

# Fiskerton Draft Consultation Statement



## Neighbourhood Plan

## **Fiskerton Neighbourhood Plan**

An underlying principle in this Neighbourhood Plan is to have local people actively involved in ongoing consultation on important planning issues. The Neighbourhood Plan steering group has been committed in undertaking consistent, transparent, effective and inclusive periods of community consultation throughout the development of the Neighbourhood Plan and associated evidence base.

### **1.1 Why have we produced this statement?**

The Neighbourhood Plan Regulations require that, when a Neighbourhood Plan is submitted for examination, a statement should also be submitted setting out details of those consulted, how they were consulted, the main issues and concerns raised and how these have been considered and, where relevant, addressed in the proposed Plan.

Legal Basis:

Section 15(2) of part 5 of the 2012 Neighbourhood Planning Regulations sets out that, a consultation statement should be a document containing the following:

- Details if the persons and bodies who were consulted about the proposed Neighbourhood Plan;
- Explanation of how they were consulted;
- Summary of the main issues and concerns raised by the persons consulted; and
- Description of how these issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Plan.

### **1.2 Our Consultation Statement**

This statement outlines the ways which have led to the production of the Fiskerton Neighbourhood Plan in terms of consultation with local residents, businesses in the parish, stakeholders and statutory consultees.

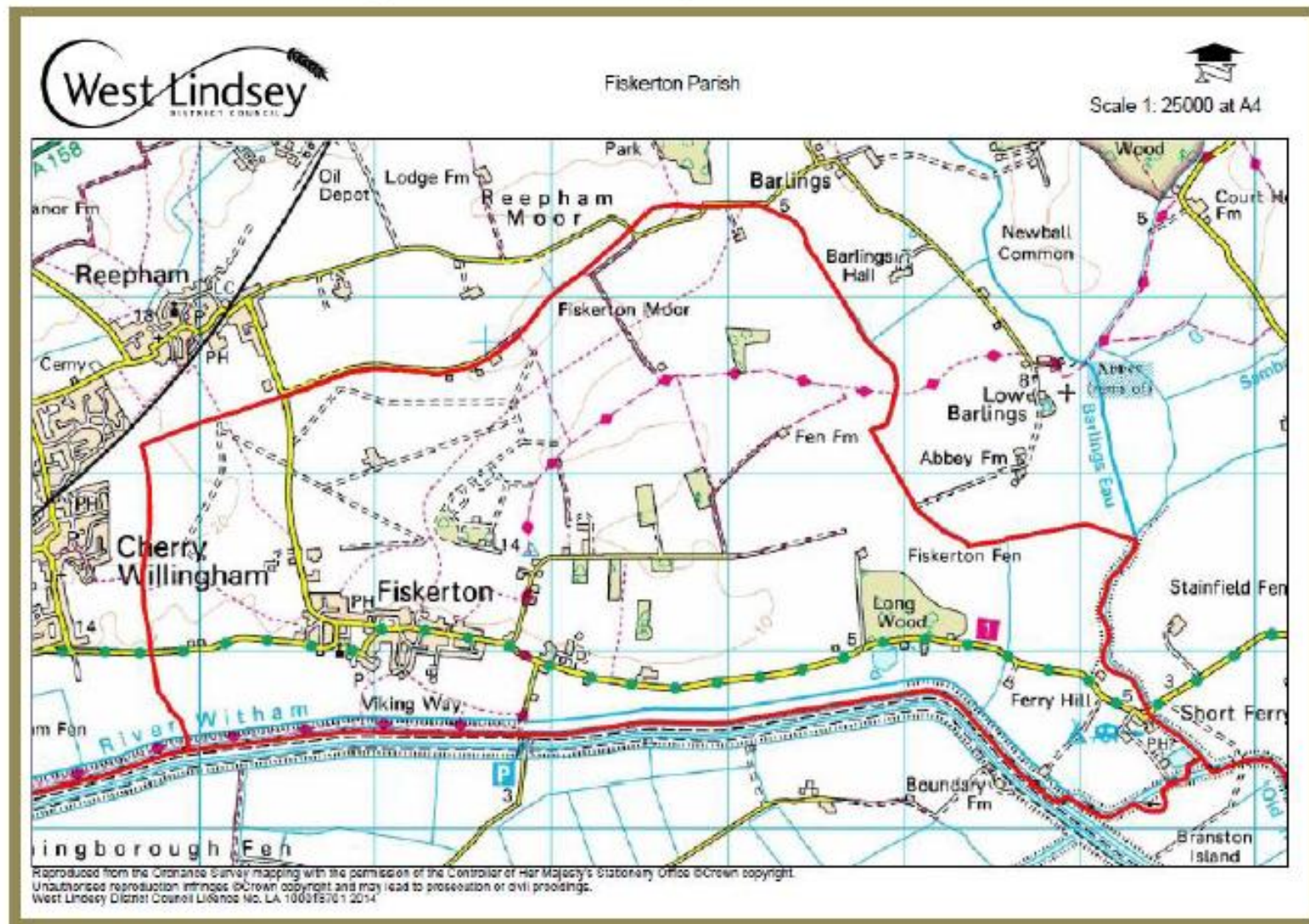
In addition, this statement will provide a summary and, in some cases, detailed descriptions of the numerous consultation events and other ways in which residents and stakeholders were able to influence the content of the Plan. The appendices detail certain procedures and events that were undertaken by the Neighbourhood Plan group, including; producing questionnaires, NDP workshop events and running consultation events.

### **1.3 The Neighbourhood Plan designation**

As part of the process, a Neighbourhood Plan area needs to be designated in order to allow a scope of work to be produced. The neighbourhood plan area covers the entire Parish of Fiskerton and allowed the Parish Council to act as the quantifying body to lead and manage the Neighbourhood Plan process.

The area designation request from Fiskerton Parish Council was submitted to West Lindsey District Council (WLDC) on the 5<sup>th</sup> July 2014 and there was consulted on for a 6-week period, ending on the 15<sup>th</sup> September 2014. No objections were received and the Council granted the Neighbourhood Plan Area on the 14<sup>th</sup> October 2014.

**Figure 1: Fiskerton Neighbourhood Plan Area**





As previously stated, WLDC consulted people who live, work or carry out business in the area about the Neighbourhood Plan designation request along with the proposed area. The full application and relevant information on how to make representations was made available on the Council's website: <https://www.west-lindsey.gov.uk/my-services/planning-and-building/neighbourhood-planning/all-neighbourhood-plans-in-west-lindsey/fiskerton-neighbourhood-plan/> and within the Lincolnshire Echo and local newsletter.

During the six-week consultation period, no objections were received to the proposed Neighbourhood Plan area and on that basis, WLDC granted Fiskerton Parish Council the right to proceed with a Neighbourhood Plan.

## 1.6 The Consultation Process

The steering group engaged with the whole community in establishing our issues, opportunities, future vision and our objectives for the next 20 years.

The benefits of involving a wide range of people and businesses within the process, included:

- More focus on priorities identified by our community;
- Influencing the provision and sustainability of local services and facilities;
- Enhanced sense of community empowerment;
- An improved local understanding of the planning process; and
- Increased support for our Neighbourhood Plan through the sense of community ownership.

The Neighbourhood Plan process has clear stages in which the steering group has directly consulted the community on aspects of the emerging Neighbourhood Plan, including events, surveys and workshops. The Neighbourhood Plan Steering Group have produced a detailed **Consultation Summary** that identifies the engagement methods used throughout the early stages of the process. This can be found on the Parish Council Website:

<http://fiskerton-lincs.org.uk/home/parish-council/neighbourhood-plan/>

**Table 1: Brief overview of consultation stages and methods**

Neighbourhood Plan stage	Consultation event methods	Who we consulted?	How we consulted?
Initial engagement	<ul style="list-style-type: none"> <li>• Attending the local events</li> <li>• Discussions with local people and businesses</li> <li>• Questionnaires</li> <li>• Public meetings</li> </ul>	Local community Local businesses Young people Older Residents	Advertised in local media i.e. Newsletter / letter drop Public meetings.  Local people and businesses informed by surveys, face-to-face discussions, newsletters or emails.

Neighbourhood Plan stage	Consultation event methods	Who we consulted?	How we consulted?
	<ul style="list-style-type: none"> <li>Workshops</li> </ul>		Public notices and update on the 'Parish Council' Website.
Regulation 14 – draft plan	<ul style="list-style-type: none"> <li>Discussions with local people and businesses</li> <li>Public events</li> </ul>	Local community Local businesses Statutory consultees	
Regulation 16 – Final Plan	Not yet undertaken		

The Neighbourhood Plan complies with the general duty in the Race Relations Act 2000 to promote race equality and with the Disability Discrimination Act 1995. These place a duty to ensure that all members of the community have equal opportunities for engagement.

It was also recognised that certain sectors of the community may not have the same opportunities to comment on the plan and additional methods have been undertaken in order to allow all sectors of the community to have their say.

**Table 2: Consulting 'Hard to Hear' groups within the community**

'Hard to hear' groups	Consultation methods
Younger people	<p>Younger people were encouraged to complete the village surveys and attend the various public consultation open events.</p> <p>Discussions were held at Fiskerton primary school.</p>
Older people	<p>Workshops</p> <p>Attending public meetings</p> <p>Surveys</p> <p>Website information</p>
Those with disabilities	<p>Workshops</p> <p>Attending public meetings</p> <p>Home visits if required/requested</p> <p>Large copy printing – if needed.</p>
Small businesses	<p>Workshops and event</p> <p>Attending public meetings</p> <p>Face-to-face discussions with businesses</p> <p>Complete a questionnaire</p>

**Table 3: A Summary of the Residents' Feedback (main issues) following the Regulation 14 public consultation**

As part of the Neighbourhood Plan, it is important to gather the thoughts of local people and on the draft proposals as identified within the draft version of the Neighbourhood Plan. In total, 82 responses were submitted and the main issues, included:

<b>Community Concerns</b>	<b>Neighbourhood Plan Opportunities</b>
The development of 200 new homes – how will this be developed and what benefit it will have for the village.	The Neighbourhood Plan enables greater influence to require specific development type. New development on the site will bring some community benefit in the form of housing and open space.
Location of new developments – some members of the community felt that small developments may be were more appropriate for the village with some affordable housing.	The Neighbourhood Plan can support the provision of growth and the requirement of some affordable housing. The Plan can also specify preferred types of new homes on a chosen site.
Protection of open spaces and the countryside – the majority of residents identified that the protection of the villages green spaces and the access to the countryside should be priorities in the Plan as is the ownership of the Manor Farm paddock to be returned to village green/public recreational use.	The Neighbourhood Plan can protect open spaces from redevelopment and improve access to the countryside through the provision of greater green infrastructure on new developments. The plan also gives th opportunity to gain ownership of the Manor Farm Paddock and return it to public sports and recreational use, as it once was and as residents requested in response to the Parish Plan consultation.
Traffic and congestion – people raised concern about the increased amounts of traffic through the village. Road safety was also identified as an issue.	The Neighbourhood Plan can introduce policies that support those developments that seek to reduce the use of the car and provide better connections to the rest of the village.
Preserve local heritage and character – preserving the villages heritage and local character was considered an important issue. There was concern that local character could lose its significance if new development occurs.	The Neighbourhood Plan can seek to preserve and enhance local character through some of its planning policies. The Return of the village green use of Manor Farm Paddock would reinstate the historic character of the historic area of Fiskerton.

**Table 4: A copy of all residents' responses to the Regulation 14 public consultation and responses to the issues raised from the Neighbourhood Plan Group**

Response Number	Name	Section of Plan	Response	Neighbourhood Plan Group Response
1		General and Policy 1	<p>The land to the west of the village will be the best choice to locate any new homes, as it will reduce traffic moving past along High Street next to the Church where it is already too narrow and an accident spot.</p> <p>The West side will also stop any flooding to Ferry Road and properties to the south including Ferryside &amp; Ferryside Gardens, Meadow bank and Church View Crescent area.</p>	<p>This is a consultation on the amended Draft NDP the issue of development sites was consulted and decided during the Nov/Dec 2016 six week consultation Increase of Traffic Concern.</p> <p>(Noted) Building to the North will produce an increase in traffic along parts of Ferry Road by appx 15%. The road is busy during "rush hour" in the morning and afternoon, but is otherwise quiet and will remain so.</p> <p>The area Sth of Ferry Road currently has drainage problems. There is no evidence that building to the North will cause more problems. A Suds Drainage drainage to the North is proposed and is more likely to reduce the problems. This is dealt with as Section 10 and Policy 7.</p>
2		Policy 1	<p>The leaflet you delivered is a list of platitudes and undeliverable promises and not worth responding to and I have no confidence that this consultation will be any fairer than the last weighting of points.</p> <p>Pol 1 I do not want 200+ new homes in the village. I do not want development North of Ferry Road.</p> <p>You are not being open about the total number of dwellings which will be allowed</p>	<p>This is a consultation on the amended Draft NDP the issue of development sites (SEE 1 ABOVE) Approximately 200 houses in the new build is a reasonable compromise compared with the</p>

			under this plan. It is more like 300. The plan states most people travel to Lincoln, Gainsborough, Nottingham, Leicester so why bring all that traffic through the village- BUILD TO THE WEST	advice that we should allow the village to grow to about 2,000 people. This would have almost doubled the size of the village. Our proposal is for 40-50% growth. The Plan states appx 200 plus infill we cannot dictate the number of possible infill site approvals. Planning decisions are made by the LPA.
3		Policy 5	Transport. In my opinion which is personal and comes only from 18 years as a traffic police officer is as follows. It would be inconceivable to think that the worst can't happen as experience has shown that it will. 200 houses to the North of the village will cause problems through the centre of Fiskerton. If we take an average of vehicles per household throughout the entire village we will find they have 2 per house, as both vehicles will generally leave the property and then return later in the day we will find that that will be an increase of approximately 800 vehicles a day on top of what is already passing through the village. The impact could be horrendous generally due to the speed of the current vehicles. This could have been addressed 15 years ago but the parish council has appeared to brush the problem under the carpet. Most new residence moving into the village will by the nature of things find employment in Lincoln City, therefore most of the new vehicles if the houses are allowed to be positioned to the north will have to travel through the village. If the new houses, and it then matters not, were positioned to the West of the village these vehicles will be travelling away from the village and not returning to it. They will also have a choice of roads to leave and return to the village. Returning to an earlier statement in this article an increase of vehicles through the village and particularly past the school will or could have a devastating effect on the safety of our children. If one child is hurt or worse due to extra traffic this will be unexceptable, no, this would be murderous and who on the council will then face the parent and explain why. Be safe and take into account the village residence concerns.	Increase of traffic Concerns (Noted) (See 1 above) Traffic surveys show a reduction in speed through the village in the last 6 or 7 Years and the NDP looks to provide traffic calming and controls Where possible. Regarding Siting of development (see 1 Above)
4		Policy 5	My Name is ! I endorse the email my husband has sent to the n/plan in its entirety.	See 3 above.
5		General	I am writing this e-mail to object strongly to the planned housing to the north of	All Points made are Noted (See 1 &



			<p>Fiskerton. The sheer amount of houses planned is overwhelming for such a small village . The extra traffic would be horrendous. The sewage farm would never cope. There is not even a shop in the village. The children and young people would have nothing to do. Doctors appointments would be stretched beyond belief. Altogether it would be disasterous for our quiet sleepy village.</p> <p>Please take all these points into consideration.</p>	<p>2 above)</p> <p>It is more likely a shop would be included in any development as it would be a more viable proposition from a business viewpoint. having more potential customers</p> <p>Infrastructure would be increased as demand to cater for an increase in population. The community would gain the village green for recreation and sport and would include facilities for children.</p>
6		General ,Policy 1 & 8	<p>This Leaflet does not make sense without seeing the copy of the plan and we do not have a computer.</p> <p>I do not agree with building so many houses and definitely not north of Ferry road. I work in ground work and can assure you there will be problems with flooding in Fiskerton. You haven't listened before. So I have no faith you will listen now</p>	<p>The Booklet referred to is the executive summary. the NPG advertised and held open sessions in the village hall for residents to come along, discuss and look at the plan. Also copies were available for the full 6 weeks in the village hall and the Cherry Willingham library. The flooding question is addressed in the plan policy 7 Flooding. There is currently no proof that building above Ferry Road will cause flooding this is hearsay and a full SUDs scheme for drainage will have to be carried out at planning application stage.</p>
7		General ,Policy 1 & 8	<p>Like my husband I have not seen a copy of the plans so your leaflet just sums like a list of promises Pol 1 &amp; Pol 5 I do not want 200 houses north of Ferry Road with all the extra cars. Ferry road is busy enough now. I am worried that we will lose all our wildlife. I get lots of birds at my fields and also have hedgehogs we have bats, Owls,Raptors, muntjac, Foxes and hares in our fields. I would be really sad to lose all that, we are a village not a CITY!!!</p>	<p>See 6 above re availability of copies of the NDP With regard to loss of wildlife any development anywhere in the village will disturb the wildlife present. In view of the rural nature of the area surrounding Fiskerton we think that the loss of habitat for the new development will have a negligible effect on</p>

				wildlife overall.
8		Policies 1, 3 General	<p>1) Fiskerton needs to keep its identity so building to the North of ferry road is the ideal solution.</p> <p>2) The housing mix is essential as so many younger people cannot afford to stay in the village, so starter homes means that they can stay in the village they were born in!</p> <p>3) if the housing was to be passed the public transport needs to be addressed because it is not good enough now never mind another 200 houses.</p>	Noted the need to get the housing mix correct with affordable houses to encourage young people to the village is very important to the future growth. Improvements to public transport again noted this can be looked at as the population increases and gives more weight to the need. The plan supports more use of public transport. The larger population might help with the retention/improvement of public transport.
9		General	I agree to the policies within the Neighbourhood Development although my concern is extra traffic through the village should further housing development take place.	Support for the plan in general to all policies noted , and concerns with additional traffic (See 1 above)
10		General	We fully support the proposed Neighbourhood Plan	General overall support
11		General agreement to Policies	I agree with the NP as experts have assessed this to be the site for development. Also the village will benefit from the use of the paddock. No plan could result in development anywhere in the village.	General overall support
12		Policy 1	The Neighbourhood plan needs to be put in place to retain our village as a village. By having this we will know that building to extend the village will only be in places as designated on the plan.	General overall support noting the control over development given by having an adopted NDP
13		General General	No objection to building plan. Concern over water & possible mosquitos and rats. The road in front of our property is of concern due to reversing onto the road which could be very busy and dangerous.	General support noted also concerns over traffic
14		General	I agree with the policies outlined in the booklet from 1 to 13.	General overall support of all policies (Noted)
15		General Rejection	<p>I do not support this Neighbourhood plan and my name should not be used to show support for it.</p> <p>I feel it promotes and supports excessive, unnecessary and unwanted levels of growth. It promotes development in the least appropriate and least supported location. it does not represent the desires of the community and therefore does not meet NPPF regulation. It is built around out of date, unsubstantiated and unproven advice. I would</p>	Comments Noted: The current plan has been formed around the initial Parish Plan followed by WLDC advice to expand the population to increase viability and future sustainability.

			only be prepared to support a Neighbourhood plan which delivers a maximum cumulative total of no more than 100 homes, if possible delivered in stages spread over the whole life of the plan with approval for each stage being dependent on the delivery of relevant infrastructure. building should be focused on brownfield sites and then land to the west of the village.	Many open consultations over five years. have been logged and taken into account. The plan has been checked at various stages by external professional planners and is generally advised as a sound plan for the future of Fiskerton and its community, now and into the next generation. The points raised are noted as made and answered previously.
16		General	<p><b>Fiskerton Parish Council - Draft Neighbourhood Plan</b></p> <p>Thank you for your consultation on the above dated 01 November 2018</p> <p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.</p> <p><b>Natural England does not have any specific comments on this draft neighbourhood plan.</b></p> <p>However, we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan. For any further consultations on your plan, please contact: <a href="mailto:consultations@naturalengland.org.uk">consultations@naturalengland.org.uk</a>.</p> <p><b>Previous NE Comments</b></p> <p>Natural England generally welcomes the Neighbourhood Plan and considers that it provides a valuable framework for the future sustainable development of Fiskerton. We particularly welcome Policy 9 Green Infrastructure, which will protect existing green spaces and promote connectivity between new open spaces and the surrounding countryside. We have no further comments.</p>	Comments noted and welcomed
17		General	Throughout your NP you make references to the NPPF. Please ensure that these come from the revised NPPF July 2018 and not the previous NPPF March 2012.	Noted and confirmed

		Maps	Many of your maps would benefit from being shown at a larger scale. For those on single pages maybe it would help if they were shown in landscape format instead. Some maps are called proposals maps and others figures. Best if all maps given the same term.		Noted and annotation corrected
		P2 Table of contents	It would be helpful if you could include a list of policies as well.		Noted and corrected
		P5 1.2	Should this be 2038 not 2036?		Noted and corrected
		P5 1.4	Your NP was actually designated on 14 October 2014.		Checked and corrected
		P18 Activity 16	Your NP was not made available for comment on WLDC's website from March 2017 to February 2018. This reference should be removed.		The NPG were given to understand that the plan was posted on WL website and remained during those dates.
		P21 4.4,4.7,4.1 1	Your NP makes several references to the advice your group received during its preparation largely in connection with the allocation of 200 homes and site assessment work. This needs to be evidenced in your NP or supporting documents. Regarding para 4.11 you need to confirm whether the process of revisiting the site assessment process following the adoption of the CLLP was completed.		Now corrected
		P21 4.4	Although your NP gives background as to why you consider 200 new homes need to be built in Fiskerton over the NP period it does not appear to have used an objectively assessed approach to support this significant level of growth.  Your para 4.4 refers to a need to increase the population by 50%, equating to 250 extra homes which you decide to readjust downwards to 200. Your Site Assessment Report shows a different way of arriving at 200 homes by assuming a growth level of 35% on total number of existing dwellings. It would be		The advice referred to was given by the NP Senior Planning Officer who also helped to form our plan around this advice. on his retirement the officer replacing him also endorsed this advice which was consulted on and approved by residents. See revised SA Report Point Noted professional advisers for independent advice whose advice has been incorporated into the revised SA report 2019

			<p>best if you could bring together a single objective justification as to why you need 200 new homes particularly as this exceeds the Local Plan growth target for Fiskerton by some way.</p> <p>Because of its size your site is of strategic significance and would have an impact on the delivery of housing in the surrounding area. For example neighbouring Cherry Willingham already has three unbuilt strategic housing allocations as identified by the CLLP and reaffirmed in its own NP. Your site's availability could have an adverse impact on the delivery of these established sites which form the backbone to our district's and CLLP's future housing sites supply. Your plan therefore needs to set out the context of your site in the local housing market area and how it will contribute to housing supply in a positive way.</p> <p>Your plan needs to provide more evidence to show how the site would be brought forward for development. Are the owners willing to make the site available for development and are they agreeable for it to be delivered in the way you propose in the plan? Is the site physically suitable and can the proposed development be delivered?</p>		<p>The NPG on advice feel this point is counter to the whole concept of Neighbourhood Planning. Undeveloped sites in adjacent villages should not be used to deter or hinder the necessary development of another village. The CLLP allocates 15% growth appx 80 houses which is a minimum expected growth. The Fiskerton NDP proposes appx 200 dwellings which is approx 120 extra units. in comparison to the Cherry Willingham allocation this is relatively small and felt not to present a problem over 20 years. It should be noted that all communities should be treated as equal under the Localism Act and accepted as so by LPA's. This community needs the additional housing to remain sustainable over the next 20 years.</p> <p>The owners are willing to make this particular site available and fully support the NDP proposal and they have supported the NPG and consulted the LPA over the last five years to facilitate the development of this site as the preferred site. The NPG have written evidence to support this statement.</p>
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			<p>Your NP should make more mention of the statutory guidance provided in the Central Lincolnshire Local Plan for proposed housing growth in Fiskerton particularly policies LP2 and LP4 - extracts which are given below. Reference to these policies needs to be included, as your NP has to be in general conformity to the Central Lincolnshire Local Plan and also to provide justification for your housing allocation of 200 homes.</p> <p>The LP4 growth target for Fiskerton is regularly updated to reflect latest housing development activity in your settlement and can be viewed on WLDC's website at the link below. The table at 13/11/18 showed Fiskerton's growth target as 86 new homes with a remaining growth of 75. This also needs to be mentioned in your NP.</p> <p><a href="https://www.west-lindsey.gov.uk/my-services/planning-and-building/planning-policy/housing-growth-in-medium-and-small-villages-policy-lp4/">https://www.west-lindsey.gov.uk/my-services/planning-and-building/planning-policy/housing-growth-in-medium-and-small-villages-policy-lp4/</a></p> <p><b><i>Policy LP2: The Spatial Strategy and Settlement Hierarchy</i></b></p> <p><b><i>5. Medium Villages</i></b></p> <p><i>Unless otherwise promoted via a neighbourhood plan or through the demonstration of clear local</i></p> <p><i>community support****, the following applies in these settlements:</i></p> <ul style="list-style-type: none"> <li>- <i>they will accommodate a limited amount of development in order to support their function and/or sustainability.</i></li> <li>- <i>no sites are allocated in this plan for development, except for Hemswell Cliff and Lea.</i></li> </ul>		<p>See Comment above Re SA Report Which now addresses these points.</p>
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			<p>- typically, and only in appropriate locations**, development proposals will be on sites of up to 9 dwellings or 0.25 hectares for employment uses. However, in exceptional circumstances ***** proposals may come forward at a larger scale on sites of up to 25 dwellings or 0.5 hectares per site for employment uses where proposals can be justified by local circumstances.</p> <p>Policy LP4 establishes the total level of % growth for each Medium Village, and further policy requirements in respect of identifying whether a site would be suitable for development.</p> <p>** throughout this policy, the term ‘appropriate locations’ means a location which does not conflict, when taken as a whole, with national policy or policies in this Local Plan (such as, but not exclusively, Policy LP26). In addition, to qualify as an ‘appropriate location’, the site, if developed, would:</p> <ul style="list-style-type: none"> <li>- retain the core shape and form of the settlement;</li> <li>- not significantly harm the settlement’s character and appearance; and</li> <li>- not significantly harm the character and appearance of the surrounding countryside or the rural setting of the settlement.</li> </ul> <p>*** throughout this policy and Policy LP4 the term ‘developed footprint’ of a settlement is defined as the continuous built form of the settlement and excludes:</p> <p>a. individual buildings or groups of dispersed buildings which are clearly detached from the</p>		
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			<p><i>continuous built up area of the settlement;</i></p> <p><i>b. gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge</i></p> <p><i>of the settlement where land relates more to the surrounding countryside than to the built</i></p> <p><i>up area of the settlement;</i></p> <p><i>c. agricultural buildings and associated land on the edge of the settlement; and</i></p> <p><i>d. outdoor sports and recreation facilities and other formal open spaces on the edge of the</i></p> <p><i>settlement.</i></p> <p><i>**** throughout this policy and Policy LP4 the term ‘demonstration of clear local community</i></p> <p><i>support’ means that at the point of submitting a planning application to the local planning authority,</i></p> <p><i>there should be clear evidence of local community support for the scheme, with such support</i></p> <p><i>generated via a thorough, but proportionate, pre-application community consultation exercise.</i></p> <p><i>If, despite a thorough, but proportionate, pre-application consultation exercise, demonstrable</i></p> <p><i>evidence of support or objection cannot be determined, then there will be a requirement for</i></p> <p><i>support from the applicable Parish or Town Council. If an applicant is in doubt as to what would</i></p> <p><i>constitute a ‘thorough, but proportionate, pre-application</i></p>		
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			<p><i>consultation exercise’, then the applicant should contact the applicable local planning authority.</i></p> <p><i>***** ‘exceptional circumstances’ in this policy is a matter for the decision maker to determine,</i></p> <p><i>but could be, for example, where the development delivers a community facility (see Policy LP15)</i></p> <p><i>substantially above and beyond what would ordinarily be required by Policy LP12 or LP15 (or</i></p> <p><i>any other policy in the Local Plan), and for which a clear need has been identified.</i></p> <p><b><i>Policy LP4: Growth in Villages</i></b></p> <p><i>In principle, settlements within categories 5-6 of the settlement hierarchy will be permitted to grow</i></p> <p><i>by 10% in the number of dwellings over the plan period except for those settlements identified</i></p> <p><i>in the table below where an alternative level of growth is identified.</i></p> <p><i>Settlement: Fiskerton</i></p> <p><i>Growth Level (%): 15</i></p> <p><i>Reason for alternative level of growth (see paras</i></p> <p><i>3.4.4 and 3.4.5): Key Facilities</i></p> <p><i>In each settlement in categories 5-6 of the settlement hierarchy, a sequential test will be applied with priority given as follows:</i></p> <ol style="list-style-type: none"> <li><i>1. Brownfield land or infill sites, in appropriate locations**, within the developed footprint** of the settlement</i></li> <li><i>2. Brownfield sites at the edge of a settlement, in appropriate</i></li> </ol>		
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			<p><i>locations**</i></p> <p><i>3. Greenfield sites at the edge of a settlement, in appropriate locations**</i></p> <p><i>Proposals for development of a site lower in the list should include clear explanation of why sites are not available or suitable for categories higher up the list.</i></p> <p><i>A proposal within or on the edge of a village in categories 5-6 of the settlement hierarchy should be accompanied by demonstrable evidence of clear local community support** for the scheme if, in combination with:</i></p> <p><i>a. other development built since April 2012;</i></p> <p><i>b. any extant permissions; and</i></p> <p><i>c. any allocated sites,</i></p> <p><i>the proposal would increase the number of dwellings in a village by more than 10% or, where relevant, the identified growth level in the above table; or for non-dwellings, have a floorspace of 1,000 sqm or more or have an operational area (including, for example, parking and storage spaces) of 0.5ha or more.</i></p> <p><i>Local communities can, through Neighbourhood Plans or other means, deliver additional growth over the levels proposed by this Policy.</i></p> <p><i>** See definitions of ‘appropriate locations’, ‘demonstrable evidence of clear local community support’ and ‘developed footprint’ in Policy LP2.</i></p>		
		P22 4.11	<p>As you will be aware, only a neighbourhood plan that meets the basic conditions can be put to a referendum and be made. One of the basic conditions is that the making of the neighbourhood plan does not breach, and is otherwise compatible with EU</p>		<p>A Basic Condition Statement will be provided when appropriate. Along with all required document and proofs.</p> <p>Noted to be checked and corrected</p>



		<p>Directives. These Directives necessitate that a neighbourhood plan be screened to determine whether it requires a Strategic Environmental Assessment and/or a Habitats Regulations Assessment.</p> <p>A SEA/HRA screening report or a final SEA for your NP do not appear as separate documents available in support of your NP. Instead you have explained that they form part of your integrated Final Sustainability Appraisal Report. In the NP itself you refer to this Report as the Combined Sustainability and Strategic Environmental Assessment.</p> <p>In your SA Report para 1.2 says that a SEA is required whereas para 4.4 reports that a SEA is not required. This is clearly confusing and needs to be addressed. It is usual for SEA/SEA screening reports to assess a NP against a set of standard criteria and then for each of a plan's policies to be individually assessed including their impact on recognised environmental receptors. For full SEAs these begin by identifying the scope of the assessment and then go on to evaluate the NP's policies one by one. It is hard to see where the screening report and SEA/HRA appear in your integrated report. It is suggested that it would be better if they formed their own distinct sections within the SA Report or instead form separate documents. An evaluation of your housing site for 200 homes (policy 1) is particularly needed given its size and that it was not previously allocated in the CLLP. All sites in the CLLP were subjected to SEA/HRA evaluation. It is also critical that these assessments are up to date having been undertaken on your current plan and its policies rather than any previous version.</p> <p>It is a requirement for you to consult statutory consultation bodies on your SEA/HRA screening report and SEA, and they are: Historic England, the Environment Agency and Natural England. If you have not done so already, you must consult with</p>		<p>as required</p> <p>Noted and correction to wording made.</p>
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			<p>them as soon as possible.</p>		Noted
		P27 5.5	<p>Your policy seeks the transfer of “The Paddock” into parish council ownership on the granting of outline planning permission for the proposed site. This would not be possible. Planning permission cannot be used in this way to transfer the ownership of land.</p>		Noted (Checked & Corrected)
		P30 5.6			Noted (Check & Corrected)
		P33 5.29	<p>The statement.... in accepting more development than was proposed via CLLP... needs to be explained more fully in your NP. See also page 21 comments.</p>		Noted
		P35 Policy 2	<p>SE? south east?</p>		
			<p>settlement's ?</p>		
			<p>The supporting text to this policy provides a description of the character of Fiskerton identifying two character areas and important features. Unfortunately many of these findings are not taken forward in the policy. Apart from covering densities and views, it suffers from being too general and lacking local distinctiveness. It would be good to see this policy supporting certain materials, designs, layouts, roof, and windows styles etc in proposed developments as identified by the character description. For an example please see Lea NP's design policy and character appraisal.</p>		Noted and added to NDP
		P36 6.2	<p>Several NPs in our district identify non-designated heritage assets and include policies to protect and enhance them as part of proposed development. Have you thought about doing the same in your NP? To help you please see the purple shaded buildings on attached plan (which also shows listed buildings: Manor House; Church of St.Clement; and Jessamine Cottage)</p>		Noted (Check)
		P39 6.7	<p>These were identified by our conservation officer as buildings/structures worthy of historic and/or architectural note when she recently visited your village to consider your draft NP.</p>		Noted

		P39 Policy 3	457 - at census 2011		Noted (Refer to advisers)
			You need to make reference here to CLLP policy LP2 which also provides guidance on infill development in medium sized settlements such as Fiskerton. Please see page 21 comments and policy extract.		
		P39 Policy 4	It would help your policy if it could specify the housing type and mix it would like to see in residential developments in Fiskerton notable policy housing site. Currently the policy adds little to what is already required in the CLLP. Evidence on the subject including affordable housing is provided by the Fiskerton Housing Needs Survey 2016 although it could possibly benefit from an update as it is now almost 3 years old.		Noted and advice taken
		P41 Policy 6	The Lea neighbourhood plan is similar to this one in that it has a large housing allocation which has meant that it has met its housing growth target. Lea is also willing to consider infill developments but only on condition that there is community support for the proposals. Is this requirement something you would like to add to this policy when considering infill developments?		Noted
		P44 Map 5			Noted
		P46 Policy 7			Noted
			Same comment as for Appendix A para 17.4 – see below. How about some pictures of footpaths?		
			Better if you could distinguish both flood zone areas 2 and 3 as several references to them in NP.		
			NPPF requires developments in flood risk zones to undertake a sequential test in support of their proposal. This needs to be mentioned in your policy. You need to ensure that your policy is compliant with flood risk guidance given in the NPPF and also in CLLP policy LP14.		Noted (Refer to advisers)
		P47 Policy	As well as public safety, flood alleviation measures can bring other public benefits to an area eg nature conservation benefits. It would be helpful if the policy could identify other benefits it		

		8	would like to see from such future measures undertaken in Fiskerton. Have you any pictures of flooding you could include in your NP to highlight the issue.		Noted & Corrected
		P48 11.4	Your policy needs to be more specific when it says that proposals ... to other uses will be resisted. It would be better instead if you could specify the classes that would be acceptable using categories from the use classes order. Reference to CLLP policy LP5 Delivering Prosperity and Jobs needs to be made here.		
		P54 Policy 10	SNCI not SINC.		
		P57 Policy 11 and Map9	<p>Your designated Local Green Spaces are mentioned three times in your NP: survey table, policy 10, and photos. For clarity it is important the names, sequence, and referencing of these spaces is consistent. For example: name - The Paddock or Manor Farm Paddock. Sequence - first in table and policy but second in photos. Reference - no references given with photos such as LGS1.</p> <p>We think you need to say more about The Paddock especially as it is an objective of your NP. How is it to be secured and delivered? How accessible to residents will it be? How will it be used in green space terms?</p>		
		P58 Policy 12	It would help your NP if each Settlement Break could be individually identified.		
		P60 Policy 13	Perhaps better if these areas called green wedges rather than settlement breaks. If they were settlement breaks they would cover whole areas between settlements such as between Fiskerton and Cherry Willingham but which they currently do not. Why doesn't the southerly settlement break extend all the way up to Ferry Road and also why isn't there a break shown north of village? Is there evidence available justifying these designations.		Noted NDP Adjusted
					Noted and adjusted.

		P63 App A 17.4 Footpaths and Cycle Tracks	<p>It would help this policy if the 6 community facilities could be listed in this policy as identified on figure 9. Also same comment as for Appendix A para 17.5 – see below.</p> <p>This policy would benefit from having a larger map supporting it – Fig 10 and for this map to show flood zone areas and the boundary extent of the current caravan park. Is the policy referring to the expansion of the park within or on the edge of the site? If the policy is referring to development beyond the site then the policy needs to be more precise as to what scale of expansion would be acceptable. The term surrounding environment seems too vague</p> <p>Why has this area been singled out for special attention by the plan but not other clusters of activity such as the one just to the east of the village on Ferry Road. It should be noted that a large area of the park lies within flood risk zones 2 and 3.</p>		<p>Noted and adjusted</p> <p>Noted and adjusted</p>
		P63 Appendix A17.5 Community Facilities	<p>Why haven't you included these two aspirations as proposals in policy 6 non-vehicular routes and also have them shown on map 4?</p> <p>You have aspirations for a village shop/lock-up facility and doctors' surgery in your proposed future residential development. How about including these as proposals in your policy 1 and in community facilities policy 12?</p>		
18		General	Acknowledged but no further comment		This was one of the 190+ Required Consultees on the WLDC Statutory List. (but not valid ref Fiskerton)
19		Sections 10 & 16	<p><b>Fiskerton Neighbourhood Development Plan Regulation 14 pre-submission consultation</b></p> <p>Thank you for your consultation of 1 November regarding the Fiskerton Neighbourhood Plan. We have the following comments.</p>		



		<p><b>Flood risk – section 10</b></p> <p>The majority of the Plan area is located in fluvial Flood Zone 1 of our Flood Map for Planning (Rivers and the Sea), indicating a low probability of flooding. However, the southern extent of the village, close to the River Witham, is largely located in Flood Zones 2 and 3 (medium and high probabilities respectively).</p> <p>We are pleased to see that following our advice in December 2016, an additional point has been added to Policy 7: Flood Risk stating that residential developments will not be supported within Flood Zones 2 and 3.</p> <p>Parts of Fiskerton have existing problems with flooding from surface water runoff. This has been acknowledged in the Plan and Policy 7 covers this form of flood risk as well as fluvial. An extract from the Surface Water Flood Map has now been included. The Lead Local Flood Authority, Lincolnshire County Council (LCC), is responsible for advising on the management of surface water flood risk, so will comment if necessary on this matter.</p> <p>The site chosen to accommodate the required housing development, to the North of Fiskerton, is in Flood Zone 1 (low probability of fluvial flooding) and raises no issues for us.</p> <p><b>Short Ferry – section 16</b></p> <p>In our previous response we expressed concerns about the statement that ‘the NDP supports the continued development of Short Ferry as a residential caravan park’ as no reference was made to the fluvial flood risk posed to this area. Short Ferry is largely</p> <p>End 2</p> <p>located in Flood Zones 2 and 3, although there is an area directly to the north-west of the caravan park that is in Flood Zone 1. Residential caravan parks are classed as ‘highly vulnerable’ and to comply with national planning policy should not be permitted in Flood Zone 3.</p> <p>We therefore welcome the extra point added to Policy 13 stating that ‘development is not permitted within Flood Zones 2 and 3’; this and it brings the policy in line with national planning practice guidance.</p> <p>Please note that Map 10: Short Ferry Flood Map is not an extract from the Flood Map for Planning but from the Flood Risk from Rivers or the Sea map, designed for other purposes. To avoid confusion, this should be replaced with the correct map, available online at <a href="https://flood-map-for-planning.service.gov.uk/">https://flood-map-for-planning.service.gov.uk/</a>.</p> <p><b>Waste water treatment</b></p> <p>The area of Short Ferry is not served by mains foul sewer at the present time. There are several environmental permits in place that authorise the discharge of treated</p>	Noted
			Noted
			Noted

			<p>sewage effluent under the Environmental Permitting Regulations 2010 in the area. Increased development may result in proposals to vary one or more of those permits, and/or to install additional private sewage treatment facilities with separate points of discharge to surface or groundwater. Any additional points of discharge would require new permits.</p> <p>An environmental permit will only be issued where it is impractical to connect to the foul sewer and where the risk to the environment is acceptable.</p> <p><b>Green infrastructure</b></p> <p>We support the promotion of non-vehicular routes and green infrastructure within the Plan.</p>	Noted
20		Policies 1,2,7	<p>The following comments are submitted on behalf of Anglian Water.</p> <p><b>Policy 1: Development to the North of Fiskerton</b></p> <p>The criteria for the above policy states that Sustainable Drainage Systems (SuDS) will be incorporated within the allocation site to manage the risk of surface water flooding where appropriate.</p> <p>For consistency with Policy LP14 of the adopted Central Lincolnshire Local Plan and the National Planning Policy Framework (para 165) it is considered that the policy should state that SuDs are the preferred method of surface water disposal on the above allocation site and that it should form part of the design of the site.</p> <p><b>Policy 2: Design of New Development</b></p> <p>The criteria for the above policy states that Sustainable Drainage Systems will be incorporated within the site to manage the risk of surface water flooding where relevant.</p> <p>For consistency with Policy LP14 of the adopted Central Lincolnshire Local Plan and the National Planning Policy Framework (para 165) it is considered that policy should state that SuDs should be the preferred method of surface water disposal for major development sites proposed within the Parish.</p> <p><b>Policy 7: Flood Risk</b></p> <p>We welcome the reference to additional development demonstrating that it would not</p>	<p>Noted (Refer to advisers)</p> <p>Noted (Refer to advisers)</p> <p>Noted (Refer to advisers)</p>

			<p>have a detrimental impact on the public sewerage network in the village.</p> <p>Our preference would use the term ‘public sewerage network’ rather than sewage discharge networks as currently drafted as this would include the network as a whole.</p> <p>The criteria for the above policy states that Sustainable Drainage Systems (SuDS) will be incorporated within the site to manage the risk of surface water flooding where appropriate.</p> <p>For consistency with Policy LP14 of the adopted Central Lincolnshire Local Plan and the National Planning Policy Framework (para 165) it is considered that policy should state that SuDs should be the preferred method of surface water disposal for major development sites proposed within the Parish.</p>	
21		General and Policy 2A	<p><b><u>Fiskerton Neighbourhood Plan</u></b></p> <p>Thank you for the opportunity to comment on the above Neighbourhood Plan it is partly within the Witham Third District Internal Drainage Board.</p> <p>The Board supports West Lindsey District Council Planning Policies. It is noted the Neighbourhood Plan identifies flood risk within Fiskerton and proposes appropriate actions.</p> <p>With regard to the potential development to the North of Fiskerton, the surface water drainage passes through the village in a piped system. It is essential that the future maintenance of this asset is considered as part of the planning process to safeguard the discharge from the site.</p> <p>Below are general Board comments for Neighbourhood Plans.</p> <ul style="list-style-type: none"> <li>• It is suggested that the Neighbourhood Plan should support the idea of sustainable drainage and that any proposed development should be in accordance with Local, National and Regional Flood Risk assessments and Management plans.</li> <li>• No new development should be allowed to be built within flood plain. The ‘Flood Maps’ on the Environment Agency website provides information on areas at risk. Also risk from surface water flooding should also be considered, information can also be found on the Environment Agency website.</li> <li>• Under the terms of the Land Drainage Act. 1991 and the Board's Byelaws, the</li> </ul>	<p>Noted</p> <p>Noted</p> <p>Noted and note added</p>

			<p>prior written consent of the Board is required for any proposed works or structures within any watercourse within the District. This is independent of the Planning Process.</p> <ul style="list-style-type: none"> <li>Outside the District under the provisions of the Flood and Water Management Act 2010, and the Land Drainage Act. 1991, the prior written consent of the Lead Local Flood Authority (Lincolnshire County Council) is required for any proposed works or structures in any watercourse outside those designated main rivers and Internal Drainage Districts. At this location this Board acts as Agents for the Lead Local Flood Authority and as such any works, permanent or temporary, in any ditch, dyke or other such watercourse will require consent from the Board.</li> </ul> <p>Through the planning process the Board will continue to comment on the individual planning applications, as and when they are submitted.</p>	<p>Noted</p> <p>Noted</p>
22		General and Policy 1	<p>We've reviewed your proposed neighbourhood plan and wish to congratulate you with an excellent document. Clearly a lot of work, time and effort has been given to generating this plan.</p> <p>From Primetake's point of view we have no issues with the proposal and thank you for taking our needs into consideration. I hope your consultation meetings go well and know how difficult it can be to get consensus across the community.</p>	Noted any future Development will consider the HSE zones and consultation should take place as not to compromise HSE Licensing.
23		General and Policy 2A	<p>I am disappointed (but not surprised) that after the residents of the village of Fiskerton have continually demanded a fair / democratic process to decide the location and number of new homes in the village, you (the NPG) still insist on pushing <b>your</b> Neighbourhood Plan (NP).</p> <p>A petition and recent public questionnaire conducted by the Open Forum, unequivocally demonstrated that the residents of the village preferred the minimum number of houses to be built (in accordance with the CLLP), with the Northern location being the least popular, and brownfield, infill, and western locations being the preferred sites. Yet, the NPG continues to ignore the desires of the residents, even voting amongst yourselves to deny the village the chance to vote on which location they would prefer. This was clearly because you knew the outcome would be a preference to build to the west.</p> <p>It's such a shame that after being entrusted (but not elected by the residents) with</p>	<p>Comments noted:</p> <p>This plan has consulted for over four years and has been formed around the results of those consultations during that time. Provided the plan is allowed to go to referendum, all the Residents of Fiskerton will have the final democratic vote. Not simply those that oppose development in the village. The 15% Growth given in the CLLP is a minimum growth expected across the life of the LP, not a maximum.</p> <p>The NPG are all volunteers and have give their time and effort to</p>

			<p>representing the views, opinions, and wishes of the residents of Fiskerton, the NPG have used this position for their own preference and gain, rather than a fair and democratic process.</p> <p>I absolutely do not want 200+ new homes built in this village, and I can't understand why you (the NPG) would create a plan that allows this, when the village only has to accommodate 15% growth in accordance with the CLLP. I also believe that building to the north of the village, compared to building to the west, is the wrong decision, based on common sense and the obvious issues like flooding and traffic (the western site has no existing houses to be affecting by this increased flood risk, and will prevent a huge increase in traffic travelling through the village, as the majority of the new traffic created will travel between the development and the city).</p> <p>If the NP had carried out a democratic vote for the preferred location, and only stipulated a commitment for the minimum required level of growth, I would have supported it, however I will be rejecting this NP as it stands, as it <b>DOES NOT</b> represent the views of the residents of the village.</p>	<p>provide what is considered the best plan to give a secure future for Fiskerton and the next generation a thriving community to live in with better community assets to enable and complement this.</p> <p>At no time has any member of the NPG had nor will have gained from any personal preference or make any other form of personal gain in working on this plan.</p> <p>To suggest anything other is an insult to the members of the NPG and taken as a remark verging on libellous and defamatory.</p> <p>Should these accusations against NPG members continue the members will seek legal advice.</p>
24		General and Policy 1	<p>We have serious concerns regarding proposed Neighbourhood plan set out by the Parish Council.</p> <p>We do not and would never support this plan. Whilst we accept that people need to be housed, the total number of homes needs to be reduced to almost half.</p> <p>For all the reasons we have stated previously, brownfield, infill, and the North and lastly if there is no alternative the West would be the best option.</p>	<p>(Comments Noted) Support for development to North of Ferry Road.</p> <p>Does not support 200 dwellings and prefers infill and brownfield development with <u>West as a last resort</u>. However West is not an option in this NDP. (See 1 above)</p> <p>NPG: North of Ferry road is the site proven by independent experts to be the most sustainable site.</p>

				Brownfield sites and infill do not fulfil the needs of the village to grow over the next 20 years and remain a sustainable community. all the options stated are catered for within the NDP policies.
25		General and Policy 1	<p>I have serious concerns regarding proposed Neighbourhood plan set out by the Parish Council.</p> <p>I do not and would never support this plan. Whilst I accept that people need to be housed, the total number of homes needs to be reduced to almost half.</p> <p>For all the reasons I have stated previously, brownfield, infill, and the North and lastly if there is no alternative the West would be the best option.</p>	See 24 Above
26		General and Policy 1	<p>We have serious concerns regarding proposed Neighbourhood plan set out by the Parish Council.</p> <p>We do not and would never support this plan. Whilst we accept that people need to be housed, the total number of homes needs to be reduced to almost half.</p> <p>For all the reasons we have stated previously, brownfield, infill, and the North and lastly if there is no alternative the West would be the best option.</p>	See 24 Above
27		General and Policy 1	<p>1) Why North of Ferry Road, a survey was done which showed majority for West &amp; Brownfield sites.</p> <p>2) Traffic will vastly increase on Ferry Road &amp; through village.</p> <p>This is a most serious problem at the moment which will only get worse.</p> <p>How can you on your survey explain why you weighted your option with a '3' others '2' &amp; '1' Surely the options should not have been weighted like this</p>	<p>1) Surveys and numerous consultations carried out by the NPG over the last four years resulted in a majority of residents favouring the site North of Ferry Road.</p> <p>2) Traffic (See 1 above)</p> <p>The survey you refer to was a consultation not a vote (as some residents referred to it), there were so many very varied viewpoints received that it was decided that to ensure all comments were fairly considered, a scoring system was used based on the relevance of the comments to the future good or otherwise of the Village.</p>
28		General	My comments apply to the Neighbourhood Plan as a whole. I believe that the plan offers no tangible improvement to the daily life of the people in the village. The	The NDP does not support 250+ new houses. The NDP is advocating

			<p>number of houses suggested 250 + in fact threatens to make living in the village considerably worse, with additional traffic and risk of continued flooding. The only way to improve the situation is by reducing the number of new builds to the figure embodied in the Central Lincolnshire Local Plan.</p> <p>Our plan as it stands rides roughshod over the recommendations made for our place in the County as a whole. In doing so it ignores the wishes of the majority of people in the village. NO to 250 houses.</p>	<p>200 approximately. as the number given to the NPG by our Local Planning Authority at the start of the NP process. The number stated in the CLLP is a minimum not a maximum, because not all villages as with people can be labelled the same. This number will allow more services to be retained and provided in the village along with new services, a Shop, Creche, hairdresser etc, it will ensure the future of our school and pub we will be able to regain the Manor Farm Paddock back as a village recreational area for residents use. Without more families coming to the village it will simply become a retirement home without any facilities possibly not even a bus service. Fiskerton has to move forward and keep pace with surrounding villages or become a backwater with very few services or facilities.</p>
29		General and Policy 2A	<p>The consultation being held today, Thursday 29th November in Fiskerton is a part of the charade being acted out by members of the PC/NPG to show the powers that be that they are communicating with the village, when in fact they have no real interest in anything they have to say. The PC/NPG have had their own fixed ideas from the start and they have set out to impose them on the village by whatever means proved most effective and at whatever cost.</p> <p>Fiskerton cannot and should not exempt itself from the process of providing new homes for those who need them as part of an overall plan for our area where the task is shared fairly among towns and villages according to their size. Our representatives in Fiskerton have made a mockery of this process and put the village at risk in doing so.</p>	<p>The NPG can assure you that it has every interest in the residents having their say and have consulted many times and built the NDP on the results of those results. The final say is for ALL residents who will be given a vote at referendum.</p>

30		General	<p>I don't like how the village is being held to ransom over the paddock. Perhaps we should have let that building taken place!</p> <p>Now that the village shop has gone, how does the plan change? Many of the "sweeteners" in the plan ie pathways to Cherry and Reephams may well not happen. I am very disappointed in the whole idea.</p>	<p>The Paddock as a Public Village Green is what residents asked for in the Parish Plan in 2012 and also what they fought for in 2014 to stop developers building on it and the village losing it forever. The plan changes now the shop has closed in that a shop is listed as a requirement to be negotiated with the developers if the housing takes place under the NDP when approved.</p>
31		General and all Policies	I support this Neighbourhood Plan and all its policies.	Support noted
32		General and all Policies	I agree with all the Policies No1-13.	Support noted
33		Policies 1, 2, 3, 10, 12.	<p>P1 supported - Will allow the village to grow at a controlled rate. P2+3 Supported, will allow a mix of new people to move into the village.</p> <p>P10, Supported, Area needed to allow community uses.</p> <p>P12 Supported ensure we keep our village facilities.</p>	Support noted
34		General policy 1	The North development would be nearer to the School and village hall and more likely to be used.	Support noted
35		General, Policy 2A and Policy 8	<p>The Fiskerton Neighbourhood Plan 2018.</p> <p>Regulation 14 Consultation.</p> <p>Dear Sirs,</p> <p>I cannot support your plan.</p> <p>1. I believe it is ill thought through. While it talks of creating a sustainable lifetime village none of the basic requirements are met. It will not provide the village any gain in return for the "approximately" 200 new homes built over Ferry Road. With building elsewhere in the village, on the existing brownfield</p>	<p>A basic condition document will be published as and when the plan is submitted to the LPA for examination.</p>



			<p>sites and infill it is likely over 250 new homes, or more, will be built under this plan. The parish council and the neighbourhood plan group have supported the building 22 houses on the Tanya brownfield site and there is space for at least another dozen new dwellings on the brownfield site adjacent to the Paddock. Either 10 or 11 new planning permissions or have been granted elsewhere in the village since the launch of a new Local Plan.</p> <p>2. <u>Far more new homes will be built in this small village, over and above the total that is envisaged in the Local Plan.</u></p> <p>3.</p> <p>4. Looking at the results of the numerous surveys and meetings carried out in the village this plan is the last thing this village wants.</p> <p>5. In May 2016 the Church Commissioners expressed a desire to build to 223 homes over Ferry Road. While this was overwhelmingly rejected by residents I suspect it is still the Church Commissioner's preferred option. In October 2016 the Church Commissioners confirmed that the site to the west of the village was available and that it was the neighbourhood plan group who were responsible for choosing the location of future development, not themselves.</p> <p>6. Both residents and experts I have met can see numerous advantages in building to the west of the village rather than the east.</p> <p>7. Road access into a new estate in the west can be easily achieved from both Lincoln Road and from Reephram Road. It is much easier than through Corn</p>	<p>The Parish Council without abstentions agreed to support the Tanya proposal after residents of Fiskerton gave support at a public consultation.</p> <p>These figure are incorrect there have not been this many planning approvals made since the adoption of the CLLP</p> <p>This is based upon advice given to the NPG by the LPA. and negotiated with our local district Councillor</p> <p>The surveys referred were generally not controlled results, The contents of which have been noted and considered and have been looked at in the context of other controlled consultations carried out by the NGP over the past four years.</p> <p>This proposal was not in fact rejected a proposal to reconsider an alternative site was proposed and subsequently carried out.</p> <p>Building to the West was consulted on in 2016 for 6 weeks and then removed from the NDP as the</p>
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			<p>Close, and does not require the widening of Hall Lane. The new two road access for a site in the west could easily be widened for use as a link road between Lincoln Road and Reepham Road.</p> <p>8. Not only will building to the west keep future traffic out of the village it will save nearly 2.5 KM of carbon car miles on each return trip by a new resident to Cherry Willingham or Lincoln. That adds up to an awful lot of carbon saved during the course of a year.</p> <p>9. Building to the west will be minimise extra traffic flows through the known bottlenecks in the High Street and Plough Lane and past the school.</p> <p>10. Surface water. It is easy to see the site to the west will provide for the easier disposal and storage of surface water run-off and prevent an increased flooding risk along Ferry Road and in the south of the village including Meadowbank Avenue, St Clements and Priory Drive.</p> <p>11. The document states corrective measures for the current drainage problems will be paid for under a S106 agreement. It is my understanding of land drainage that it is the landowner's responsibility to maintain the working condition of watercourses on his land. This has obviously not happened over the past years. I see no reason for remedial work being part of the neighbourhood plan or a S106 condition. It should happen anyway.</p> <p>12. Building to the west will protect the visual amenity and habitat of the flora and fauna that exists in the East. It is enjoyed by many residents and holidaymakers, dog walkers and walking groups, who regularly use the Viking Way along Hall Lane.</p>	<p>Northern site was accepted as the most sustainable site close to amenities. Therefore the current draft NDP is the subject of this consultation. Not building to the West.</p> <p>This statement assumes that residents on any new development will not take their children to Fiskerton school, nor take part in any village activities or use the local public house</p> <p>With regards to development above Ferry Road presenting a danger of flooding in the village, There is no proof of this. In fact all indications are the opposite is true.</p> <p>This is obviously a gross misunderstanding of the NDP</p> <p>This is incorrect any development will cause minimal damage to the current amenities.</p>
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			<p>13. Foul water. Foul water from the site to the west can easily be piped to Anglian Water's major facility at Canwick, as currently happens to sewage from the Holmfield estate.</p> <p>14. of land. According to local farmers the field above Ferry Road has a slightly better agricultural value than does the apparently sandier field to the west of the village.</p> <p>15. The archaeology of the two sites does not seem to have been thoroughly investigated, and while the site to the west may have had significant Anglo-Saxon Trills and Tofts visible at one time, these have long since been ploughed and subsoiled out of existence. With regards buried remains I would suggest the site is less sensitive than the site adjacent to the Church that recently had planning permission for five new dwellings granted and the new development in Orchard Road.</p> <p>16. Listed buildings. When I phoned English Heritage, the person I spoke to was unaware of any 200m guidelines as indicated in the neighbourhood plan. The new development in Orchard Road is only 70m from Jessamine Cottage, and the five dwellings with permission on the High Street are adjacent to the church.</p> <p>17. Green wedges. If development does go to the west of the village space between houses in Fiskerton and Cherry Willingham will be reduced. But there will still be over 500 m clearance between the two villages. There is also a natural</p>	<p>From this statement you assume the Flora and Fauna to the West of Fiskerton is of no consequence.</p> <p>The sheer cost of achieving this would make the development you speak of unviable to any developer.</p> <p>According to the agricultural authorities this is not the case.</p> <p>So far as we know there is know evidence of archaeological remains in the area North of Ferry Road. They do exist in the area to the west of the village and may well have been disturbed by agriculture. This would need to be a matter for expert advice not of local opinion. both sites mentioned have archaeological conditions attached</p> <p>200m is the distance usually used as a buffer in assessing the need to consider impact planning applications may have on listed buildings.</p> <p>The Parish Plan consultation indicated that a majority of respondents did not want any development towards Cherry Willingham.</p>
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			<p>hedge line to the western boundary of the proposed site that if allowed to grow will conveniently screen the new development from view for approaching traffic from Cherry Willingham.</p> <p>18. On a technical note many of the statements in the plan(too many to be listed here) are neither accurate nor unbiased and need to be verified and corrected.</p> <p>19. I do not believe the weighting of the collected responses from the November 2016 consultation is ethical. Attendees were not clearly told this would happen. No reasonable or measurable, unbiased yardsticks have been given, and who was sufficiently qualified or unbiased to make such an assessment? It is a village internal decision, for residents alone to decide. In examining these same published results it was clear there was a majority in favour of developing to the west of the village. This was in spite of the number of the published responses that favoured to the east being either copies or plagiarised, as was clearly explained to the neighbourhood plan group in the letter from Mr Stuart Molkenthin.</p> <p>20. For this large number of extra homes it would not be unreasonable for the neighbourhood plan to mark areas for retirement housing, self builds and off-street parking and small play parks and for a future playing field suitable for a village with a population of nearly 2000. It says so in the neighbourhood plans documentation. It could also show the necessary extension of the village hall to provide space for indoor sports and other activities and possibly a crèche. Public ownership of the Paddock should be part of the deal.</p>	<p>The NDP has been checked by more than one independent Professional adviser for correctness and accuracy.</p> <p>(See 27 above) See also the numerous responses in this document that are direct copies of others. All responses are taken into consideration by the NPG to ensure a fair assessment is made for all.</p> <p>Most of the items mentioned are detailed planning matters. With regards to local amenities like football pitches etc these have recently consulted on with the result that again since the NPG consulting there is no demand for football or skateboard facilities the response to the survey was a total of less than 20 residents who wanted walking and cycling. There will be funding available such as CIL, as and when the demand for additional facilities are ever proven. Currently in the village there</p>
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			<p>21. Without this, I can see no benefit to residents of nearly 200 more new homes in total coming to the village than is necessary under the Local Plan. The major beneficiary of a neighbourhood plan should be the neighbourhood, and not the landowner and not the District Council who both gain considerable financial benefit: with this plan the village gets nothing, just vague promises.</p> <p>22. The number one sales point and benefit claimed by the neighbour neighbourhood plan group is village will be “rounded off”. Is that serious? As it is, I will vote NO if this plan was put to a referendum but if, as a result of this current consultation, the neighbourhood plan is corrected and revised a to meet the concerns of residents, and their opinions heard and not weighted, I will be pleased to reconsider my opinion.</p>	<p>appears to be none or very little interest.</p> <p>No Comment</p> <p>This is a petty remark the as it is known the NDP is based on consultation, evidence, professional advice and well documented surveys. <b><u>ALL</u></b> residents will be given the opportunity to accept or reject the plan at Referendum</p>
36		Policy 1	<p>Comments</p> <p>I do not support this Neighbourhood Plan.</p> <p>I do not allow my name to be used to show community support for this plan.</p> <p>Policy 1- I do not support this excessive and unreasonable level of growth,</p> <p>I will only support a plan that delivers a COMBINED maximum of 90 homes. That development should be prioritised in the order of brownfield, infill then building to the west.</p>	See 1&2 above
37		General and Policy 7	<p>Two years ago we had a situation where there were two choices for a development. As far as LCC, Anglian Water and the Environment Agency were concerned, both sites could be considered.</p> <p>The consultation showed that residents` opinions were equally divided between the sites but most people were concerned about traffic and flooding.</p> <p>One of the sustainability appraisal objectives, number 8, was to minimise pollution by</p>	Comment Noted

			<p>air, noise and light, and improve air quality. The Government says that pollution from road traffic is a public health emergency. It is implicated in illnesses such as asthma, stroke, heart failure and possibly dementia. One of the most vulnerable groups is children, particularly because they are still developing their lungs and have a higher breathing rate and small children who because of their height are especially sensitive to ground level ozone. In view of this, does it make sense to choose to build on a site that exposes the primary school to extra pollution on two sides.</p> <p>Regarding flooding, any development on the raised site to the north of Ferry Road reduces the capacity of the ground to absorb water, and whilst another trench system may delay passage of rainwater to the south it cannot stop it. Homes below the development which have soakaways are going to become even more vulnerable to flooding.</p> <p>Please consider that I am totally against the proposal to build north of Ferry Road and will vote no.</p> <p>I would like to see a development to the west of the village with a maximum of 150 dwellings including some social housing. Also a village shop, an enlarged primary school and better broadband.</p>	<p>See 1 above</p> <p>Se 1&amp;2 above</p>
38		General and Traffic policy1	<p>I would like to see a centrally placed shop in the village with a cash machine and lottery outlet, perhaps the Co-op would be interested in serving an increased population. A good site would be behind the village hall, could this be stated in the plan?</p> <p>I also think the school has to be enlarged although I can't see any solution to the parking problems that this will create.</p> <p>In a response to the previous consultation the npg used this as a reason to build to the north so that children could walk to school but in fact this is not what always happens. Parents need to drop off a child and then drive to work, they may have an older child who needs taking to another school, they decide to drive because the weather is bad or simply can't be bothered walking. I do not support a development to the north and will vote against it and I also wish to see the number of new homes capped at 150.</p>	<p>These are all good points and noted</p> <p>Regarding site selection (see 1 above)</p>
39		Policy 1	Opposed! The plan to build 200-300 houses in Fiskerton is ill conceived as 1) The village	Comments already made 2016

			<p>cannot cope with the extra traffic.</p> <p>2) There are no plans for amenities for the extra people,- Shops, Doctors Surgery, Suitable School, Post Office etc.</p> <p>Building on the West side of Fiskerton where traffic would not have to pass through the village would be far more logical.</p>	<p>covered in the NDP</p> <p>Site allocation previously consulted on December 2016</p>
40		Policy 1	<p>I do not support the Fiskerton Neighbourhood Plan.</p> <p>I am opposed to the plan because of the following reasons.</p> <p>The proposed plan would spoil the village for all concerned.</p> <p>Hall Lane is already burdened by the heavy transport to and from five farms and Western Energy. This would also make the dangerous junction of Hall Lane and Ferry road even worse.</p> <p>The whole village will be disturbed by the heavy building traffic, potentially over a twenty year period. Add to this the extra traffic generated by the residents.</p> <p>A large part of the village will be affected by the building and many home owners will see the value of their property reduced.</p> <p>Building development on the western site would not affect so many residents. It would also mean that the new residents would not have to travel through the village to get to work or to amenities such as shopping centres and medical facilities.</p> <p>I could consider a small scale development of maybe fifty new houses in brownfield sites and eventually on the western site built at a pace that allows the infrastructure to be planned and developed. This includes transport links, kindergarten, medical facilities, playgrounds and sports facilities.</p>	<p>Previous responses have asserted both that Hall lane is too busy to be developed and that it is so quiet that to develop it would ruin the amenity value. We do not think that either approach is true.</p> <p>Approx 150/200m of Hall lane might be affected out of the (appx) 2000m.</p> <p>True but what about their children going to primary school or scouts or parent visiting the pub (See 1 above)</p> <p>Small scale infill developments would not facilitate retaining public transport or support nursery medical or play and sports facilities. these have all to be paid for which means more residents.</p>
41		General	<p>I do not support the Fiskerton Neighbourhood Plan.</p> <p>I am opposed to the plan because of the following reasons.</p>	

			<p>I don't accept that the NP is in the best interests of the village. I feel that because of the misinformation about the western site, and the NP group's weighting of responses so that the site north of Ferry road was favoured means that there is a hidden agenda here.</p> <p>Furthermore I am opposed to good agricultural land being used for this grotesque development. The building of so many houses and their infrastructure will I am sure create problems with flooding. Also the building of so many houses with the associated disturbances of construction will affect the village for many years. I could accept the construction of houses only in brownfield sites.</p>	<p>(See 1 &amp; 2 above)</p> <p>The difference in land quality between the two sites is not very great. Both are productive agricultural land</p>
42		Policy 1	<p>I do not support the proposed Neighborhood Plan as it is wholly unreasonable to expect a small village like Fiskerton to expand in such an excessive manner.</p> <p>I also wish to express my disappointment that the PC still continue to ignore the opinions of the residents of Fiskerton with regards to the proposed development within the village. If Fiskerton has to develop then the PC should prioritize areas of brownfield before infill and then only if deemed absolutely necessary should a small number of houses eg up to 50 be built to the West of the village.</p> <p>I do not agree to any development North of Ferry Road</p>	(See 1&2 above)
43		General	<p>1. The village needs to grow in size. It is too big to be considered a hamlet but too small to generate and sustain the level of services and amenities required. The village has lost :- The Five Mile Public House; The combined Grocer Shop and Post Office ( at different times ); The newsagent and grocery, Wishingwell Stores; In addition the Sports Club which ran football and cricket teams has ceased to exist.</p> <p>2. Other village organisations have a small number of participants. i.e. The Church, Women's Institute and Gardening Club</p> <p>3. Allowing the village to expand by about 40%, from about 500 to 700 dwellings should increase the population by about the same margin, from 1100 to about 1540 adults. This will give the organisations a greater client base from which to recruit.</p> <p>4. The village school is small, 90 on roll. 200 extra houses might generate about 30 primary pupils. This will help to make the school more secure.</p> <p>5. The propose site for development to the North of Ferry Road "rounds off the</p>	Support Noted



		<p>village." It does not extend the village to east or west and is roughly in line with the existing development to the north, Holmfield.</p> <p>6. The Housing Needs Survey suggested a desire/need for affordable housing in the village. I think that this is more likely to be built as part of a larger development rather than as small scale in-fill.</p> <p>7. Concern has been expressed about localised flooding due in part to run off from the fields to the north of the village. By including the requirement for sustainable drainage schemes in any development this problem will have to be addressed. The swales built behind the village hall have solved the problem of flooding at the end of school lane. The indicative plan for the new development include four more swales.</p> <p>8. There are problems with the Sewerage System. An additional 200 houses would mean that Anglian Water would have a statutory duty to assess and, if necessary, improve the capacity.</p> <p>9. Traffic through the village is a cause for concern and, while not directly in the remit of a neighbourhood plan, ideas for traffic calming measures are included.</p> <p>10. Although not initially an aim of the plan, discussion with the Church Commissioners, the owners of the development land, has provided an opportunity for the village to acquire the Paddock in the centre of the village. This would allow the transformation of an eyesore into attractive amenity.</p> <p>11. The Community Infrastructure Levy might generate a one-off payment for the village of the order of £100,000. (WLDC website says that 25% of the CIL generated by 30 average sized three bedroom houses will be about £16,000. 200 houses will generate nearly seven times as much. <math>7 \times 16000 = 112000</math>.)</p> <p>12. 200 Band D houses would generate an additional Community Charge of about £12,800 per year. (200x64)</p> <p>13. The Atlee government, just after the Second World War, has been the only one that achieved its housing target. Fiskerton, Lincolnshire, all of us, ought to accept our part in helping to provide the housing that the country needs.</p> <p>14. By adopting a Neighbourhood Plan the village can exercise some control over the development of the village. Without a NP any of the land around Fiskerton is</p>	
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			potentially available for development. proposed	
44		Policy 1	<p>This plan has taken over four years to produce and it should now be backed by the P.C. and WLDC.</p> <p>The development of approx. 220 houses is proportional for Fiskerton for the next 20 years.</p> <p>The plan is for a high quality, low density build, taking into account surface water and sewage problems that already exist. The plan is good for the health and well-being of future residents as it increases the green space with public access.</p>	Support Noted
45		Policy 1	The new Development would encourage people to join the village community because it would have to go through the village	Support Noted
46		Policy 1, 2	<p>Policy 1 - Is the most sustainable location, North of the village</p> <p>Policy 2 - The design is totally correct and right for the village</p>	Support Noted
47		Policy 1, 2,3,4, 5, 6,9, 7, 8, 11, 12, 13.	<p>Policy 1 – To be supported, this policy will allow the village to grow and prosper over the next 20 years.</p> <p>Policy 2,3,4 – All excellent and give control over the design &amp; quality of new developments.</p> <p>Policy 5 – Will be a good step forward to sorting traffic in the future.</p> <p>Policy 6,9 – Will help with health and welfare.</p> <p>Policy 7 – To be welcome for future control of the current drainage problem.</p> <p>Policy 8 – Perhaps should be amended to allow mixed development to ensure affordability of developing brown field employment areas.</p> <p>Policy 11 – Is welcomed as a prime requirement of the 2012 Parish Plan.</p> <p>Policy 12 – Excellent policy as it seeks to protect existing and encourages new facilities to the village.</p> <p>Policy 13 – Good to generally support to rural business in particular this existing &amp; thriving community.</p>	<p>Support Noted</p> <p>This is a point to give more consideration in view of the residents general support at public consultation</p>
48		General	This is a good plan and a result of many local consultation events and 4 years of	Comments in support noted

			<p>planning by local residents who feel passionately about the future viability of services in the village, e.g. the School, bus service and Pub.</p> <p>The plan for approx. 200 houses , rounds off the village footprint, gives control of future development to the residents and how many, planning gains benefits, including , the Manor Farm Paddock being given to P.C. to be managed as a green space with public access</p>	
49		Policy 1 and Policy 12	<p>Policy 1 – Is the most sustainable location, north of the village.</p> <p>Policy 12 – Is important to ensure local residents keep the school and bus service.</p>	Support Noted
50		General, Policy 2A and Policy 2B	<p>Excellent planning</p> <p>1. Green spaces &amp; lakes an asset to the village. Also we are able to keep the Manor Farm Paddock.</p>	Good Points all Noted
51		Policy 1	I do not support the NP in it's current draft. An additional 200 homes to the North of the village is excessive and is neither required, nor desirable. Future development should be limited to 50 new properties only. All future developments should be achieved by brownfield building or development of the Western area of the village (this should include dedicated vehicular access from both Reephram Road and Fiskerton Road).	(See 1 & 2 above)
52		Policy 1	I do not support the NP in it's current draft. An additional 200 homes to the North of the village is excessive and is neither required, nor desirable. Future development should be limited to 50 new properties only. All future developments should be achieved by brownfield building or development of the Western area of the village (this should include dedicated vehicular access from both Reephram Road and Fiskerton Road).	(See 51Above)
53		Policy 1 &3	<p>Policy 1 – North of Fiskerton is the most sustainable location for the village.</p> <p>Policy 3 – The housing mix is very good for starter families.</p>	Support comments Noted
54		Policies 1, 2,3,4, 5, 10, General	<p>Policy 1 – I believe this policy is what is needed for Fiskerton's future and help the next generation to be able to live in the village if they wish.</p> <p>Policy 2,3,4 – Good to have some control on future developments.</p> <p>Policy 5 – We need to keep our bus service going.</p> <p>Policy 10 – We need to keep our green spaces</p>	Supporting cmments Noted

			I think the overall plan has been well thought out and I give it my full support.	
55		Policy 1	<p>I do not support this plan I do not allow my name to be used in support of this plan</p> <p>The plan is excessive in terms of growth of our village, I would only support a plan for a maximum of 90 houses and development should be firstly brownfield, then WEST of the village.</p> <p>Th Parish Council have never listened to the wishes of the village.</p>	<p>(See 1&amp; 2 above)</p> <p>This statement is untrue</p>
56		Policy 1 General	<p>Thank you for the opportunity to respond to your proposed neighbourhood plan.</p> <p>I live on the Holmfield estate and much that happens in the village will not have an direct impact on me.</p> <p>However, such a large development will bring a considerable amount of extra traffic and social problems to the village and this will be most unwelcome. The proposal will bring an extra 250 homes to the village which is too big. It will be three times the size of the Holmfield estate and I do not believe that such rapid growth will benefit the village. There are very few amenities on offer in the village and my grown-up children when they visit say “why would anyone want to live in Fiskerton there are no facilities, especially for young children?” Unless the properties are just sold on price I can’t see anyone wanting to move to in the village.</p> <p>Whatever size the new development ends up at I think any new development should go to the west of the village and not the east. This will keep extra traffic out of the village, from driving past the school and along the High Street, Plough Lane and Blacksmith Road.</p> <p>I also believe the closing of Hawthorn road will add to traffic flows along the High Street which is not a good idea.</p> <p>In a nutshell, I think building to the west of the village is preferable to the east and a new road linking Lincoln Road to Reepham Road should be in the plan. I also think including facilities for young people to occupy themselves in the village is of prime importance. These could include a sports field, a skateboard park, tennis courts and an extension of the village hall for badminton and indoor bowls and a possible community shop would most helpful.</p>	<p>(See 1 &amp; 2 above)</p> <p>Actually only double Holmfield The Reason development is needed is to bring these facilities to the village for young and old alike. Then people will want to move to Fiskerton</p> <p>This consultation is on the current Draft NDP. The site selection was consulted during December 2016 the</p> <p>These are generally some good comments. Re the sports facilities see No 35 above sport in this village has just been consulted on by Cllr Darcel (March 2019) with very poor results showing no support for the need for any major</p>

				sports facilities other than walking and cycling therefore footpaths and cycleways both of which are catered for in the NDP are what are needed and supported.
57		Policies 1, 3, 5, 6, 7, 9&10, 11.	<p>Much of this summary is unintelligible unless the full plan is available.</p> <p>Policy1) why 200+ houses when the Central Lincolnshire Local Plan (CLLP) allocation is 15%ie, approx 70?</p> <p>Policy3) not enough emphasis on social and affordable housing.</p> <p>Policy5) Your plan states that most of the traffic to and from Fiskerton travels along Ferry Road and through the village centre. 200+ houses would seriously aggravate this . Building to the West would obviate this problem.</p> <p>Policy 6) a disabled resident cannot access a shop without facing the dangers of the roads. Could the public footpath between Fiskerton &amp; Cherry Willingham be improved? It could be a safer route for cyclists also.</p> <p>Policy7) Drainage ditches should be properly maintained.</p> <p>Policies 9+10) All open spaces to which the public have access should be maintained by the Parish Council.</p> <p>Policy 11) 20 or 30 houses could be built on the western side of Fiskerton without interfering with the settlement break.</p>	<p>Open days were provided for residents who wanted to read hard copies. The plan was also posted in the Village hall, the local Library, and on the PC Website.</p> <p>P1) The WLDC advised that this was the number required to prove sustainability for the future residents.</p> <p>P3) Social and housing needs are catered for in CLLP and NPPG a NDP should follow these guidelines but not rewrite them.</p> <p>P5) This is not true residents would still have to come travel through the village centre to the School &amp; Village Hall etc. likely making two journeys (to &amp; From) the West instead of one only through journey.</p> <p>P6) This is a countryside public footpath maintained by County Council not a highway footpath neither of which can be altered by the PC.</p> <p>P7) The PC does maintain the flood alleviation ditches etc but other authorities and landowners are responsible for the other ditches.</p> <p>P9+10 This can only apply where</p>

				<p>there is a legal agreement for the PC to do so where there is a private legal agreement written into property deeds the PC has now responsibilities.</p> <p>Policy 11) The sheer cost of developing the site you refer to remote from drainage etc would most likely not be commercially viable to any developer.</p>
58		Policy 1	<p>1) Road access to any development to the North of Fiskerton will be difficult, neither Corn Close nor Hall Lane being suitable. In addition, as most residents will travel to Lincoln for work etc most of the new traffic will drive through the greater part of Fiskerton every day. Any new development consider areas to the West reducing the through traffic.</p> <p>The Figure of 200 new homes should be an absolute maximum</p>	<p>1) The width of Corn Close is more than the main Ferry Road and the highway authorities have not given any objection to access. Regarding building to the West &amp; traffic see P5), &amp; P11) above.</p>
59		Policy 1	<p>I do not support the Fiskerton Neighbourhood plan. Firstly, the addition of 200 homes north of Ferry Road, plus the extra fifty more homes that are expected, represents over 50% extra homes in our village. This is far too many for a community with limited facilities, including not having a shop.</p> <p>While agreeing that the proposed site off Ferry Road is presumably the best option 250+ homes would severely damage the rural nature of Hall Road and indeed the entire village. The extra development generated by the development would surely be a hazard when it filters onto Ferry Road</p>	<p>Additional facilities are more likely to be provided if the village develops the NDP provides for this in the aspirations.</p> <p>Hall lane will only be affected for the first 30 to 50 metres after which the lane will remain as it currently exists only with an improved vehicle access to Ferry Road.</p>
60		Policy 1	<p>I do not support this Plan.</p> <p>Policy 1) would significantly increase of traffic using Corn Close (To Small) Manor Farm Paddock ok in theory But is it really going to be used (finance)</p> <p>No infrastructure to support This many Houses.</p> <p>Please listen to COMMUNITY only build what can be supported. MAX 100 houses using Brownfield and infill.</p>	<p>Corn Close, (See 58 above)</p> <p>Manor Farm Paddock, As a village green and a public recreational space this was a major priority of residents responses to the Parish Plan and was campaigned for by residents in 2014 The community have been repeatedly consulted since 2014</p>
61		Policy ?	<p>I totally <u>oppose</u> the Neighbourhood Plan..</p> <p>The proposed number of houses 250-300 is ludicrous for a village of this size and is</p>	<p>CIL income would be available from development to help fund new</p>

			<p>totally outside the legal requirement.</p> <p>The position of the proposed build will create excessive traffic through the village from the extra 200-400 cars generated by this number of houses.</p> <p>There is no adequate snfrastructure in the village to support these houses-people will have to travel through the village to work mostly in Lincoln. Also travel through the village to the doctors surgery, shops and secondary schools. The doctors Surgery Shops, playing fields, etc mentioned in the plan are not concrete proposeals - to quote a member of the NPG "they are a wish list " People cannot be expected to agree the build all these houses based on a ?????? being wishes &amp; depending on a developer to provide them.</p>	<p>infrastructure where it can be proven as a requirement by residents.</p> <p>Whilst residents have asked for certain elements of infrastructure to be included such as Doctors Surgery this is a matter for NHS and local practice to ultimately decide and whilst all the aspirations of the NDP cannot be guaranteed many can be funded by the development of the village to the betterment of all residents young and old.</p>
62		Policy 1	<p>I do not support the (NP) Plan of building to the North also the unreasonable level of growth to the village. I will only support a growth level of 120 Maximum number of dwellings.</p> <p>Please do not allow my name to support this (NP) Plan.</p> <p>I will only support building to the West with community facilities included. This would greatly reduce traffic flow in the village.A link road between the Reephams/airdrome road &amp; the Lincoln Road &amp; linking up to the building estate to the West of the village would also reduce traffic flow through the village.</p> <p>Also i think the High Street would be better if it was made into a one way system to reduce the risks of an accident on the bend next to the church.</p>	<p>Does not support the plan but does support a one way traffic system.</p> <p>See 57 Above Reference Traffic</p>
63		Policy 1	<p>I do not support the (NP) Plan of building to the North also the unreasonable level of growth to the village. I will only support a growth level of 120 Maximum number of dwellings.</p> <p>Please do not allow my name to support this (NP) Plan.</p> <p>I will only support building to the West with community facilities included.This would greatly reduce traffic flow in the village. A link road between the Reephams/airdrome road &amp; the Lincoln Road &amp; linking up to the building estate to the West of the village would also reduce traffic flow through the village.</p>	<p>See 62 Above</p> <p>The site allocation was consulted 2016 and not part of this consultation.</p>

			Also i think the High Street would be better if it was made into a one way system to reduce the risks of an accident on the bend next to the church.	This point is already part of the NDP.
64		General	<p>I am not happy with your re-presenting a plan that has been totally rejected by the village on a number of occasions.</p> <p>As you will clearly remember my motion to reject your plan at the well attended meeting held by Neighbourhood Plan Group on 19th May 2016 was overwhelmingly supported.</p> <p>My reasons were made clear at the presentation and to the group on several occasions in the consultation meetings prior to May 19th.</p> <p>After the meeting, I in a conversation with you, and witnessed by several members of the public, I asked you " If it can be clearly shown it is the majority will of the village, does want the development to go above ferry Rd, will you change the plan?" You reply was "NO", not necessarily, was flabbergasted. What was the point of the meeting?</p> <p>I have farmed in the village for over 50 years and my family has farmed the land on both sides of the</p> <p>village for five generations.</p> <p>My concerns can be listed as follows.</p> <p>1 Plough Lane should be widened to allow easy wide vehicle access from Ferry road to Lincoln road.</p> <p>2 The quality of land to the east of the village is more productive in agricultural terms than the area under review to the west.</p> <p>3 Any archaeological remains in the land to the wh4long since been ploughed out. The field has been subsoiled on a number of occasions and any areas of interest would have been uncovered.</p> <p>4 Other planning permissions have been granted in the High Street by the church, in</p>	Some good points however a number of inaccuracies and incorrect statements and many unsubstantiated comments



			<p>Nelson Road and at Foxholme in Orchard Road. All of which have far richer archaeological potential than field to the west of the village.</p> <p>5 Flooding, building to the west of the village will have less impact on the existing properties along Ferry road and the subsidiary roads to the South</p> <p>6 The environmental and amenity value offered and used the villagers of Hall Lane (the Viking Way) and all blamed is much more important to residents, field to the west of the village.</p> <p>7 The design of the new marina Cherry Willingham could in times of severe flooding raise water levels in the floodplain south of the village. In my experience statements made by the Neighbourhood Plan Group at the meeting on May 19th 2016 and in the previous consultation meetings, regarding the implications of building to the east or west of the village in terms of drainage, archaeology, the environment and the quality of the land were incorrect.</p> <p>Flooding, my experience with the drainage authorities, suggests the "spurs" either side of the new marina in Cherry Willingham will be used by the flood agencies to protect Cherry Willingham and Lincoln from flooding. The floodplain south of Fiskerton, stretching from the marina to the sluice gate at Shortferry could be used to protect Lincoln.</p> <p>This and further development North of Ferry Road and along Hall Lane will increase the likelihood of flooding to properties along Ferry road and to the south of the village.</p> <p>I have witnessed the fields south the Fiskerton flood twice in the last 50 years and four times in my lifetime</p> <p>Road Access, as I have previously made clear I am concerned with the ability of large and wide vehicles to safely get from the east of the village to Lincoln Road and Cherry Willingham. The road past the church, Blacksmiths Road, Orchard Road and Plough Lane are not suitable for large and wide vehicles. This is equally true for buses, heavy lorries, delivery vans and wide farm machinery. I, and other farmers in the area, find it both difficult and dangerous both for our staff and other road users, to safely move our farm vehicles from the east of the village to Lincoln Road in the west.</p>	
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			<p>I believe it is wrong to show the green space on Plough Lane as a Local Green Space when years ago to the County Council acquired and demolished two cottages in Plough Lane with a view to widening and straightening the road. While the task was never completed Plough Lane offers by far the best and easiest option for providing a safe, wide vehicle route from Ferry Road to Lincoln Road. This should be emphasised in the Neighbourhood Plan.</p> <p>At the moment the main two beneficiaries of making the grass on Plough Lane a Local Green Space are both members of the Neighbourhood Plan Group at Foxhole and Jessamine Cottage.</p> <p>In summary, I would agree wholeheartedly with the residents who have used the words it is a "nobrainer" to build to the east of the village when you could build to the west of the village. Building to the west would keep the extra traffic out of the village or from driving past the school and it would prevent the inevitable extra run-off from future development flooding the existing "at risk properties to the south and east of the village.</p>	
65		Policy General	<p>This plan seems to be getting more like Brexit with each new missive being sent round. We all have our preferences, no doubt, but hopefully, like Brexit, we all want what's best for our community. To that end, as a qualified highway engineer, and a Utilities consultant to several major developers in Lincolnshire, I wanted to have some input.</p> <p>Before I continue, I will declare a vested interest: we live in Corn Close and do not relish the idea of 200+ vehicles trying to access Ferry Road every day jamming up our close, any more than residents of Plough Lane want the planned one way system causing extra traffic down that road!</p> <p>Policy 7: Whilst some limited development behind Corn Close might not have adverse impact, I</p> <p>believe 20 - 40 could be acceptable with minimal disruption. A development in order of 200 would not only create a traffic problem, but a real drainage problem. There would inevitably be a vast impermeable area created which would probably overwheIm the recently constructed swale, which has a (designed) restricted egress to control a limited flow through the village. I also believe</p>	<p>Traffic concerns And limit 20 to 40 doe not fulfil CLLP minimum The Ferry Road is classed a low traffic flow</p>

		<p>there are natural underground springs beneath the area as we have one which appears in our driveway. Impervious areas work both ways and will force spring water to find another way out. Naturally I am concerned as to where all this excess water will go to, in spite of the slightly hopeful assurances quoted in 'Policy 7'.</p> <p>Policy 5: When we moved here 25 years ago, much was being made of the proposed 'One way system', where traffic travelling towards Lincoln would continue as now past the Church, and traffic travelling east would use Plough Lane and onto Ferry Road. Most people appreciate the danger to vehicles and especially pedestrians. This situation would become not only hugely dangerous with the addition of 200 houses north of Ferry Road, but increasingly damaging to the Church wall and potentially the actual foundations.</p> <p>Where am I going with this? We could avoid all the potential traffic and drainage issues by making the development to the West of the village and impose a planning condition requiring the developer to construct his main site road as a link from the end of Ferry Road through to Lincoln Road at no cost to public finances. This solution remove the dangerous traffic situation near the Church and ensure the safety of churchgoers and visitors. Surface water drainage of the correct size could be laid straight down to the Delph without impacting on the village whatsoever. As an aside you should get the developer to pipe the length of nicely excavated dyke immediately to the west of the village limit. Unfortunately the edge of the dyke adjacent to the road is very steep where it should have been a slope of around 45degrees; which is likely to cause subsidence and crumbling to the edge of the carriageway.</p> <p>Much has been made of the village acquiring 'The Paddock' from the Church Commissioners as part of the deal. When we came to Fiskerton the village had a football and cricket team and an annual fete held there with a parade: However latterly, the fete was discontinued, the football and /substantial liability on our parish rates to pay contractors to maintain it. It would be worth acquiring / a strip opposite the Carpenters as a safety measure to provide the width to take that row of cars off the main through road. (If that section is to remain two-way traffic!</p> <p>Policy 4: Finally a word about 'Infil' or Brownfield development relating to the former Tanya's site. Failure to exploit this potential site is worse than a missed opportunity. The area is already neglected and derelict and unless it is developed will become and</p>	<p>Drainage is a design item and will be conditioned by the LPA the NDP covers the need for a designed SUDs Scheme therefore should not be a reason not to develop this site.</p> <p>A one way system even with additional traffic flow would reduce the flow currently passing the church.</p> <p>(See 1 &amp; 2 above) The question of site allocation was addressed December 2016</p> <p>Many residents want to have the Manor Farm Paddock returned as a village green and public access. For sport and recreation. Should this happen there is thought of creating parking opposite the Carpenters</p> <p>The derelict Tanya site is supported</p>
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			<p>embarrassing eyesore on the approach to our village. Yes, it is at the village limit, but it is where the bus turns round. Come on councillors here's an opportunity to flex your muscles and exert some common sense. How will we ever win a tidiest village with a derelict eyesore on the main approach road.</p> <p>Copy: Cllr. Chris Darcel for information</p>	by the NDP and PC also by residents. The problem of refusal to allow redevelopment is due to CLLP & LPA policies
66		Policy 2A	<p>Why is more sustainable to build to the north of Ferry Road than it would be in building to the western side of the village? Building to the west will have benefits too.</p> <p>It has been stated that there will be approximately 200 houses. It would appear that these are in addition to those in the Central Lincolnshire Central Plan, so this will push the figure to 250 plus.</p> <p>At a recent Parish Council meeting plans were discussed for developing the former Tanya Knitwear site. The initial plan was for 20 houses but the Parish Council put forward that affordable housing should be included. The figure quoted was for 4 affordable properties, which is an additional 20%. The Neighbourhood Plan does not have a figure for how many affordable houses there should be, not for starter units, or elderly residents accommodation. Why Not? It is too late once a plan is agreed as developers will do as they wish.</p> <p>With regards to public transport, there is only one Stage coach bus an hour that uses Ferry Road for the majority of the day. By building to the west residents would benefit from the half hourly bus service that is in place at the moment.</p> <p>Non vehicular routes. The plan does not incorporate the construction of footpaths between Fiskerton and either Reepham or Cherry Willingham. By building to the west of the village footpath construction can be stipulated as part of the agreement, and it will be seen as being closer to the other two villages.</p> <p>Building to the west will mean that other properties, like those on Ferry Road, are not liable to be being flooded. The ponds donot look to be sufficient in the plans. I would also suggest a bank is built to shield the residents of Ferry Road from the development.The employment close to the village is of a specialist nature and I cannot see any scope for expansion. People will need to seek work away from the village.</p>	<p>Regarding Building to the West (See 1 &amp; 2 above) The question of site selection was answered in 2016 This is not in addition to the CLLP otherwise the figure quoted would be appx 290 plus infil.</p> <p>Affordable housing is noted in the NDP the final % will be determined by LPA at application stage. Developers will be governed by planning condition agreed with LPA</p> <p>Building to the North could allow expansion of the better service for all residents</p> <p>The NDP does make provision of footpaths &amp; Cycleways.</p> <p>Drainage (See 6 above) Drainage is also a professional design requirement which will be part of any planning application. A wide green buffer strip is to be included in any development to shield existing residents.</p>

		<p>Currently the only recreational facilities available are the small play area outside the Village Hall. Yes the Paddock has been mentioned but I am confused as to whether it is going to be gifted to the village. That is not really very clear. The Crescent. is not suitable for ball games, and its owners have put up signs saying that ball games are not allowed. Going back to the Paddock, it has not been used since I have lived in the village so it is likely it will not be missed should building take place upon it. How much would it cost to put it back into a usable condition, and who would meet that cost.</p> <p>Even by building to the west of the village there will still be a buffer zone between Fiskerton and Cherry Willingham of about half a mile.</p> <p>When the initial plans were put together it was noted that the village shop played a big part in the life of the village. It has now gone, and would like to know if there are plans for a shop, or any other facilities that would be included in any development.</p> <p>No doubt you have figures to hand for the number of vehicles that use Ferry Road. I did count vehicles on two days between 07.30hrs and 09.30hrs, and was surprised when on two days there were 650 and 678 vehicles using the road. This including cars, pedal cycles, vans, commercial vehicles, buses and coaches, plus agricultural vehicles. To me that is an awful lot of vehicles, and with an additional 200 properties it can be anticipated that there will be about 300 vehicles, with many on the move between the times I have shown. Even as it stands there are over 200 vehicles an hour that use Ferry Road.</p> <p>With the new by-pass being built, and with access being easiest from the lower road to and from the village, that will put more vehicles along the High Street/Lincoln Road. As I have already said building to the west will give the village a chance to sort this issue out safely, and take away any additional vehicles as well.</p> <p>At the start of all of this I was told, incorrectly, but one of the NPG members that my idea for building to the west of the village was ribbon development. That person had no idea what my plan was, and his suggestion was totally incorrect. I was thinking of the safety of road users, both pedestrians and vehicular, that would be using the village road network.</p>	<p>The ownership of Manor Farm Paddock is an agreement brokered by WLDC between the Landowners and the PC and will be acquired as planning gain.</p> <p>Building to the West (See 1 &amp; 2 above)</p> <p>Facilities like a shop will be part of the discussions at planning development stage, as will other facilities as part of any CIL income</p> <p>The Highway Authority class Ferry Road a low volume. The traffic figures for the proposed size of development are given in the landowners Transport Feasibility Report 2016.</p> <p>There is no proof to this statement</p> <p>As stated "at the start" at the start 2014 there were a number of members of the NPG who were not experienced in Town Planning. If the person you speak of did make</p>
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				<p>this statement it was a misunderstanding of what ribbon development was in planning terms at that time or a misunderstanding of your suggestion.</p>
67		Policy General	<p>I would like to express my objection to the proposed Neighbourhood Plan. Whilst I fully support the formulation of a plan for Fiskerton, I do not believe that my views and those of other residents have been taken into full consideration for the following reasons:</p> <p>Traffic and Road Safety</p> <ul style="list-style-type: none"> <li>• There will be an increase in traffic through the village, in particular the historic core, if the main residential development is to the north east of the village. Most vehicles from the new development will be travelling to and from Lincoln or Cherry Willingham and will have to pass through this area. The draft plan shows that the preferred methods of travel to work from Fiskerton are by car or van (Table 4) and this is supported by the West Lindsey and England figures. Table 3 leads to a calculated additional number of vehicles being approximately 240 for the proposed development. Almost all of these vehicles will regularly pass through the historic core of the village.</li> <li>• The proposal of one way systems for certain roads in the village would also lead to increased traffic in the historic core. Traffic passing through the village from Reepham along with village traffic from Plough Lane, Orchard Road, Chapel Road and High Meadows would all need to either loop around past the Carpenter's Arms and Church or use Blacksmith Road as a "cut through" as they make their journey to Lincoln. There has been no detail of benefits that this proposed one way system would bring and I suggest that this has been made to appease the residents of roads less wide than Blacksmith Road. No survey of current traffic levels has been made as far as I am aware which would be crucial in order to assess the impact on those roads. I would also suggest that the level of traffic from Reepham through Fiskerton to travel towards Lincoln will significantly increase once Hawthorn Road is closed by the already under-construction Lincoln Eastern Bypass.</li> </ul>	<p>Building to the North will produce an increase in traffic along parts of Ferry Road by about 15%. The road is busy during "rush hour" in the morning and afternoon, but is otherwise quiet and will remain so.</p> <p>Traffic speed and counts through the village have been carried out by LCC highway authority If the NDP is adopted the oneway system would be one item that it is intended to explore it is at that time that surveys etc would be carried out and any adjustments to the basic idea made in consultation with residents and highway authority.</p>

		<ul style="list-style-type: none"> <li>• The junctions at each end of Blacksmith Road are unsuitable for the amount of expected traffic and I would expect the level of near misses and collisions to increase here. Each vehicle entering the road from the north must use both carriageways and due to walls and hedges each side you cannot see what is on the road. The southerly junction is already unsafe with vehicles coming around blind bends at speed despite the "SLOW" signs painted on the road. Most vehicles entering Blacksmith Road at the southerly end naturally drift over to the right hand side of the road which causes incidents especially if cars are parked for the church. Blacksmith Road is the natural parking place for visitors to the church; if it becomes the main route north-south through the village then there will be traffic issues and safety problems.</li> <li>• There are currently no foot or cycle paths to Cherry Willingham or Reepham and I support the construction of these. However the proposed plan simply adds a path to the side of each road without any consideration of moving them away from the road. It is not a pleasant walk along the side of any national speed limit road even on a path and would not be my choice. A development to the west of the village would allow an improvement of the path to Cherry Willingham using the existing footpath detailed on Map 4. This would reduce the risk of accident as the foot and cycle traffic would be completely away from the national speed limit road.</li> </ul> <p>Facilities</p> <ul style="list-style-type: none"> <li>• Fiskerton has unfortunately lost its village shop. To encourage a new one being opened there must be an economic advantage for any new shop keeper. This usually is in the form of passing trade which the old shop was in a prime position. As the old shop is converted to residential use and is unlikely to reopen, a new site would need to be found. It would be ideal to have it as part of a new development, however, the proposed development to the north east would not have any passing trade and therefore not encouraging for a business to be opened and prosper.</li> <li>• Fiskerton is a small village and even with the proposed development will remain as such. In order to encourage new residents to the village the access to facilities must be encouraged and developed. The village of Cherry Willingham already has most of the desired facilities, including a senior school, and therefore we should look to help people access those facilities whilst still living in the desired small village environment of Fiskerton. A development to the west of the village would enable an</li> </ul>	<p>The PC is currently looking at footpaths between the villages with the Cherrywillingham and Reepham PC's as a joint venture</p> <p>A New Shop is envisaged as part of the proposed new development to be discussed at planning stage and would be dependent on viability.</p> <p>For Development to the West (see 1 &amp;2 above)</p> <p>New facilities and infrastructure will be dependent upon the amount</p>
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			<p>improvement of the path to Cherry Willingham using the existing footpath detailed on Map 4. This would allow residents, to Walk or cycle safely and easily between the two villages, lowering the level of car use and lowering the cost of infrastructure required by not requiring the proposed path along Lincoln Road.</p> <p>Due to the above reasons I am not in support of the proposed plan. I feel that the village of Fiskerton would not prosper with the proposed development but would simply become a thoroughfare for those driving out of their estate (either the new or existing developments) to get to somewhere with more facilities.</p> <p>I trust that my views and ideas will be taken into account by yourselves. I would welcome a discussion on these and can be contacted as per the above details.</p>	<p>of development allowed in the village (see new shop above)</p> <p>Residents want to see the village of Fiskerton thrive and become a viable self sufficient community as far as possible. only relying on adjacent villages for things that are not viable in a small/medium village. elder people cannot walk as far as Cherry Willingham and therefore we should aspire to attracting additional services in to Fiskerton. not setting up to rely on other villages services.</p>
68		General	<ol style="list-style-type: none"> <li>1. I support the Fiskerton Neighbourhood Development Plan</li> <li>2. The community objectives are just what the Parish should aspire to.</li> <li>3. Securing Manor Farm Paddock for public open space will be a major asset for the community, enabling the establishment of a “village focal point” and taking ownership of the maintenance of hedges around the paddock will benefit every road user.</li> </ol> <p>It will improve enjoyment of residents</p>	Support Noted
69		General policy 1	We both agree to the plans for the Fiskerton Neighbourhood Development, north of Ferry road, also that the Manor Farm Paddock is secured for public use.	Support Noted
70		General and Policy 2A	<p>Policy 1, 12 – I accept that Fiskerton needs around 200 new homes over the life of the plan in order to cater for the growth necessary to keep the other facilities viable and to allow the possibility for future facilities, such as a shop.</p> <p>Policy 10 – I regard the acquisition of Manor Farm Paddock as essential, to keep this unique landscape feature in the heart of the village, free from development in perpetuity. It also allows for the village to have a much needed area for public use and enjoyment.</p>	Support for the NDP noted



			<p>Policy 7 – I support the development of housing North of Ferry road, which will round the village off and not extend it west and east, this supports Policy 11. Any remaining drainage problems in the Ferry road area will be improved by ensuring that flood risks to existing properties as well as to the new homes will be taken into account and mitigated. Development elsewhere in the village would not achieve this for existing residents.</p> <p>Polices 2,3,9 – Are supported by the Plan Development where there is no Neighbourhood Development Plan would not have such protection.</p> <p>Community Objectives : overall the plan supports all of the community objectives outlined.,</p>	
71		General and Policy 2A	<p>Response to draft Neighbourhood Plan Consultation 2018 – 13th December 2018 Regulation 14 Draft</p> <p>Firstly I want to congratulate the Parish Council on the work undertaken to produce the Draft NP. It is quite a task and you have undertaken significant public consultation in order to produce a document where you have embraced the task of protecting what you value while accepting some change. An achievement you should be proud of.</p> <p>I respond to your consultation on one specific point of omission that I trust you will be sympathetic to, and include a revision in your Neighbourhood Plan. There is no mention of how the NP will deal with brownfield sites within the Designated Neighbourhood Plan Area.</p> <p>Specifically I would like to raise the area covered by the Former Tanya Knitwear Factory. While the site is obliquely covered by Policy 4: Infill Development, in that it mentions “redevelopment sites” and again in Policy 8: Employment Redevelopment (including a picture of the site) and it also has a specific mention in section 2.8, the site is not dealt with in the NP.</p> <p>The business was an important part of daily life over almost 6 decades, but now unfortunately leaves a legacy of empty decaying employment buildings and a contaminated eyesore, A site that is potentially a dangerous location for unsanctioned visitors such as inquisitive children.</p> <p>For this reason the site is a location that really ought to be on the Parish Council’s agenda and part of the Neighbourhood Plan in terms of identifying a preferred solution.</p>	<p>Support noted On behalf of the Landowner Tanya Site</p> <p>The points raised regarding the policies referred to are noted and will be given consideration by the NPG.</p>

		<p>It is perhaps a missed opportunity not to have included the Tanya Knitwear site with the sustainability assessment. The NPPF states in paragraph 69 that NP's should consider opportunities for allocating small and medium sized sites for housing as per paragraph 68a.</p> <p>Para 68 a suggests allocating sites of up to 1 hectare (including brownfield) for up to 10% of the housing target through relevant plan policies. This could still be achieved if the Tanya Knitwear site were allocated.</p> <p>Chapter 11 of the NPPF "Making Effective Use of Land" promotes the use of brownfield land "in a way that makes as much use as possible of previously-developed or "brownfield" land.</p> <p>While not part of the formal NP consultation process, potential development proposals for the Tanya site have undergone considerable recent public consultation with the Fiskerton parishioners and been presented to Parish Council meetings. The outline proposals have had good general support without any major objection. For this reason the NP committee should be confident that including a section on brownfield sites and in particular reference to the redevelopment of the Tanya Knitwear site, would be a reasonable addition to the draft document.</p> <p>While there is a planning application being prepared (and I have included an indicative plan for your information which I refer to below), I suggest that a more generic view should be taken to the site in the NP. The site is a brownfield redundant employment site with the usual problems of redevelopment of such locations including the need to clear the site and deal with any contamination issues, which makes redevelopment very costly. Life has also changed over the last 6 decades in terms of what type of employment use might be willing to take up a position on such a site.</p> <p>I would suggest that the NP identify the site as an problem location within the village and suggest that a solution would be to work with the owners and WLDC in order to find an alternative use enabling the cleaning up of an eyesore, contamination and a magnet for children intent on exploring this potentially dangerous location.</p> <p>You might want to create a general policy relating to Brownfield sites:</p> <p>Policy ? – Making Effective Use of Land (might slot in nicely after the Policy 8)</p> <p>This could focus on sites that the parish Council wanted to see developed or listed on a Brownfield register, particularly where delivering a solution to identified needs – such as starter homes. It could refer to specific sites and others to be published on an annual</p>	
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		<p>register as the NP team become aware of them.</p> <p>It would be good to refer to a specific site such as The Tanya Knitwear site as an example of where the Parish Council would like to work with the owners to find a solution to bring the area back into a sustainable use. That use might include a mixed development of employment and residential use in order to financially enable its re-development. One comment that did come back regularly from consultees was that they would prefer the site to be redeveloped as a mixed use site if employment use for the whole site was not an option, but not wanting to relinquish all employment use on the site. This would be a clear and reasonable ambition to state in the NP in relation to the Tanya Knitwear site.</p> <p>As an update for the NP committee it is still the intention of the owners to submit a planning application, but the site will take a considerable amount of cleaning up and its development will not be cheap. JHWalter have been charged with identifying a viable use for the site that fits with the NP priorities and local consultation responses, including part employment use, a mix of housing, affordable housing if possible, and then the practical issues of access and drainage.</p> <p>I believe we are almost there and have a viable scheme (draft indicative plan attached) that provides a crèche by redeveloping the existing residential dwelling on the site, employment space by redeveloping part of the original office building, a good mix of property types including 1,2,3 and 4 bedroom properties as flats, terraces , semi and detached dwellings. So both starter homes and family homes. In addition the site would support sustainable public transport, and despite the reduction in the area for re-development, accommodate a bus stop within the site making it easier for people to get from outside the site to the creche and employment space and also, from the site to Lincoln etc for their work, shopping and social needs.</p> <p>I would hope that the NP team are able to support this proposal by including a section on the site within the NP and that the Parish Council would support the application once submitted.</p> <p>However it is accepted that although perfectly reasonable to make further major amendments at this stage, the NP Team may prefer to make as small an amendment as possible. As a minimum therefore it would be requested that the site should be referred to by name in your plan as a brownfield site in need of re-development and that the NP plan would support an employment or mixed use development on the site in order to bring it back</p>	
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			<p>into sustainable use. This is a minor change and could be inserted in your employment section.</p> <p>I would also suggest that an amendment to the Policy 5 – Transport, might be helpful in your plan – I would add a paragraph to say that the Parish Council note the importance of Public Transport to all and in particular the 11.4 % of households that have no access to a private car. That the PC will work to maintain the public transport in the village by working with the bus companies to maintain and improve services and will require developers to include public transport in their transport assessments when developing in the village. I would also suggest changing the first line of Policy 5: Roads and Transport to “Development proposals in the village should consider multi-model transport solutions including pedestrian, cycle and public transport and where proposals generate additional traffic, the applications must be supported by an appropriate level of Transport Assessment.” I trust you find this response helpful. If you would like to discuss the response or wording of any inclusion in the NP further, please contact me at your convenience.</p>	
72		General	<p>Having checked the area covered by the Fiskerton Local Plan there is an HSE licensed explosives site in the area which has safeguarding consultation zones.</p> <p>Please be aware that the relevant statutory consultations will still be required for any development which falls within the safeguarding zones for any current or future licensed explosives site. Please also be aware that if planning permission were to be granted for any development, the Explosives Inspectorate would review the licence for the relevant explosives site. The planning authority may wish to note that any review may result in the facilities explosives capacity being significantly reduced, possibly putting its commercial viability in jeopardy.</p>	Points Noted
73		General and Policy 2A	<p>Government planning policy, within the <b>National Planning Policy Framework</b> (NPPF), identifies how the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Encouraging communities to become more physically active through walking, cycling, informal recreation and formal sport plays an important part in this process. Providing enough sports facilities of the right quality and type in the right places is vital to achieving this aim. This means that positive planning for sport, protection from the unnecessary loss of sports facilities, along with an integrated approach to providing new housing and</p>	<p>Refer to Below</p> <p><a href="http://www.sportengland.org/facilities-planning/planning-for-sport/forward-planning/">http://www.sportengland.org/facilities-planning/planning-for-sport/forward-planning/</a></p>

		<p>employment land with community facilities is important.</p> <p>It is essential therefore that the neighbourhood plan reflects and complies with national planning policy for sport as set out in the NPPF with particular reference to Pars 96 and 97. It is also important to be aware of Sport England's statutory consultee role in <b>protecting playing fields</b> and the presumption against the loss of playing field land. Sport England's playing fields policy is set out in our Playing Fields Policy and Guidance document.</p> <p><a href="http://www.sportengland.org/playingfieldspolicy">http://www.sportengland.org/playingfieldspolicy</a></p> <p>Sport England provides guidance on <b>developing planning policy</b> for sport and further information can be found via the link below. Vital to the development and implementation of planning policy is the evidence base on which it is founded.</p> <p><a href="http://www.sportengland.org/facilities-planning/planning-for-sport/forward-planning/">http://www.sportengland.org/facilities-planning/planning-for-sport/forward-planning/</a></p> <p>Sport England works with local authorities to ensure their Local Plan is underpinned by robust and up to date evidence. In line with Par 97 of the NPPF, this takes the form of <b>assessments of need and strategies for indoor and outdoor sports facilities</b>. A neighbourhood planning body should look to see if the relevant local authority has prepared a playing pitch strategy or other indoor/outdoor sports facility strategy. If it has then this could provide useful evidence for the neighbourhood plan and save the neighbourhood planning body time and resources gathering their own evidence. It is important that a neighbourhood plan reflects the recommendations and actions set out in any such strategies, including those which may specifically relate to the neighbourhood area, and that any local investment opportunities, such as the Community Infrastructure Levy, are utilised to support their delivery.</p> <p>Where such evidence does not already exist then relevant planning policies in a neighbourhood plan should be based on a proportionate assessment of the need for sporting provision in its area. Developed in consultation with the local sporting and wider community any assessment should be used to provide key recommendations and deliverable actions. These should set out what provision is required to ensure the current and future needs of the community for sport can be met and, in turn, be able to support the development and implementation of planning policies. Sport England's guidance on assessing needs may help with such work.</p>	
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			<a href="http://www.sportengland.org/planningtoolsandguidance">http://www.sportengland.org/planningtoolsandguidance</a>	
74		General	<p>Hello, thank you for the details of the neighbourhood Plan.</p> <p>I am responding on behalf of the Lincolnshire Branch of the Inland Waterways Association whose members use the River Witham and as such our comments are restricted to the river.</p> <p>The moorings at Fiskerton Fen are appreciated, providing a useful stopping off place for quiet rural moorings. And visiting the nature reserve.</p> <p>We are pleased to see they are included in your Plan, replacing the 5 Mile bridge moorings removed due to vandalism some years ago.</p>	Point noted
75		General	<p>I am responding on behalf of the Lincolnshire Branch of the Inland Waterways Association whose members use the River Witham and as such our comments are restricted to the river. The moorings at Fiskerton Fen are appreciated, providing a useful stopping off place for quiet rural moorings. And visiting the nature reserve.</p> <p>We are pleased to see they are included in your Plan, replacing the 5 Mile bridge moorings removed due to vandalism some years ago.</p>	Noted no equipment in the NDP area.
76		General	<p>Thank you for consulting this office on your neighbourhood plan. As archaeological advisor to West Lindsey District Council I am responding to your consultation. I will also be one of the officers who routinely uses the plan when giving advice once it is adopted.</p> <p>Firstly we are supportive of the strong focus on the village and wider parish's archaeological importance, which is something that makes Fiskerton internationally renowned, but can sometimes be overlooked locally.</p> <p>-However at 2.1 we suggest noting that the section of the Witham Valley around Fiskerton (rather than the whole course) is of particular significance because of the concentration of archaeological remains indicating many periods of activity.</p> <p>-In Section 2.3 it should explicitly state that the causeway was used for votive deposition, as it is one of the best studied examples of this anywhere in Europe. Timber dating also offers the tantalising suggestion that timbers were felled to renew</p>	These points are Noted at this stage.

		<p>the causeway to coincide with lunar eclipses, suggesting a connection between the causeway's use and astronomical observations by prehistoric peoples.</p> <p>-Section 2.5 refers to beehive querns not produced locally, but I think this might actually mean made from stone not sourced locally.</p> <p>-Illustrative Map 1 is an excellent idea but it is not clear what sources have been used to compile it. We hold many more records for important archaeology here in the Lincolnshire Historic Environment Record (which is used to inform planning decisions). Please contact us so that we can supply a comprehensive map.</p> <p>-Community objectives. Given the frequent mention of protecting the village's character and archaeology, its suprising not to see the historic environment mentioned here. Could you perhaps make it explicit in the second sentence such as rewording to "To minimise the impact of new development on the surrounding countryside, landscape, archaeology and eco systems."</p> <p>-section 5.11 I would suggest rephrasing "many of these properties have been subject to extensive alterations and extensions" to " many of these properties have been extended and adapted over the centuries" to make it less negative. Developers will otherwise use this to state the village lacks character so it will be ok to build less sensitive new buildings within the core.</p> <p>-section 11.2 I would tie together the natural and historic environment by referring to the excelled Fiskerton Fen Nature Reserve where "The area's history has also been used to inspire the landscaping and design of nature reserves, with a bird hide in the form of an Iron Age round house, and recreations of Bronze Age barrows both found at the Fen Nature Reserve."</p> <p>The only other concern is that we are surprised that the plan does not include buildings identified by the community as being of local historic significance, sometimes known as 'local listed.' Most plans being done in WLDC have these and are very useful in giving extra protection to buildings and features such as railings ect the community value. Given there is no conservation in the village it is particularly useful to carry this out. This office would be happy to advice on this and can rapidly produce it with you if needed, using existing record from the Historic Environment Record as a starting point.</p>	
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77		General	<p><b>Consultation on the Pre-submission version of the Fiskerton Neighbourhood Plan</b></p> <p>We welcome the opportunity to comment on the Pre-submission version of the Draft Fiskerton Neighbourhood Plan which covers the period 2018-2038. It is noted that the document provides a vision for the future of the area and sets out a number of key objectives and planning policies which will be used to help determine planning applications.</p> <p>Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. In relation to the Fiskerton Neighbourhood Plan, our principal interest is in safeguarding the operation of the A46 which routes 7 miles west of the Plan area. It should be noted that the section of the A46 for which Highways England are responsible ends at the junction with the A57; the section to the north of this junction is not part of the SRN.</p> <p>We understand that a Neighbourhood Plan is required to be in conformity with relevant national and Borough-wide planning policies. Accordingly, the Neighbourhood Plan for the Parish of Fiskerton is required to be in conformity with the Central Lincolnshire Local Plan (2012-2036) which was adopted in April 2017 and this is acknowledged within the document.</p> <p>We note that Fiskerton is identified as a ‘medium-sized village’ in the Central Lincolnshire Local Plan and therefore has been allocated a 15 per cent development growth rate. Fiskerton has exceeded this target with a proposed allocation of 200 dwellings on land north of Fiskerton; a growth rate of 44 per cent. In addition, allowances have been made for small scale infill development across the Parish.</p> <p>We expect that the majority of traffic generated from the development site would travel to Lincoln which is located approximately 3 miles to the west of the village. From Lincoln, there are numerous route choices available for traffic including the A158 to the east, the A15 and A46 to the north, the A57 to the west and the A46 (T) and the A15 to the south. It is also likely that the destination for a large proportion of traffic will be Lincoln itself. Therefore our view is that the number of additional trips using the A46 (T) as a result of development in Fiskerton will be minimal and therefore we do not consider that there are likely to be significant impacts upon the operation of the SRN.</p> <p>We have no further comments to provide and trust that the above is useful in the progression of the Fiskerton Neighbourhood Plan</p>	Points Noted
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78		General	<p><b><u>Community Vision and Objectives</u></b></p> <p>The Woodland Trust is pleased to see that your Neighbourhood Plan identifies the important role that trees play, and that opportunities should be taken to increase tree cover in appropriate locations in Fiskerton. Trees are some of the most important features of your area for local people, and already this is being acknowledged with the adopted Local Plan for Central Lincolnshire (2017), and Policy LP17 (Biodiversity and Geodiversity), which seeks to protect and enhance the intrinsic value of the landscape and trees and woodland, and Policy LP21 (Biodiversity and Geodiversity), which acknowledges the need to retain irreplaceable habitats such as veteran trees and ancient woodland. Therefore, this should also be taken into account with the second Community Objective of your Neighbourhood Plan for Fiskerton, and it should be amended to include the following:</p> <p><b>‘To protect, retain and enhance the natural environment of the village, its veteran trees and hedgerows, and minimise the impact of new development on the surrounding countryside, landscape and eco systems.’</b></p> <p><b><u>Green Infrastructure</u></b></p> <p>We are pleased to see that your Neighbourhood Plan acknowledges the vital contribution of mature trees, and how they contribute significantly to the countryside in Fiskerton, and how your plan can assist with safeguarding this from encroachment. But this should also recognise the fact that development should not lead to loss or degradation of trees in your parish. Increasing the amount of trees in Fiskerton will provide enhanced green infrastructure for your local communities, and also mitigate against the future loss of trees to disease (eg Ash dieback), with a new generation of trees both in woods and also outside woods in streets, hedgerows and amenity sites.</p> <p>Information can be found here: <a href="http://www.magic.gov.uk/MagicMap.asp">http://www.magic.gov.uk/MagicMap.asp</a> and <a href="http://www.ancient-tree-hunt.org.uk/discoveries/interactivemap/">http://www.ancient-tree-hunt.org.uk/discoveries/interactivemap/</a></p> <p>Ancient woodland would benefit from strengthened protection building on the National Planning Policy Framework (NPPF). On 24<sup>th</sup> July the Ministry of Housing, Communities and Local Government published the revised NPPF which now states:</p> <p><b>development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists</b></p> <p>The Woodland Trust believe this must be given due weight in the plan making process as it</p>	Check with Professional adviser
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		<p>shows a clear direction of travel from central Government to strengthen the protection of irreplaceable ancient woodland and trees. Therefore, we would</p> <p>recommend that Policy 9 (Green Infrastructure) acknowledges tree protection and provision and should include the following:</p> <p>a) Development proposals should plan positively for the protection, enhancement and creation of networks to improve the connectivity between biodiversity and Green</p> <p>Infrastructure, <b><i>and there should be no harm to or loss of irreplaceable habitats such as ancient trees and veteran trees'</i></b></p> <p>The Woodland Trust would suggest that your Neighbourhood Plan is more specific about ancient tree protection. For example, the introduction and background to the consultation on the Kimbolton Neighbourhood Development Plan (2017), identified the importance of ancient woodland, and how it should be protected and enhanced. Also, we would like to see buffering distances set out. For example, for most types of development (i.e. residential), a planted buffer strip of 50m would be preferred to protect the core of the woodland. Standing Advice from Natural England and the Forestry Commission has some useful information:</p> <p><a href="https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences">https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences</a></p> <p>We would like to see the importance of trees and woodland recognised for providing healthy living and recreation also being taken into account with your Neighbourhood Plan for Fiskerton. In an era of ever increasing concern about the nation's physical and mental health, the Woodland Trust strongly believes that trees and woodland can play a key role in delivering improved health &amp; wellbeing at a local level. Whilst, at the same time, the Health &amp; Social Care Act 2012 has passed much of the responsibility for health &amp; wellbeing to upper-tier and unitary local authorities, and this is reinforced by the Care Act 2014. Also, each new house being built in your parish should require a new street tree, and also car parks must have trees within them.</p> <p><b><u>Community Facilities</u></b></p> <p>Whilst Policy 12 does identify the fact that an audit of shortfalls in community provision is going to be acknowledged as something is taken forward, protecting natural features such as</p>	<p>At this stage of Fiskerton development I don't think we are in danger of encroaching on woodland!</p>
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79		General	<p>Thank you for consulting the Forestry Commission, unfortunately we do not have the resources to respond to Neighbourhood plans. If you have ancient woodland within your boundary to consider the Forestry Commission has prepared joint <a href="#">standing advice</a> with Natural England on ancient woodland and veteran trees which we refer you to in the first instance. This advice is a material consideration for planning decisions across England. It explains the definition of ancient woodland, its importance, ways to identify it and the policies that relevant to it. It also provides advice on how to protect ancient woodland when dealing with planning applications that may affect ancient woodland. It also considers ancient wood-pasture and veteran trees.</p> <p>The Standing Advice website will provide you with links to <a href="#">Natural England's Ancient Woodland Inventory</a>, <b>assessment guides</b> and other tools to assist you in assessing potential impacts. The assessment guides sets out a series of questions to help planners assess the impact of the proposed development on the ancient woodland.</p>	Noted
80		General	 <p>05.11.2018 Response .pdf</p>	Need to arrange copy to word
81		General and Policy 2A	<p>Fiskerton Neighbourhood Plan: Response to Regulation 14 Consultation</p> <p>This representation is made by Deloitte Real Estate on behalf of the Church Commissioners for England (“the Commissioners”) in response to the Draft Fiskerton Neighbourhood Plan (“the Plan”), which is the subject of public consultation under Regulation 14 of the Neighbourhood Planning Regulations 2012 (amended). The consultation commenced on 1 November 2018.</p> <p>The Commissioners are generally supportive of the Plan. Nevertheless, we would like</p>	These points will be given consideration and action taken if required.

		<p>to raise a number of points which we consider require clarification and/or further consideration, as follows:</p> <p><b>Policy 1: Development to the North of Fiskerton Uses</b></p> <p>The opening paragraph of Policy 1 states on page 25 of the Plan that the Site “is allocated for both residential and community use(s)”. It goes on to identify the provision of 200 new homes and “open space(s)” on the Site. It is therefore anticipated that the reference to “community use(s)”, identified in this paragraph, relates to the provision of open space as part of the residential development, and not some other form of community use. This should be clarified in the text.</p> <p><b>The Paddock</b></p> <p>Policy 1 states on page 25 of the Plan that “As a community benefit, the transfer of ‘The Paddock’, as identified in Appendix B, into the ownership of the Parish Council should occur on the granting of outline planning permission for the proposed site”. We support the principle of releasing the Paddock for community use, but in accordance with the NPPF and legislative requirements, the release of the Paddock would need to form part of a planning gain agreement or other financial mechanism associated with the development of the Site. We consider that Policy 1 should be amended to make this position clear.</p> <p>We are concerned that the wording in Policy 1 is overly prescriptive regarding the timing for the transfer of the Paddock to the Parish Council. The mechanism for securing the transfer of the Paddock would be agreed at outline planning application stage. This is of course different from the actual legal transfer of the land, which in practical terms cannot also occur simultaneously on the grant of planning permission.</p> <p>We suggest the following amendment to the text in Policy 1 to address these two points:</p> <p>“The timing for the transfer of the ownership of the Paddock, as identified in Appendix B, to the Parish Council will be set out in a planning gain agreement or other financial mechanism on the grant of planning permission for 200 homes at the Site.”</p> <p><b>Policy 11: Settlement Breaks</b></p> <p>We note that some of the Commissioners’ land to the west of the village is included as a “settlement break” under Policy 11 of the Plan, which would prevent future development during the life of the Plan. The term “settlement break” is not a recognised ‘designation’ in National planning policy and it does not comply with the</p>	
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			<p>adopted Local Plan.</p> <p>Furthermore, given the considerable distance between the land and the next settlement to the west, we would question whether the principle of applying this designation to this specific area of land meets its own objectives.</p> <p>Existing Local and National planning policies that restrict development outside settlement boundaries is sufficient to control any development going forward on this land.</p> <p>We therefore consider that this Policy and its application to land to the west of the village cannot be justified, is not sound, and should be removed from the Plan.</p> <p>Appendix A: Community Aspirations &amp; Projects</p> <p>Appendix A sets out (on pages 62 to 63) a wide range of community proposals which could come forward with new growth in the village. The Note to the Appendix recognises that “the majority of the proposals included in this appendix will be subject to affordability and funded through the proposed future development of Fiskerton via CIL and possible developer partnerships”.</p> <p>It is important to note that a range of different funding streams will need to be considered in order to meet all of the community proposals put forward in the Appendix and any planning permission granted for new development must be viable and deliverable.</p> <p>Subject to the above points, we would reiterate that we are broadly supportive of the Plan, and look forward to continuing to engage with the Neighbourhood Plan process going forward.</p>	
82		General	<p><b>re: - Fiskerton Neighbourhood Plan</b></p> <p>Thank you for consulting Historic England on the Neighbourhood Plan for Fiskerton.</p> <p>We do not have any detailed comments to make on the plan at this time, however, if there are any specific issues that you feel would merit our closer involvement please advise us of this. The policy considerations relating to the historic environment are dealt with extensively in the National Planning Policy Framework (NPPF) and its associated Guidance (NPPG). For general advice on neighbourhood planning and the historic environment, we refer you to the Neighbourhood Planning section of the Historic England website:</p> <p><a href="https://www.historicengland.org.uk/advice/hpg/historicenvironment/neighbourhoodplanning/">https://www.historicengland.org.uk/advice/hpg/historicenvironment/neighbourhoodplanning/</a>.</p>	Noted

