lights.	
			Non-Designated Heritage Assets	
4	Fiskerton Airfield Reepham Rd	Fiskerton memorial to 49 and 576 Bomber Squadrons with associated garden area.	Fiskerton Airfield can be found between the villages of Reepham and Fiskerton, East of Lincoln and spanned the road which links the two villages. This road was closed for the duration of the war. Fiskerton was a standard Class 'A' airfield built for 5 Group and was one of the few airfields equipped with "FIDO" fog dispersal. The airfield had the usual runway arrangement to standard dimensions. The technical site was to the south-east and contained two of the three hangars, one T2 and a B1; the other T2 was located off the northern perimeter track. Communal and accommodation sites were dispersed in fields and woodland to the south- east of the airfield and the bomb stores were to the north.	

5	Chapel House Chapel Lane	The former Wesleyan Methodist Chapel was built in the late 1830s or early 1840s	Constructed of gault brick. It has a three-bay brick front with pilasters and was converted to a house 1967. The outline of a blocked segmental headed window and a defaced tablet survive in the western gable end. The garage and balcony replaced the former attached meeting room.	
6	Fiskerton Causeway South of Ferry Road	Iron Age causeway crossing part of the boggy ground in the River Witham Valley at Fiskerton. An internationally important archaeological site. One of the log boats is on display at the Collection Museum in Lincoln.	In open countryside. Part of an Iron Age causeway was excavated in 1981 and 2001, running between land to the south of Fiskerton and the north bank of the River Witham. The causeway was thought to date from 600BC at its earliest, and was constructed of wooden posts, set vertically into the soft ground in clusters forming two roughly parallel lines, 4m apart, and perpendicular to the river. Lying between the posts were horizontal timbers which had been pegged into the ground forming a firm walkway. Two Iron Age log boats were found in 2001.	

7	Village Hall Ferry Road	Constructed to replace the old village hall, formerly a Victorian School, which was destroyed by fire in 2002.	After three years and a huge effort by the village hall committee and the village residents this new hall was finished in 2006. It is the home of the Parish Council and provides entertainment facilities for making music/dance and similar as well as housing the pop-up post office. Along with the scout hut next door it sits back from the road in its own grounds with car parking and a playground.	
8	Scout Hut Ferry Road	Constructed to replace the original Scout Hut which was destroyed by fire	Restoration finished in 2007, five years after a fire gutted the original Scout hut. Temporary headquarters were found until the whole village working together built a new centre at the same site. Along with the village hall it sits back from the road in its own grounds.	
9	Primetake, Reepham Rd, formerly the Royal Observer Corps [ROC] 15 Group Control	The ROC provided key monitoring, recording and appraisal of nuclear fallout if a nuclear attack had occurred in the United Kingdom.	The buildings became redundant when the ROC was stood-down from Nuclear Reporting Cells in the early 1990s and were later converted for industrial use. At one time the underground bunker was adapted for police training.	

10	The Old Rectory Reepham Rd	Built by Canon Vines in 1879. His son Stuart was a well know mountain explorer of the Andes. Was the residence for Fiskerton Rectors until 1950.	Stands back from the road in mature gardens with accompanying out-houses. Out of the main village on the right after the hill on the way to Reepham. Surrounded by trees and bushes a haven for wild-life.	
	The New Rectory Reepham Rd	Built in the early 1950s as a family home for successive Rectors.	Has been modernised inside and stands in about half an acre of gardens.	
11	Site of 17 th century Rectory, Orchard Road.	Some sections of the original walls remain. Six bungalows built on the site in the twentieth century, south of Chapel Road and on Orchard Road.	The site contained two acres to the south of Chapel Road with a house built of stone and timber together with dovecot, barn, stables and orchard. Most of the southern wall remains, along a footpath that links Orchard Road with Lincoln Road and there are remnants on the West. A very important part of the village historically.	

12	Plough House Orchard Road	Deeds from 1794. Plough House, originally a beer house and grocers in Plough Lane which later became Orchard Road	Used as a beer house after 1830 and for much of the 19 th century and as a grocer's shop although some owners also had some agricultural land. It did not develop into a pub as the Carpenters Arms did but became a private residence in the late 19 th /early 20 th century and remained so.	
13	Diamond House Ferry Rd	Originally called so because of the diamond shape of the roof delineated by different coloured tiles.	Occupied in the 1900s by the Inckles who kept cows and sold milk. The fields on either side used to flood regularly and it stands on the corner of what was once the road to the station. It is now a caravan site and has other holiday accommodation.	
14	The Paddock High St	An important landscape feature. Open space and would make a superb village centre for communal activities.	This site was once called The Waddyard and in the 1900s was the site of football and cricket pitches. It was also the site of the annual flower show and other various social events. It has fine views of the church and other old buildings in the historic core of the village.	

15	Mere Cottage Plough Lane	Formerly two old cottages, part built of stone.	Stands on the bend of Plough Lane, and an important part of the hard landscape of the area.	
16	The Coach House, corner of Blacksmith Road and Chapel Road	Fine example of old walls that now form the boundary of the house. The stone section on Chapel Road may have come from the 17 th century rectory.	Converted from a brick barn in the later 20 th century. At one time it was part of a larger area used by the farmer of Glebe Farm. This building is on part of the large site occupied by the 17 th century Rectory.	
17	Carpenter's Arms High St	Originally a row of cottages, one of which had a beer licence so was used as a beer house in 1848	Stands on the bend and is now a popular pub and restaurant with car park and outside space.	
18	Peartree Cottage High St.	Originally a small farm house with an adjacent granary and stables dating from the early 1800's.	An old brick building standing on the bend of High Street and Nelson Road, some stone foundations. The house closes the vista from the Northern end of the High Street. The stables were taken down in the late 1940's and the old granary is now Ashwell Cottage.	

19	Five Mile House High St	Built c1840, used as an Inn called The Fiskerton Inn and some Manor Courts were held here.	The house has been updated and is now a private house. Some of the out-buildings are still there one of which was the original malt house a typical long low building with a large floor area, part of an on-site brewery.	
20	The Post Office High St	First mentioned in 1796 as a cottage used as a pub. By 1841 it had become the Lord Nelson.	Previously known as The Bleeding Hart and The Bottle & Glass, changed 1841 to The Lord Nelson and became the Post Office after the Second World War. Now a private house. The three bungalows next to it were built in what was once the paddock where various landlords ran 2 nd businesses as carriers, farmers and coal merchant.	
21	Tyrwhitt Arms Short Ferry	Referred to from 1640s as Short Ferry. Stood by a toll bridge in the early 1900s	Stands on a bend leading to Barlings Eau and at the entrance to a Caravan Park. In 1802 the licensee was a farmer who farmed the surrounding area. The licensee collected the toll fees in the twentieth century.	

22	Fiskerton Fen	The bird hide on the reserve has been built in the style of a Bronze Age hut, similar to those inhabited in this area some 5,000 to 3,000 years ago.	This nature reserve was created with the help of European funding following the completion of flood defence works undertaken by the Environment Agency on the River Witham in 2002 to 2004. The recreated wet fenland landscape with open water and reedbed is a habitat that has dramatically declined in the last 300 years. The site has been developed to benefit wildlife associated with fen and reedbeds. The River Witham was a key trading route for Bronze Age man and many important artefacts were found during the flood defence work.	
23	Well Cottage Chapel Lane	The well was in front of Well Hill and had the village pump to draw the water up from the well.	The house stands back from the road on top of the rise and is part of an attractive group of old buildings in the area around Jessamine Cottage. It was once two cottages, one of them thatched. This was still in use in 1930s	
24	5-mile bridge 5 Mile Lane	Built in 1957 to replace the ferry which was used to give access to the station which remained open until 1964.	Five Mile Bridge is a famous local landmark, named because it is 5 miles East of Lincoln. It is the only place where the River Witham can be crossed between Lincoln and Bardney on foot or bike. It is on National Cycle Route One, part of the rapidly expanding National Cycle Network. It is a beautiful quiet spot, frequented by fishermen, cyclists and the odd walker/runner. The land is very flat and low lying here, with Lincoln Cathedral visible on the hill to	

			the West. The low rolling chalk hills of the Lincolnshire Wolds can be seen to the East.	
25	The Old Hall Farm, Chapel Rd	Records from the 1800s. Old brick work but much modified. Once one of the largest houses in the village.	Now a residential care home, much altered. The land, only 71 acres by then, was sold to Lindsey County Council for smallholdings in 1921.	
26	Thompsons Place, Blacksmiths Road	Brick smithy built around the 1920's to replace the much older forge.	Converted to a dwelling by one of the daughters of the last blacksmith, Jack Thompson.	
27	Fiskerton Hall on Hall Lane	Built around 1800, housed the largest tenant farmer in the village, a "model farm" up to Second World War	The house was derelict after the Second World War, suffered a fire and was demolished. There is now a modern dwelling on the site, called The Old Hall.	