


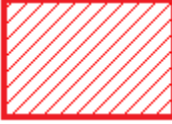
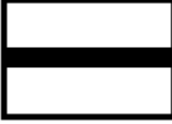



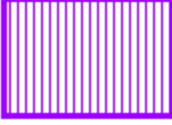

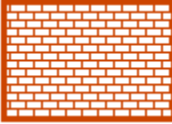


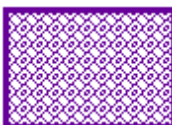

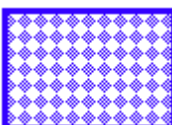











EAST LINDSEY SETTLEMENT PROPOSALS DEVELOPMENT PLAN DOCUMENT PART 3 COASTAL SETTLEMENTS ADOPTED JULY 2018

Supporting Economic Growth for the Future



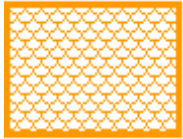
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Key to Settlement Proposals Maps

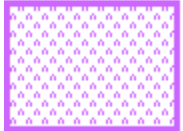
		Ancient Monuments (SP11)		Parish Boundary (Where Applicable)
		Conservation Areas (SP11)		Serviced Holiday Accommodation Area (SP19)
		Protected Open Space (SP25)		Coastal Amusement Areas (SP14 & SP20)
		Town Centre Boundary (SP14)		Allocated Employment Land (SP13 & SP21)
		Primary Shopping Frontage (SP14)		Proposed Allocated Site (SP3 & SP7)
		Gypsy and Traveller Sites (SP12)		Protected Area Addlethorpe (SP19)
		Sports and Recreation Facility (SP26)		Coastal Country Park (SP20)
		Sites of Nature Conservation Importance (SP24)		Sites of Special Scientific Interest (SP24)
		Lincolnshire Wolds AONB (SP23)		Foreshore (SP20)
		Local Wildlife Sites (SP24)		Ancient Woodland (SP11 & SP24)
		Local Nature Reserves (SP24)		Local Geological Sites (SP24)
		Existing Employment Land (SP13 & SP21)		National Nature Reserve (SP24)



Ramsar Site
(SP24)



Special Protection
Area
(SP24)



Special Area of
Conservation
(SP24)

CHAPTER 1 – INTRODUCTION

1.0 The purpose of this document is to provide the site specific element to the Policies of the Core Strategy. The Plan period for this document is 2016 – 2031, together with the Core Strategy these two documents make up East Lindsey District Councils Local Plan. It identifies the sites for housing, employment and Gypsies/Travellers and sets out the key policy area of retail in the Districts towns. Along the coast the document sets out the amusement areas and foreshores.

1.1 It also shows the location of the environmental assets such as open space and sport and leisure facilities that will be protected over the plan period.

1.2 This Local Plan supersedes the 1995 (as amended 1999) East Lindsey Local Plan in its entirety.

How we arrived here

1.3 The Council:

- Gathered evidence from existing and new surveys and studies.
- Commissioned an updated analysis of the Districts future population growth in June 2015 and September 2016.
- Commissioned an updated analysis of the areas Strategic Housing Market Area Assessment in September 2016.
- Surveyed all the sites put forward in the Strategic Housing Land Availability Study and assessed them against an approved set of criteria and carried out a Sustainability Appraisal on each site.
- Commissioned a Water Cycle Study completed in 2016.
- Carried out a consultation on the Strategic Housing Land Assessment Sites in 2012.
- Carried out a consultation on the sites in June/July/August 2016.
- Carried out a Publication Version consultation 30th November 2016 to 25th January 2017.

1.4 *All the documents prepared for the both the Core Strategy and the Site Allocation Document can be found on the Councils website www.e-lindsey.gov.uk/localplan*

Policy Context

1.5 The National Planning Policy Framework sets out a series of core planning principles that should underpin local plans and planning decisions. Central to those principles is delivering sustainable development around the integrated themes of:-

- a strong economy,
- healthy and vibrant communities, and;
- protecting the environment.

1.6 To deliver those aims the NPPF encourages Local Plans to meet the objectively assessed needs of their areas, with sufficient flexibility to adapt to rapid change and, amongst other objectives, they should:-

- allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate;
- identify areas where it may be necessary to limit freedom to change the uses of buildings, and support such restrictions with a clear explanation;
- identify land where development would be inappropriate, for instance because of its environmental or historic significance;

1.7 In line with the sustainable principles of the NPPF the Core Strategy policies aim to focus new development in locations that offer a range of community facilities and have good access to jobs, key services and infrastructure, away from areas of all types of flood risk.

1.8 To that end it establishes the settlement pattern and the principle of the scale and location, use and form of development and identifies the specific role that the towns and large villages play as providers of the services that will deliver that vision, which is intended to deliver:-

'a network of thriving, safe and healthy and sustainable communities, where people can enjoy a high quality of life and an increased sense of well-being and where new development simultaneously addresses the needs of the economy, communities and the environment'.

1.9 These allocations are intended to enable a continuous delivery of sites until the end of the plan period. The Plan is subject to a review by April 2022 to ensure an adequate supply of housing and to assess the impact of the policy of restraint on the Coast.

1.10 The Core Strategy sets out that there is a requirement to provide sites for 7819 homes from 2017 to 2031. The total of the 7819 homes will be split between the inland towns and the Coastal Zone. The Coast with a policy of housing restraint because of flood risk will be limited to existing commitments of 1257 homes, leaving approximately 6562 homes to be delivered inland. The Council will carry out a full review of its housing policies with a review being submitted for examination by April 2022.

1.11 The Councils Employment sites review also provides an estimate of future land requirements based on a review of industrial estates (where present) in the towns and large villages using trends based data and an analysis of individual locations.

Sustainability Appraisal and Habitats Regulations Assessment

1.11 The European Directive 2001/42/EC, known as the Strategic Environmental Assessment or SEA Directive, require that certain plans and programmes must undergo an SEA. This includes land use or spatial plans. The Planning and Compulsory Purchase Act 2004 has broadened the scope of this to require a Sustainability Appraisal (SA) for all Spatial Plans.

1.12 The purpose of Sustainability Appraisal is to promote sustainable development through the integration of social, economic and environmental considerations in the preparation of planning policy documents. The process will assess how the development of settlements, and the sites within them, meet and contribute towards the sustainability objectives for East Lindsey and, where there are any conflicts, what mitigation can be introduced to minimise the impacts.

1.13 In order to carry out this appraisal, the settlement proposals have been assessed against the following Sustainability Objectives, which were developed by the Council and which are used to test all its policy documents.

Sustainability Objectives
1. Protect and enhance the quality and distinctiveness of the areas' biodiversity (native plants and animals) and geodiversity.
2. Protect and enhance the quality and distinctiveness of the area's landscapes, townscapes and historic environment.
3. Protect natural resources from avoidable losses and pollution and minimise the impacts of unavoidable losses and pollution.
4. Avoid the risk of flooding (where possible) and fully mitigate against the impacts of flooding where it cannot be avoided.
5. Promote viable and diverse economic growth that supports communities within the district.
6. Prioritise appropriate re-use of previously developed land and minimise the loss of the best agricultural land and greenfield sites.
7. Improve accessibility to key services, facilities amenities and green infrastructure including the promotion of sustainable modes of access.

8. Increase reuse and recycling rates and minimise the production of waste.
9. Support inclusive, safe and vibrant communities.
10. Ensure that local housing needs are met.
11. Increase energy efficiency and ensure appropriate sustainable design, construction and operation of new developments.
12. Encourage and provide the facilities and infrastructure for “healthy lifestyles”
13. Positively plan for, and minimise the effects of, climate change.

1.14 Another requirement of the appraisal of planning documents is to carry out a Habitats Regulations Assessment (HRA) to protect the integrity of sites protected, at a European level, for their nature conservation importance. The Habitats Regulations 1994, as amended in 2006, require that all land use plans are subject to such an assessment.

CHAPTER 3 – COASTAL SETTLEMENTS

3.1 The Council is not proposing to allocate sites for housing in the coastal towns and large villages. It will still strongly support economic growth, improvements to community facilities and flood risk infrastructure as set out in the Core Strategy policies. The Plan does however highlight the following proposals.

- allocations employment
- environmentally sensitive areas
- town centres and protected (primary) shopping frontages
- serviced holiday accommodation areas (on the coast)
- coastal protection areas
- Coastal Amusement Centres and Foreshore Areas

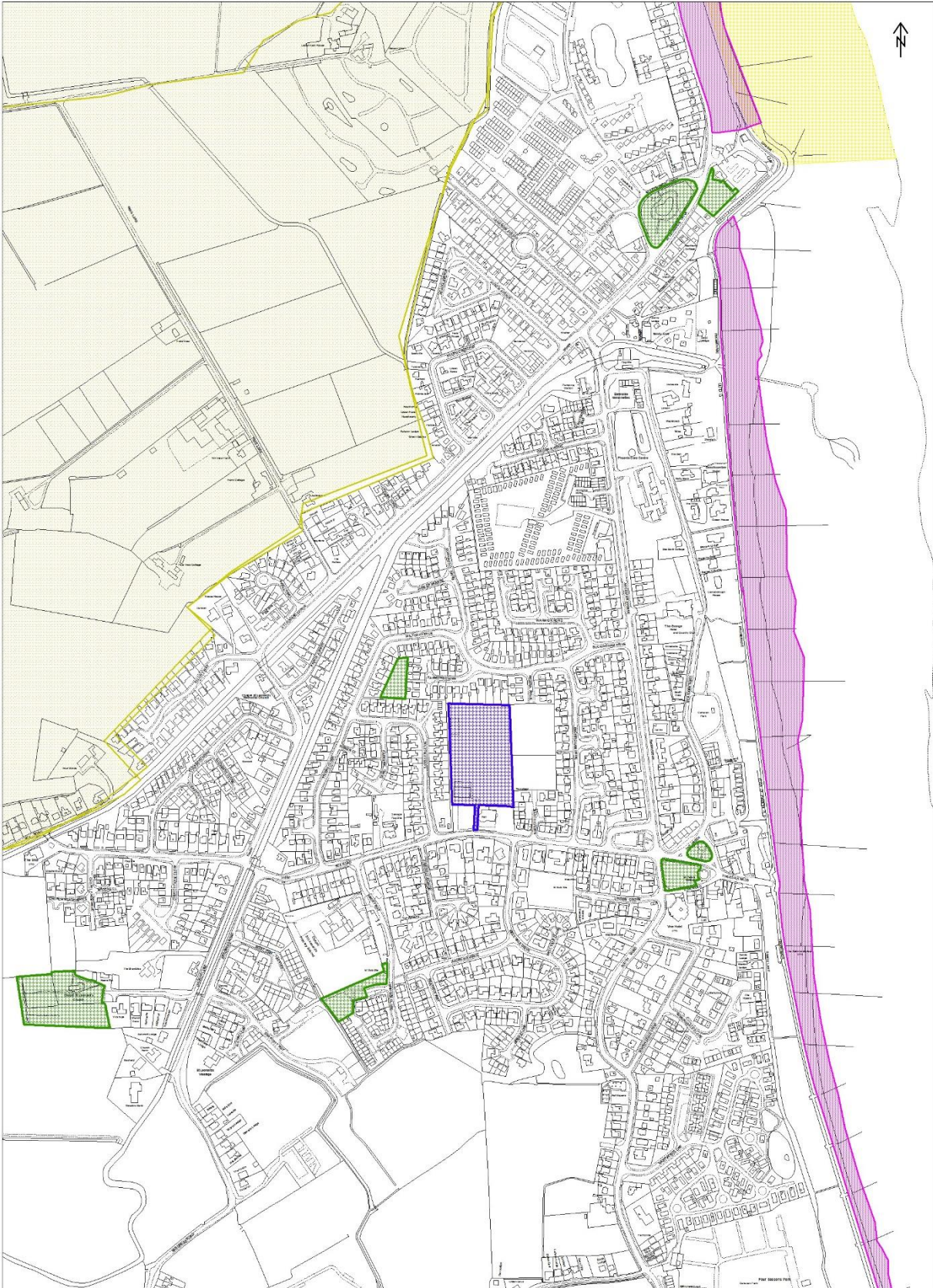
3.2 Set out in the table below are a list of the existing commitments in the Coastal Zone.

Addlethorpe	0
Anderby	2
Chapel St. Leonards	148
Croft	17
Ingoldmells	171
Mablethorpe	127
New Leake	0
North Cotes	0
North Somercotes	52
Saltfleetby All Saints	4
Saltfleetby St. Clements	0
Saltfleetby St. Peter	1
Skegness	563
Skidbrooke + Saltfleet Haven	10
South Somercotes	0
Sutton On Sea	155
Theddlethorpe All Saints	0
Theddlethorpe St. Helen	7
Trusthorpe	0
TOTAL	1257

CHAPEL ST LEONARDS

SETTLEMENT	CHAPEL ST LEONARDS
Description of the services and facilities in the settlement	Chapel St Leonards is a large coastal village with roughly equal areas developed for residential and holiday uses – primarily of caravans and associated attractions. It supports a range of services including a wide range of shops, banking facilities, several public houses, primary school and doctors. It also supports a number of businesses and associated employment.
Location	Located on the coast between the towns of Mablethorpe (10 miles) and Skegness (7 miles), Chapel St Leonards is barely a mile from Hogsthorpe due west, and 1 mile from Ingoldmells to the south; both also large villages. It lies to the side of the A52 road that is part of the strategic road network,
Character	<p>For the greater part Chapel St Leonards has developed since WWII primarily between the Willoughby High Drain and Chapel Point and Sea Road with the bulk of holiday 'homes' along South Road and more recently along Trunch Lane. The village centre is located around the Pullover with shops, medical centre and the green that dominates the area creating a sense of openness.</p> <p>Although there are some older properties much of the village comprises of newer development with an emphasis on bungalows in 'tight' modern estates whilst holiday development dominates along South Road. Beyond Trunch Lane caravans which, barring a narrow band of caravans along the coast, quickly give way to open countryside and an important break in development that otherwise stretches unbroken to south of Skegness.</p>
Population & Housing	<p>In 2011 the Census records Chapel as having a resident population of 3384 representing a fall of 21 over the number in 2001. This fall continues the trend shown by previous Censii after 1981 and the exceptionally high levels of growth (72%) recorded in the preceding period between 1971 and 1981.</p> <p>Compared to the age structure of the District, the numbers of people in the 0 to 59 are all lower in Chapel, with 4.2% fewer in the 0 to 9 age band; 3.5% fewer in the 10 to 19 age band and, 8.6% less in the 20 to 59 age group. In the higher age group - between 60 and 74 the variation to the norm is more marked, with the main difference being the much higher proportion (35% compared to 23.6%) being found in Chapel. That imbalance also occurs in the over 75 age groups which, at 15.9% is 4.5% higher than the average.</p> <p>With 3384 persons in 1685 households the average persons per household in Chapel St Leonards at 2.01 is considerably lower than the 2.24 average but, given the higher age of much of the population and small number of children this is to be expected.</p> <p>The overall pattern of home ownership in Chapel (72.2%) is broadly similar to that of the District (69.2%) although the proportion that are owned rather than owned with a mortgage is nearly 12% higher than the norm of 42.4%. (The number owned with a mortgage in Chapel is 18%, compared to the average of 26.8%).</p> <p>There is also a significant difference in the number of social rented</p>

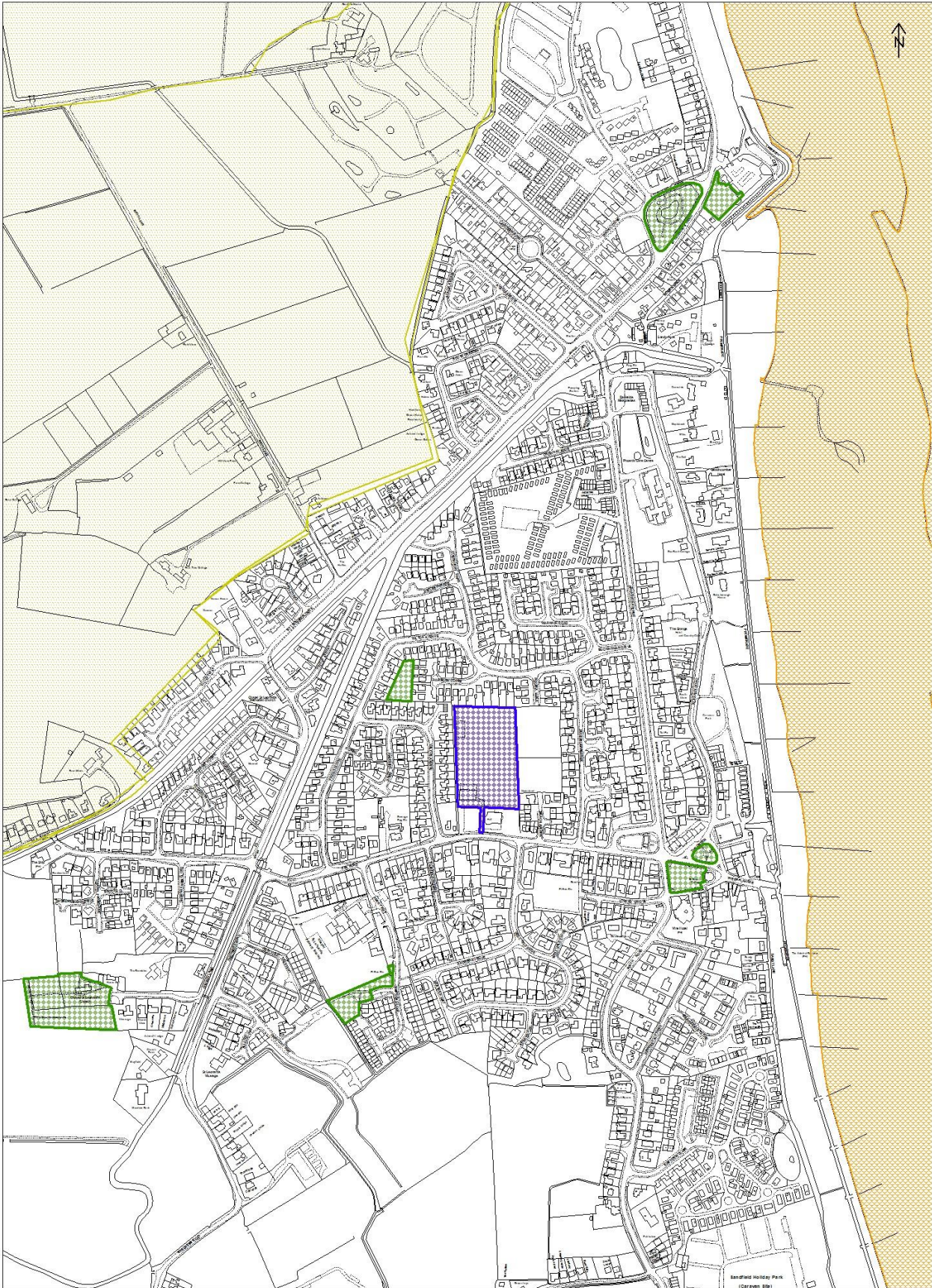
	<p>households in Chapel with only 6.1% compared to the average of 11% for the District. Chapel St Leonards also has a high (17.3%) level of privately rented households recorded- the norm is 15.3%.</p> <p>As might be expected the number of households where the head of the house is over 65 (at 49.7%) is considerably higher than the average of 37.4% and similarly the percentage of over 65 owner occupiers is also above the norm, there are however 50% fewer socially rented households occupied by the 65+ age groups.</p>
Employment	<p>There is no Council sponsored employment site at Chapel St Leonards and the site identified in the previous Plan has not been brought forward.</p> <p>Analysis of the main employment sectors confirms that tourism accommodation is the largest employer with 22% (EL 8.9%) involved in that sector. At 19.2% Wholesale and Retail is the next largest sector compared to 17.5% across the area, whilst third is the Health largest form of employment. There are variations between Chapel St Leonards across other sectors but, apart from the Manufacturing and Education sectors which both employ 3% fewer locally, these variations are relatively small.</p> <p>At the time of the Census 11.1% of people in the 16 to 74 age group were economically active compared to the average of 14.3%. of those far fewer (19.4%) were employed full time to the Districts 29.8%. there were also a smaller number of self-employed people recorded (7.9% : 10.9%) and also fewer people employed part time.</p> <p>The number of retired persons (37.8%) was also significantly higher in Chapel at 37.8% compared to 24.1% across the area but the number of unemployed was only slightly higher at 5.5% compared to 4%.</p>
Infrastructure	<p>Access. Although Chapel is located close to the A52 coast road and has good links to the services in Skegness access to the inland towns and beyond is more circuitous. There are good public transport links providing access to higher order services in the nearby towns for commuters and shoppers.</p> <p>Water Infrastructure - As a coastal settlement the key threat at Chapel St Leonards is from coastal flooding (either breaching or over-topping). The Willoughby High Drain also has an outlet at Chapel Point and there may be an issue around flooding linked to this water way.</p> <p>Education. There is a primary school at Chapel. Secondary education facilities are available in Alford and Skegness</p> <p>Health. Chapel St Leonards has a doctor's surgery that is part of a larger practice. The practice has a high patient to doctor ratio, with issues in the summer season by the high influx of visitors to the practise. The hospital at Skegness is also relatively close by.</p>



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CHAPEL ST LEONARDS



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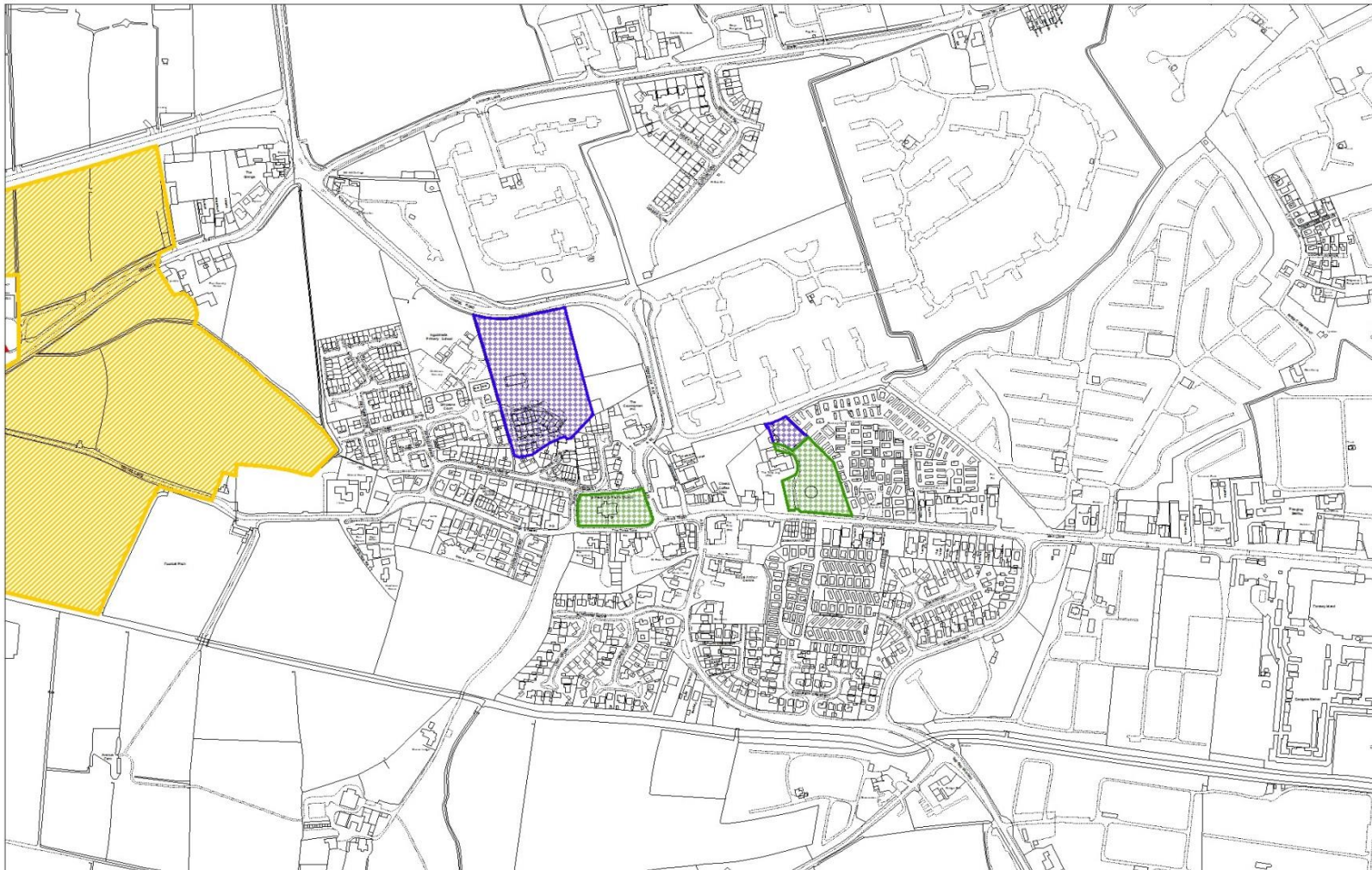
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CHAPEL ST LEONARDS

INGOLDMELLS

SETTLEMENT	INGOLDMELLS
Description of the services and facilities in the settlement	Ingoldmells has a wide range of facilities including primary school, doctors surgery, public houses, village hall and food shops. In addition to large employer(s) it also has a number of other shops and other facilities linked to its holiday destination role.
Location	Ingoldmells village sits on the A52 about 3 miles north of Skegness (centre) and half a mile from the coast. It is just under a mile from the sea and a similar distance from Chapel St Leonard's to the north.
Character	<p>The historic core of Ingoldmells has a fairly small footprint around the junctions on the A52 with Sea Lane and School lane. This area is dominated by the Church and the small group of commercial properties. It is surrounded on 3 sides by more recent residential development comprising mainly of bungalows.</p> <p>Around the fringes and notably towards the sea it is interspersed with and then completely given over to holiday caravans and chalets. Between the village and beach the caravans on the older sites are arranged in serried ranks close together whilst the newer sites have a more informal layout. Along Sea Lane, up to and around the Roman Bank junction has developed as the core area for holiday amusements dominated by the Fantasy Island complex pyramid and rides. Although quiet over the winter months this part of Ingoldmells teems with people during the season and has a vibrant character.</p>
Population & Housing	<p>At the time of the 2011 Census the population of Ingoldmells was 2059, an increase of 163 (8.6%) over the 2001 figure. For comparison the population had declined over the previous 10 years after many years of continuous growth most notably between 1961-71 when records indicate it grew from 790 to 1278.</p> <p>In terms of the age structure the population at Ingoldmells is 'top heavy' but has some anomalies. There are 3.2% fewer children aged between 0 and 9 than the average and the difference in the 10 to 19 age group is 2.2% (Ingoldmells 8.6% : EL 10.8%).</p> <p>There is a difference of 4% in the 20 to 59 age band and, although this masks higher proportions (of between 3.5 and 4.9%) in the 20 to 29 ages, the smaller numbers in the 30 to 39 age groups negate that reversal in the pattern.</p> <p>The proportion of people in the 60 to 74 age groups is greater in Ingoldmells (27% compared to 23.6%) but in the over 75's at 9.4% there are 2% fewer than the district 'norm'.</p> <p>The population of Ingoldmells 2059 lived in 839 households giving an average of 2.45 per household which is somewhat higher than the average of 2.24 for the District. It is estimated that the tourist population is typically in excess of 21000 during the summer months and may rise to closer to twice that number at peak times.</p> <p>Home ownership levels in the village also vary from the norm and, although there are 7.5% more owner occupied homes (49.9%: 42.45), there were nearly 17% fewer 'owned with a mortgage' (10%: 26.8%). In terms of social rented households the proportion in Ingoldmells was 17.1% compared to the 11%, and there were also marginally more</p>

	<p>privately rented households recorded. (16.7%: 15.3%).</p> <p>There are 7.2% more houses (whose head is over 65) in Ingoldmells than the average of 37.4% and nearly 80% of these are owner occupied – just 2% higher than the average; but at 5.1% far fewer older households live in affordable housing than the typical 9.1%.</p>
Employment	<p>There is no dedicated industrial site in Ingoldmells and the local economy is dominated by the tourist economy including the Butlins Holiday Park. In 2013 there were in excess of 8300 static caravans recorded in the Parish, representing 34% of the total along the coast, and the management/maintenance of the different elements of the holiday offer is the major economic driver locally.</p> <p>Also, with Skegness close-by there are further opportunities for employment in a more diverse market locally.</p> <p>The Census highlights the dominance of tourism on the economy; it records the main employment sectors as Accommodation & Food Services and confirms the dominance of that sector that employs 52.1% (EL 8.9%). A further 11.4% of jobs are in the Wholesale & Retail sector (EL 17.5%) with 'Other' at 9.2% the 3rd most common which is also higher than the average (EL 5.6%).</p> <p>Of the 1662 persons in the 16 to 74 age group at the 2011 Census, 33.3% were in full time employment and only 11.3% were part-time compared to the averages of 29.8% and 14.3% respectively, suggesting that despite the dependence on tourism, it has little seasonal impact.</p>
Infrastructure	<p>Access. Located on the main coast road with good links, including a commuter bus service into Skegness, residents of Ingoldmells can readily access a wide range of facilities/services. There is no evidence to indicate that tourist traffic is a serious issue locally.</p> <p>Water Infrastructure - As a coastal settlement Ingoldmells faces the threat of flooding from a breach or overtopping of the sea defences and the settlement lies in the 'danger to all and most' categories. The impact of any growth in the amount of holiday accommodation on the capacity of the sewerage system which is served by the Ingoldmells Water Recycling Centre. Using a red, amber, green to show issues with the system, the facility is red.</p> <p>Education. There is a primary school in Ingoldmells Secondary Education is available in either Skegness or Alford.</p> <p>Health. Ingoldmells doctor's surgery is part of a larger group which has a high doctor to patient ratio. Additionally the hospital at Skegness is available There are known issues linked to the number of visitors using local health services and putting pressure on their ability to deliver during the summer months.</p>



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INGOLDMELLS

MABLETHORPE/SUTTON/TRUSTHORPE

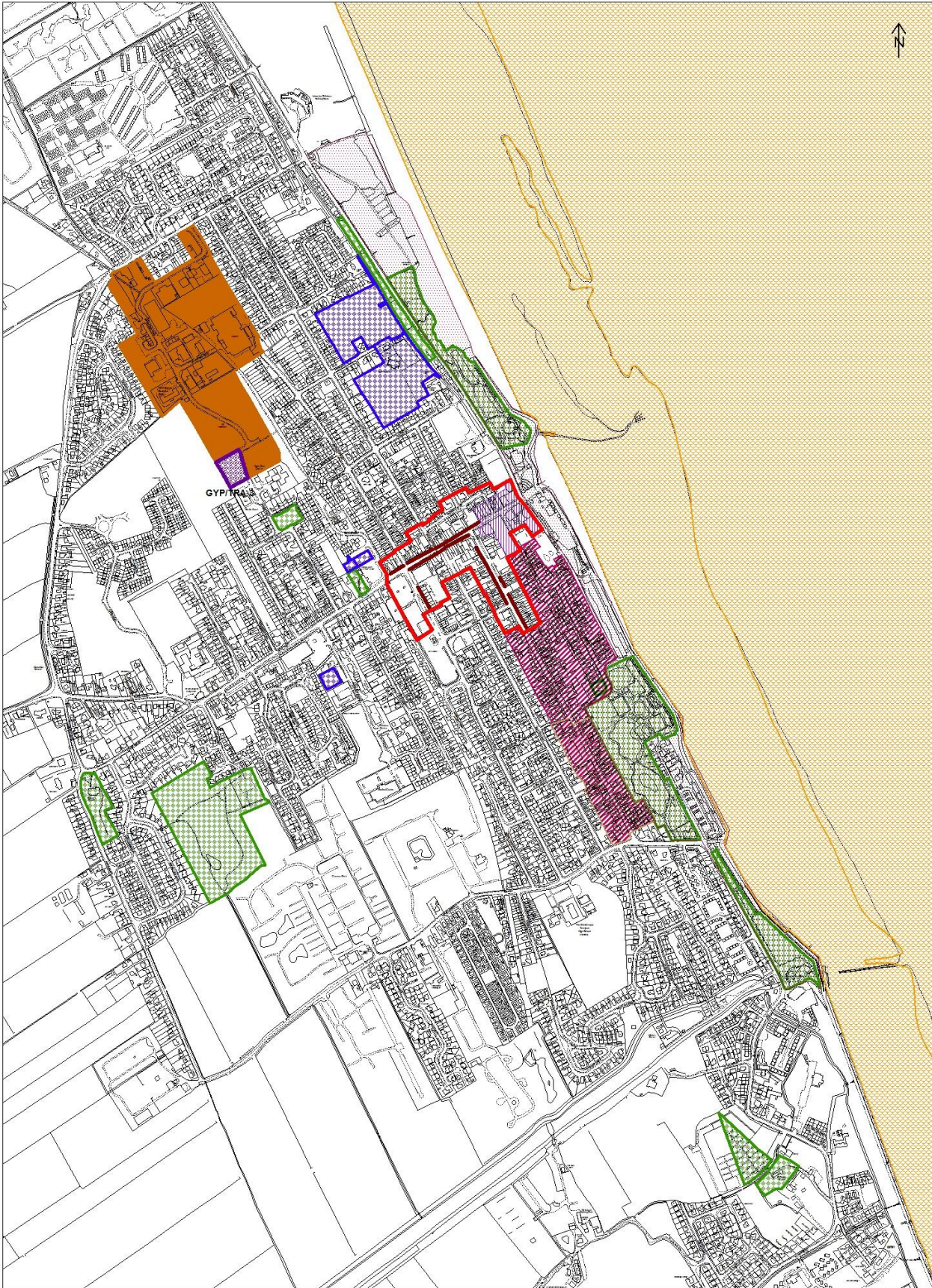
SETTLEMENT	MABLETHORPE & SUTTON
Description of the services and facilities in the settlement	Mablethorpe is the second coastal resort of the District, and like Skegness performs a dual role as service centre and holiday destination. It has a range of services, supermarkets, shops, and health, leisure and education facilities. Mablethorpe dominates the three areas that make up the settlement although Sutton on Sea also retains a small number of facilities including school and shops.
Location	Located on the northern section of the coast Mablethorpe is 15 miles by road from Louth, 17 miles from Skegness to the south, and 7 miles north east from the smaller market town of Alford. It is the larger part of the Mablethorpe, Trusthorpe and Sutton on Sea settlement. The town shelters behind the sea wall that protects from the high tides of the North Sea.
Character	<p>Mablethorpe's proximity to the sea and the railway has played a major part in shaping the character of Mablethorpe. At the centre of the town the High Street leads directly to the sea front and provides the spine for early development along roads running at right angles to the High Street and parallel to the sea. To the north Golf Road and to the south Seaholme Road define the boundary of the 'grid-iron' pattern that has shaped this part of the town.</p> <p>More recent development on the periphery of this core and in the surrounding areas includes a mix of development including modern housing with less formal street patterns, holiday parks and the more recent community hub around Stanley Avenue. There is no theme to development style in the town and no 'historic core' instead the centre is typified by utilitarian buildings that reflect the towns' tourist related background. Only a small number of hotels and guest houses remain in Mablethorpe but to the north the town is dominated by large holiday camps and their associated attractions, and stretch over half a mile from the limit of 'built' development.</p> <p>Between Mablethorpe and Sutton on Sea lies Trusthorpe. Formerly a village in its own right, it has few facilities and has been subsumed into the larger settlement that it looks to for most services.</p> <p>Sutton on Sea is a smaller settlement with traces of its past role as a tourist attraction but apart from the cohesive collection of shops and services, including chalets and paddling pools around the High Street, it is now dominated by housing areas.</p>
Population & Housing	<p>At the 2011 Census the population of Mablethorpe, Sutton on Sea and Trusthorpe was 12531. This compares to 11780 in 2001, the equivalent of a 6.4% increase, and is considerably lower than between earlier Censii when it ranged between 15 and 36%.</p> <p>In terms of the age structure, in the age groups 0 to 9, 10 to 19, 20 to 29 and up to 59 the proportion of the settlements population is consistently lower than the east Lindsey average. Between 0 and 39 years the figure is more than 2% in each grouping, rising to 4% lower in the 40 to 59 age bracket.</p> <p>By comparison in the 60 to 74 groups the proportion locally is 9% higher than the average and 4% higher for the over 75's indicating that the population is top heavy.</p>

	<p>At the Census there were 6708 households in Mablethorpe and Sutton and a resident population of 12531, equating to an average of 2.07 persons per household which is markedly lower than the District average of 2.24.</p> <p>In terms of home ownership the combined owned, and owned with a mortgage, levels in the settlement, at 71.8% are 2.6% higher than the District average. By comparison the social rented and privately rented proportions are broadly in line with the average.</p> <p>In Mablethorpe and Sutton, the head of the household is over 65 in 49.9% of cases compared to the average of 37.4% reflecting the imbalance in the overall population structure. Of these 83.1% are owner occupied compared to the average of 77.9%.</p>
Employment	<p>The Golf Road Industrial site, supported by the Council, provides the opportunity for economic diversification and reducing reliance on the tourist industry. However, as there has been little interest on the site and the bulk of the land allocated in the 1995 Plan remains undeveloped; and whilst expanding the employment base remains a Council objective no additional land is proposed in the Plan.</p> <p>Employment in tourism linked to the foreshore attractions, and the holiday camps / caravan sites remain a core feature of the local economy particularly in Mablethorpe itself and between Trusthorpe and Sutton on Sea where there are several large sites.</p> <p>The main employment sectors in the town are Wholesale and Retail (18.6%), Health and Accommodation. Of these the Health and Accommodation sectors vary most from the average (health 16.9% compared to 13.2%) and Accommodation (14.2% compared to 8.9%)</p> <p>There are also fewer people employed in Education (6.2%) compared to the average of 9.6%.</p> <p>In terms of employment the Census tells us that that time the number of economically active in the 16 to 17 age group in the town was just 41.6% compared to the average of 60.8% and that compared to the typical 29.8% of full time employees there were only 16.6% in Mablethorpe and Sutton. However, although the rate of unemployed was 0.6% higher than the 4% norm that figure is clearly not too distant from the average.</p>
Town Centre	<p>The High Street in Mablethorpe provides the main focus for the bulk of the retail and commercial activity in the town, between the Co-op store and the foreshore. There is some activity along the side streets where they abut High Street and a straggle of shops running further west as far as the Lidl store on the corner of Stanley Avenue. Stanley Avenue has also established itself more specifically as the 'community' hub with the more recent development of the Community Hall, Library and Council Offices, Children's and Medical Centres.</p> <p>At the eastern end of the High Street the holiday influence dominates land use and between Victoria Road and the Quebec Road that runs behind the sea wall. Here the aim of the Plan is to re-inforce that role by concentrating amusements so that they build on the main attractions on the foreshore itself, and at the same time protecting the core shopping area and primary shopping frontage to the west and south on Victoria Road.</p>
Infrastructure	Access. Although Mablethorpe is located on the strategic road network

	<p>with links north, south and west, the quality of those roads is comparatively poor and this contributes to the 'remoteness' of the town. The No9 bus service provides good links to Louth and Skegness and there is a town service available in the summer months. Because of the elongated, linear pattern of development access to the core facilities in Mablethorpe for residents of Sutton on Sea may be limited.</p> <p>Water Infrastructure - The main issue for Mablethorpe and Sutton on Sea is the threat of flooding from breaching and/or overtopping of the sea defences. The Wold Grift Drain (a main river) has its outfall at Trusthorpe and there is some potential for flooding associated with it. Limited development is proposed and will limit the pressures placed on the sewerage works and network.</p> <p>Education. There are 2 primary schools in the town, There are secondary schools nearby in Alford, North Somercotes and Louth Health. There are 2 doctors' surgeries in Mablethorpe that are part of a joint practice. Retaining medical staff is an issue and the practice has a high patient to doctor ratio which, when combined with a high number of old persons in the local population, creates issues for service delivery. The influx of tourists to the town also exacerbates this problem.</p>
Further commentary	A site with a maximum of 7 transit Gypsy and Traveller pitches is shown on the proposals map as allocated on the Mablethorpe Industrial Estate. This will be subject to an occupancy condition limiting occupancy to 15 th March to the 31 st October or the following Sunday because it is in the coastal zone and subject to coastal flood risk.

Site Reference	GYP/TRA 3	Promoter: Owner is known to the Council	
Site Location	Land on the Mablethorpe Industrial Estate, Mablethorpe		
Site Description	Gypsy/Traveller Site		
Site Area	0.43 ha	No of Dwellings	Capacity maximum of 7 pitches (transit site)
Suitability of the site in broad planning terms	Yes the site is suitable. The site is part of Mablethorpe Industrial estate and it is unlikely that there will be a biodiversity of any significance on the site. The site's location within an existing industrial estate means that there is unlikely to be any impact on landscape, townscape or the historic environment. The land is brownfield, however, it is within the highest flood zone (danger to all) on the Environment Agency's Flood Hazard Maps, this means that its occupancy will be restricted to between the 15 th March and 31 st October or following Sunday in the same way as other caravan sites in the Coastal Zone. There is an identified need for transit Gypsy and Traveller transit pitches in the District to meet the need of those travelling through the area. The site is close to services and facilities, being in walking distance of shops, medical facilities, schools and recreation facilities. The route has the benefit of footways along its length.		
Infrastructure	No major infrastructure constraints to the development of the site.		
Deliverability of the site	The owner of the site is the Council who are willing to bring the site forward.		
Viability of the site	No indication of any constraints that could affect viability.		

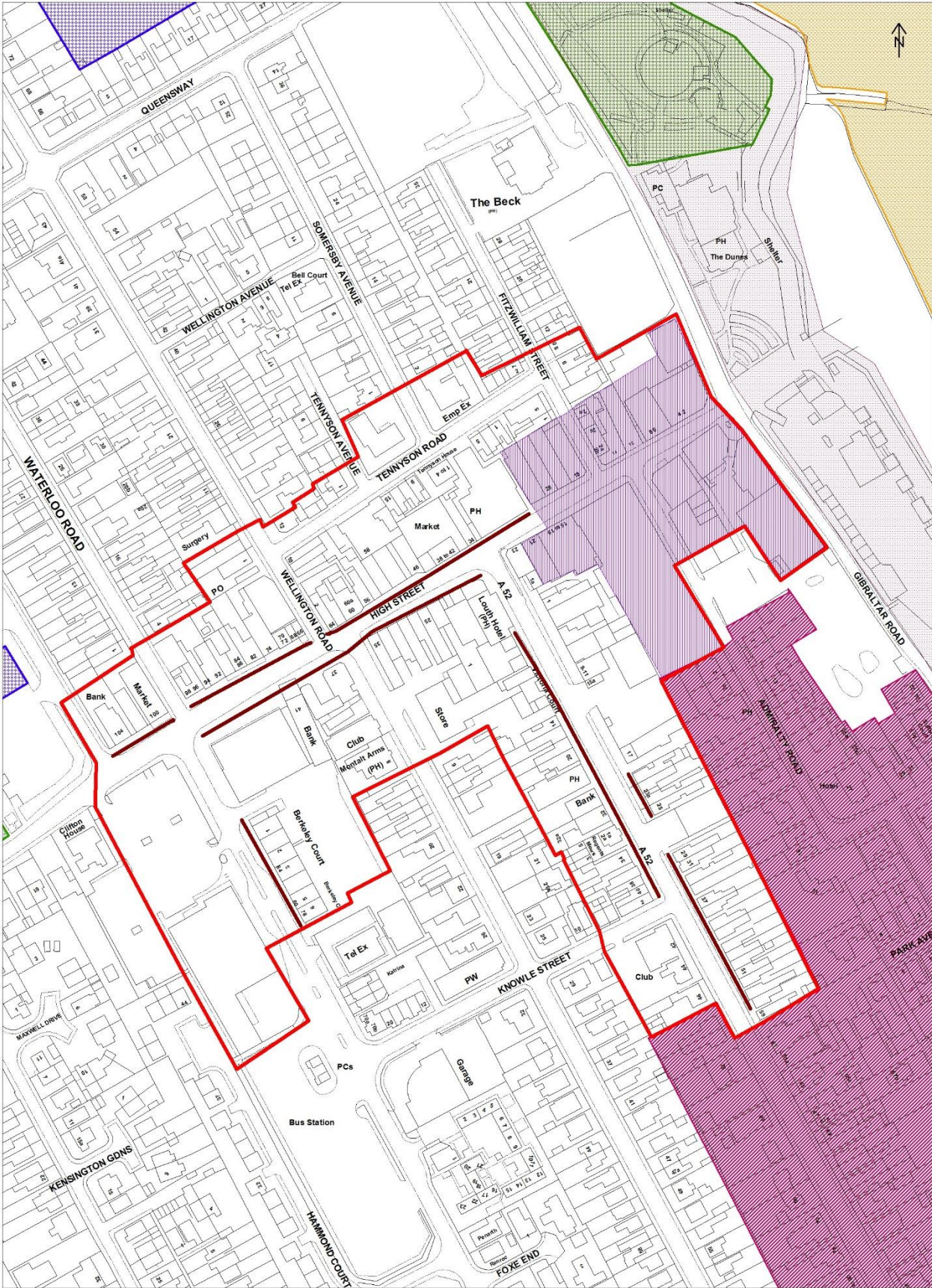
Phasing	It is anticipated that the use will be implemented as soon as planning permission is obtained.



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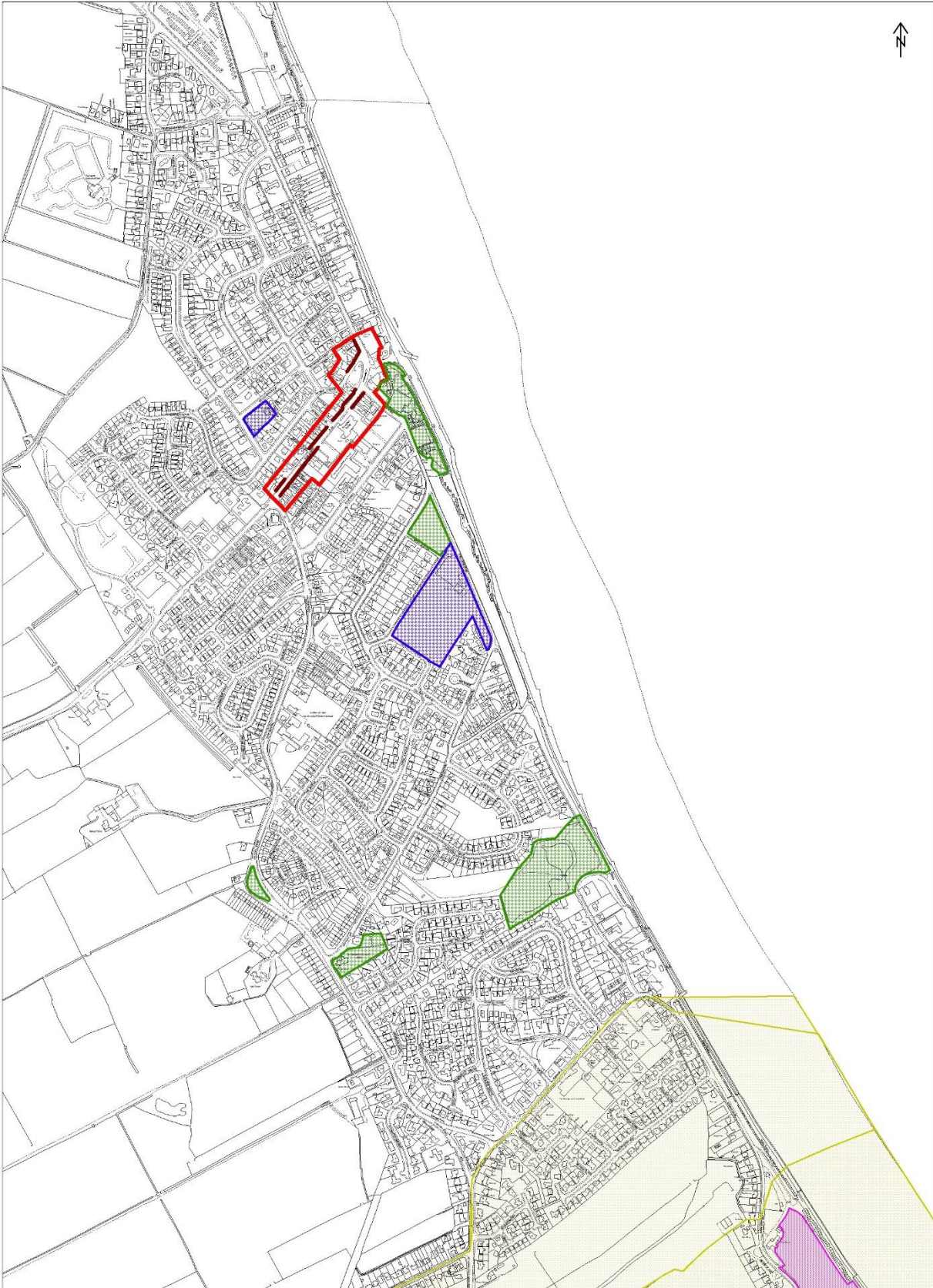
MABLETHORPE AND TRUSTHORPE



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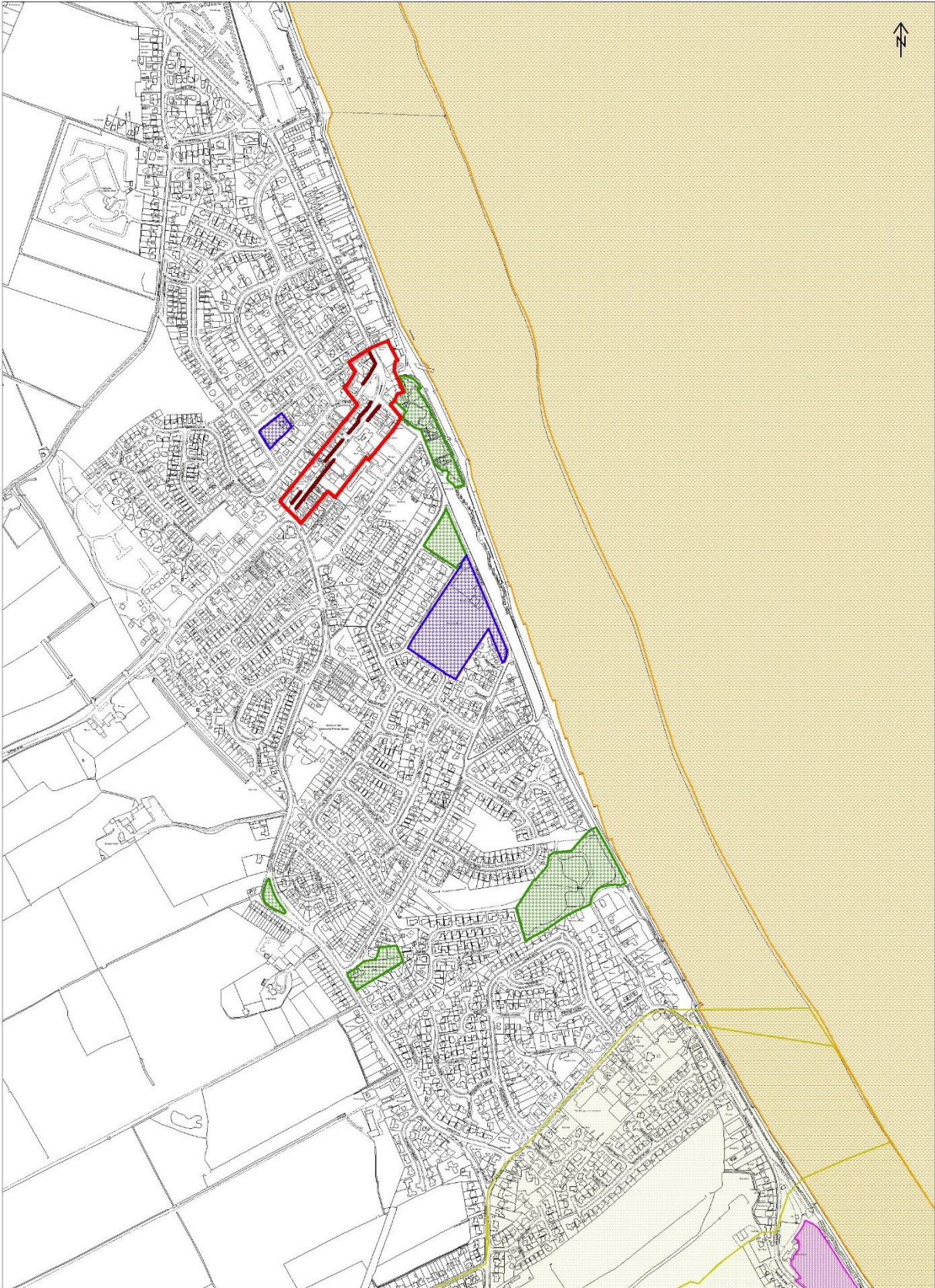
MABLETHORPE TOWN CENTRE



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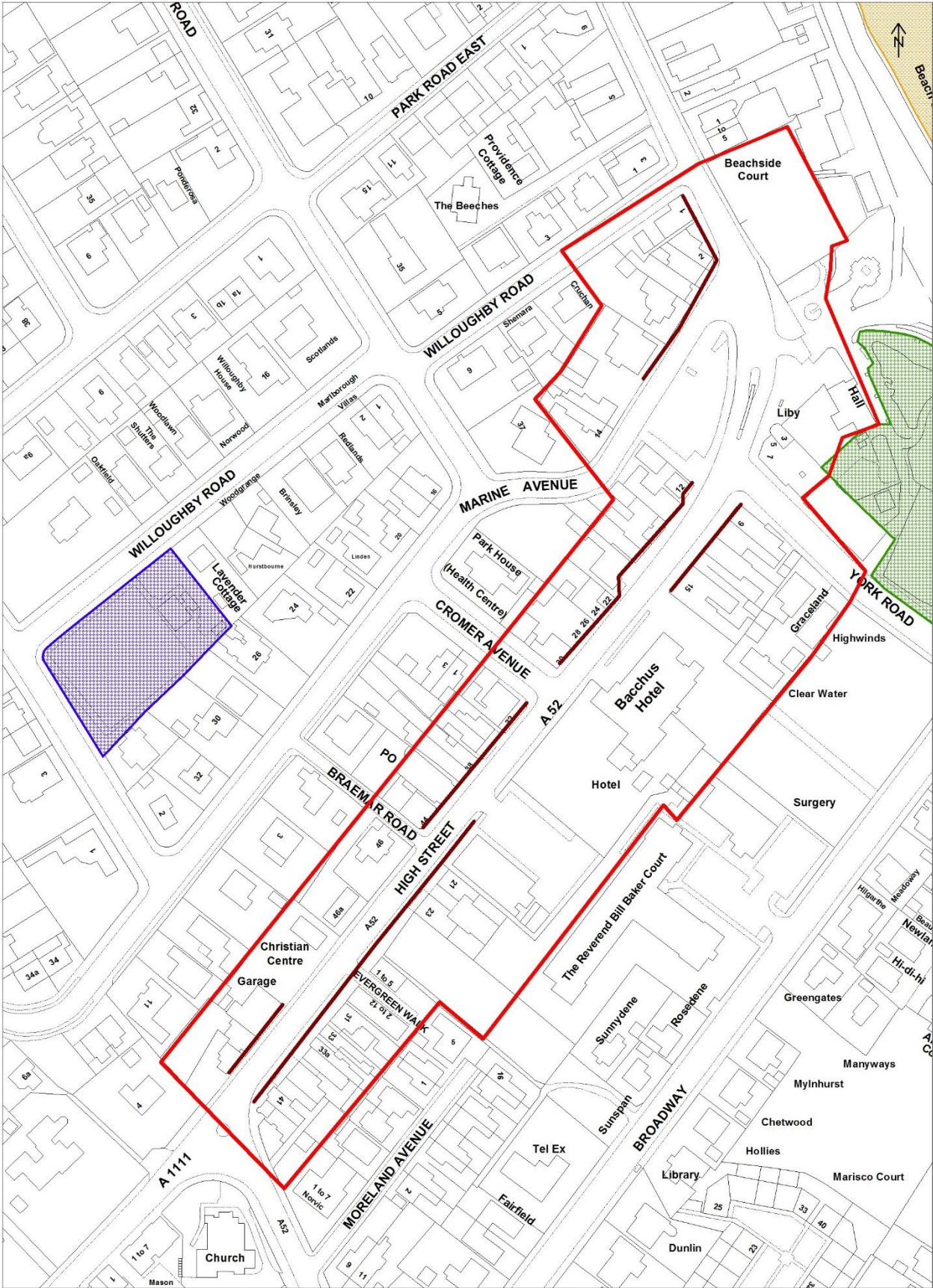
SUTTON ON SEA



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SUTTON ON SEA



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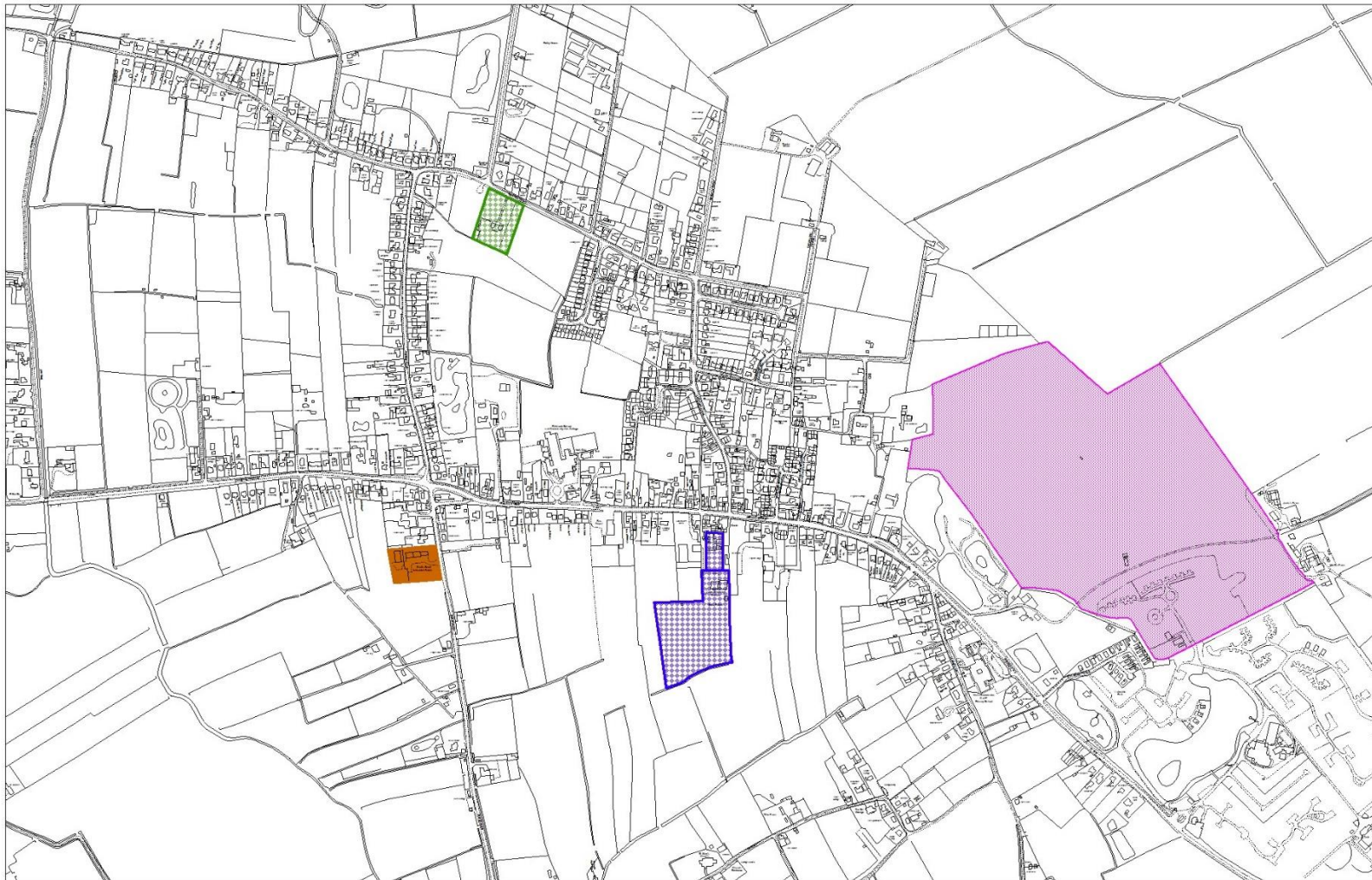
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SUTTON ON SEA TOWN CENTRE

NORTH SOMERCOTES

SETTLEMENT	NORTH SOMERCOTES
Description of the services and facilities	North Somercotes supports a good range of facilities including shops, doctor's surgery various community facilities including a village hall and playing fields, a primary and a secondary school. There is a small industrial site in the village and the Lakeside Park holiday centre also provides a source of local employment in tourism.
Location	Situated in the north eastern corner of the District about a mile from the sea bank N. Somercotes sits on the A1031 main coast road roughly 9 miles from Mablethorpe, 8 from Louth and 12 miles from Cleethorpes.
Character	<p>Somercotes development has followed a linear pattern with early growth either side of the main road (Keeling St) and north from its junction with Churchill Road. More recent development has seen the village expand along Churchill Road and Jubilee Road and the link between them (Cemetery Road) that includes some, more urban development's creating a dispersed layout with few distinguishing features.</p> <p>The eastern end of the village is dominated by the Lakeside Caravan Pak set in and around the Warren woodland and former brick pits. The Parish Church stands apart from the village on Church End.</p>
Population & Housing	<p>In 2011 the Census records a resident population of 1732 in the Parish, representing an increase of 133 (8.3%) over the 2001 figure and continues the pattern of gradual growth experienced since 1971.</p> <p>The age structure of North Somercotes shows some variation to the District wide figures. Most notable amongst these are smaller proportions of people in the 0 to 9 years (EL 8.9%: Parish 7.7%) and 20 to 59 bands (EL 45.2%: Parish 42.7%) whilst there are slightly higher numbers in the 10 to 19 (1.8%) and 60 to 74 year (1.4%).</p> <p>With an average of 2.31 persons per household (750 households/ 1732 persons) the average household size in North Somercotes is somewhat higher than the East Lindsey value of 2.24.</p> <p>Home ownership in North Somercotes either owned outright or with a mortgage is markedly higher in North Somercotes than the District average. Overall figures are 80.7% compared to 69.2%, with owner occupied 6.8% higher in the parish.</p> <p>This difference has an impact on other tenures and the Census shows low levels of both social rented housing in the parish of 6.8% (EL 11%), and privately rented properties 9.1% compared to 15.3% overall.</p> <p>In terms of the average age of the head of household, the reference person in 39.1% of households in North Somercotes is over 65 compared to 37.4% on average.</p>
Employment	The 2011 Census records the proportion of working age people (16 – 74) in employment in N. Somercotes as 54.5% just half a percent lower than the average. At the same time only 2.8% were unemployed compared to

	<p>the 4.9 District average.</p> <p>In terms of full time employment, only 26.8% of the local workforce worked full time, which is 3% lower than the average (29.8%) whilst the number of part time workers (16.7%) was higher than the average of 14.3%. The main employment sectors in the parish are Wholesale and Retail Trade 15.4% (EL 17.5%); Health 14.6% (EL 13.2%); Manufacturing 10.3% (EL 9.3%) and Construction 9.6% (EL 7.9%). There are also slightly more people employed in the Transport and Administration sectors than the average, but otherwise the numbers are broadly comparable to the District as a whole.</p>
<p>Infrastructure</p>	<p>Access. Despite being situated on the A1031 which is part of the Strategic Road Network, North Somercotes' location away from the larger towns of Mablethorpe and Louth means it is somewhat remote from the wider range of facilities available in those towns and; although it has a commuter bus service there is no shoppers bus service.</p> <p>Drainage. Large parts of North Somercotes lie within the 'Danger to All' and 'Danger to Most' coastal flood hazard zone categories and this places a major constraint on further development. The village lies in the coastal marsh area which is drained by a network of smaller watercourses that are maintained by the local drainage board. There is no evidence of flooding in the village in the past. The capacity of the Sewage Treatment Works and the sewer network has not been tested as part of the Water Cycle Study on the basis that significant further development is not proposed.</p> <p>Education. North Somercotes has both a Primary and Secondary School.</p> <p>Health. The Marsh Medical Practice provides GP services at North Somercotes as part of a shared practice with a second surgery at Manby. This practice has capacity.</p>



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NORTH SOMERCOTES

SALTFLEET

SETTLEMENT	SALTFLEET
Description of the services and facilities	Saltfleet has a range of facilities that reflects its role as a service village and holiday/tourism destination. It includes a food shop, 1 other shop, 2 public houses, a petrol filling station, a Church, and a Community Hall. In addition there is a large employer, and the village is on mains drainage.
Location	Located on the coast, in the north east of the District the village lies on the A1031 strategic road linking Grimsby (19 miles to the north) and Mablethorpe (9 miles to the south). Louth lies just 10 miles to the west. The core of the village sits to the north of the Saltfleet Haven one of the few locations on the East Lindsey coast with mooring facilities for boats using the North Sea.
Character	The village is essentially linear in pattern, with development running alongside the main road and centred on the Manor House, New Inn and former Windmill, all Listed Buildings that sit on higher ground and define the character of the old village. In the late 20 th century the village expanded and in addition to a number of affordable houses and bungalows, the area between the core and the sea bank has developed as a holiday destination and is home to nearly 1000 static caravans and their associated facilities. Most recently the village has expanded with the development of a small estate close to the centre.
Population & Housing	<p>In 2011 the Census recorded a resident population for the parish of 543 persons, an increase of just 20 (3.8) over the 2001 number. The structure of the population varies from that of the District in all but the 0 to 9 and Over 75's where the percentages are broadly the same. However, there are 3.4% fewer in the 10 to 19 band (7.4% compared to 10.8%); and 6.4% fewer in the 20 to 59 age groups (39.8%:45.2%). By comparison there are 8.4 % more in the 60 to 74% age groups (32%:23.6%).</p> <p>In 2011 there were 235 households in the parish with an average of 2.31 persons per household compared the District average of 2.24. The proportion of homes either owned outright or owned with a mortgage in Saltfleet is 76.2% compared to the average of 69.2%. Of these, in over 83% of cases the head of the household is over 65.</p>
Employment	<p>Of the 403 people aged between 16 and 74 (of working age) in the Census only 45% were in employment compared to the average of 55%. Of the total 11.9% were employed part-time and 19.4% were full time employees, 10 % fewer than the average. In the self-employed category the number is 13.9% which is 3% higher than the average.</p> <p>Significantly, the number of economically inactive' retired' persons at 48.6% is double the local average and is probably an indicator of the villages' attraction as a retirement spot. The spread of employment type undertaken by the resident population is broadly in line with or close to, the District average. The numbers involved in Agriculture at 7% is marginally higher than the average (4.5%) and Construction employs 10.2% compared to the 7.9% average. Because the numbers in other categories are small it is difficult to draw any firm conclusions from the data.</p>
Infrastructure	Access. As indicated above the village lies on the A1031 which is part of the strategic road network. Despite this the nature of the road and

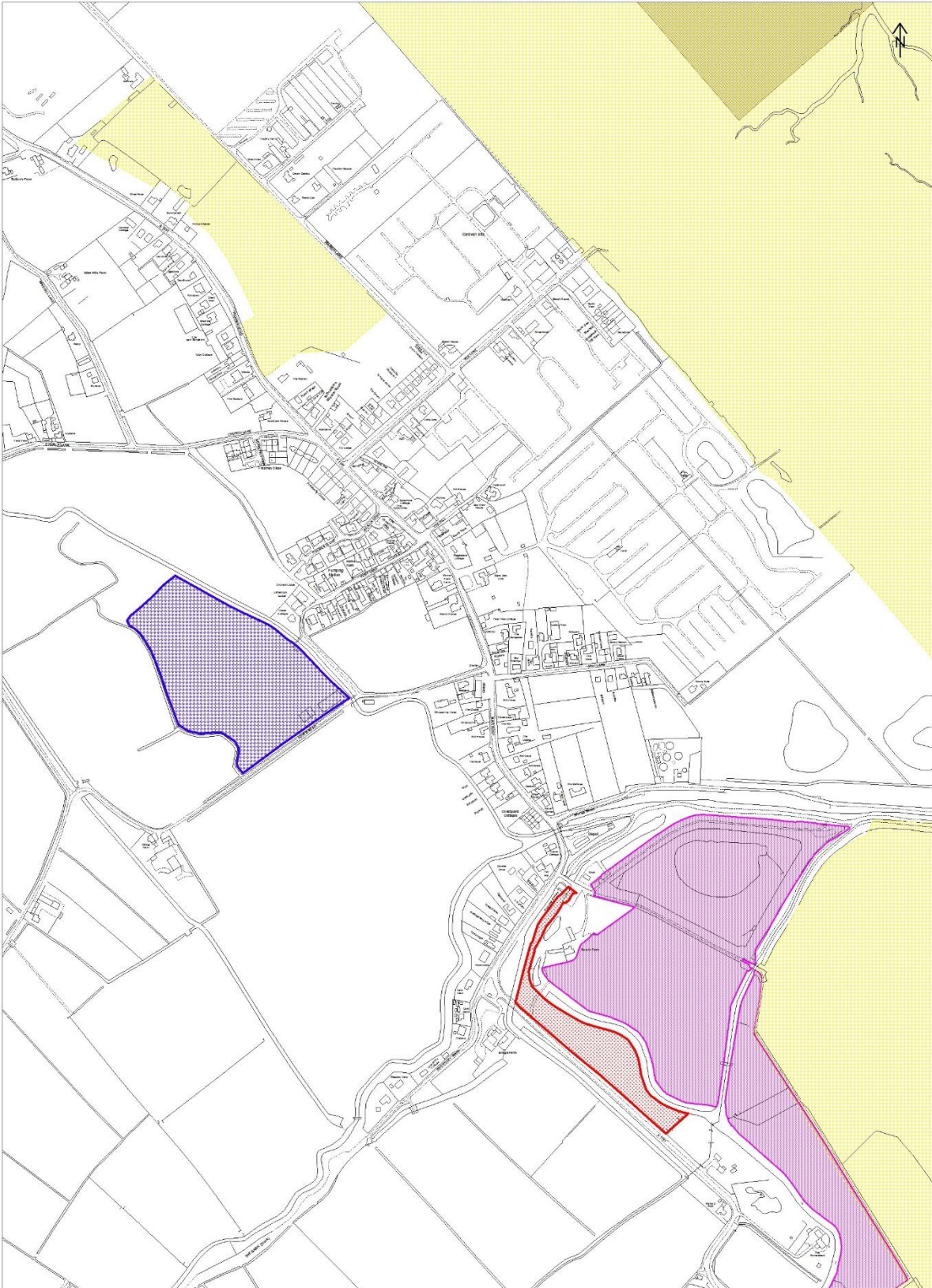
the B-class road to Louth means that access to larger centres is somewhat constrained. There is a commuter bus but no service suitable for shoppers.

Drainage. Because of its proximity to the sea large parts of the area immediately around the village lie in the Danger to All Flood Hazard zone identified by the Environment Agency, the potential to develop in Saltfleet is seriously constrained. Although the main road and developed core of the village sit on slightly elevated land (about 4 to 5M above sea level) few other areas are not at risk.

There are no specific drainage issues identified in Saltfleet but its proximity to the Saltfleet Haven, that provides an outlet for the many of the streams that drain the surrounding marsh means that in addition to tidal inundation there is potential risk from that source.

Education. There are no schools in Saltfleet. The nearest Primary provision is at North Somercotes over 2 miles away, where secondary provision is also available.

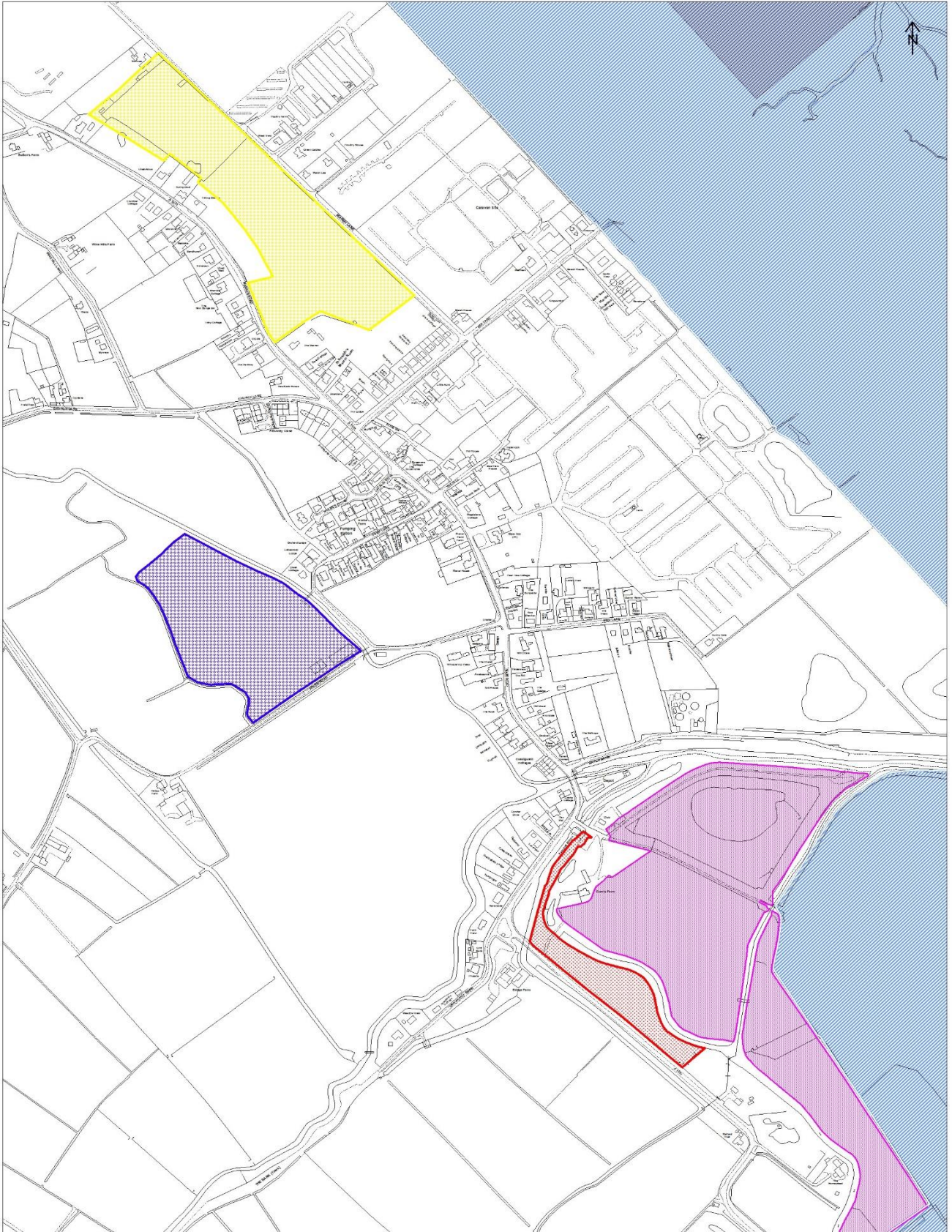
Health. The nearest health facilities are available in North Somercotes where there is a doctor's surgery.



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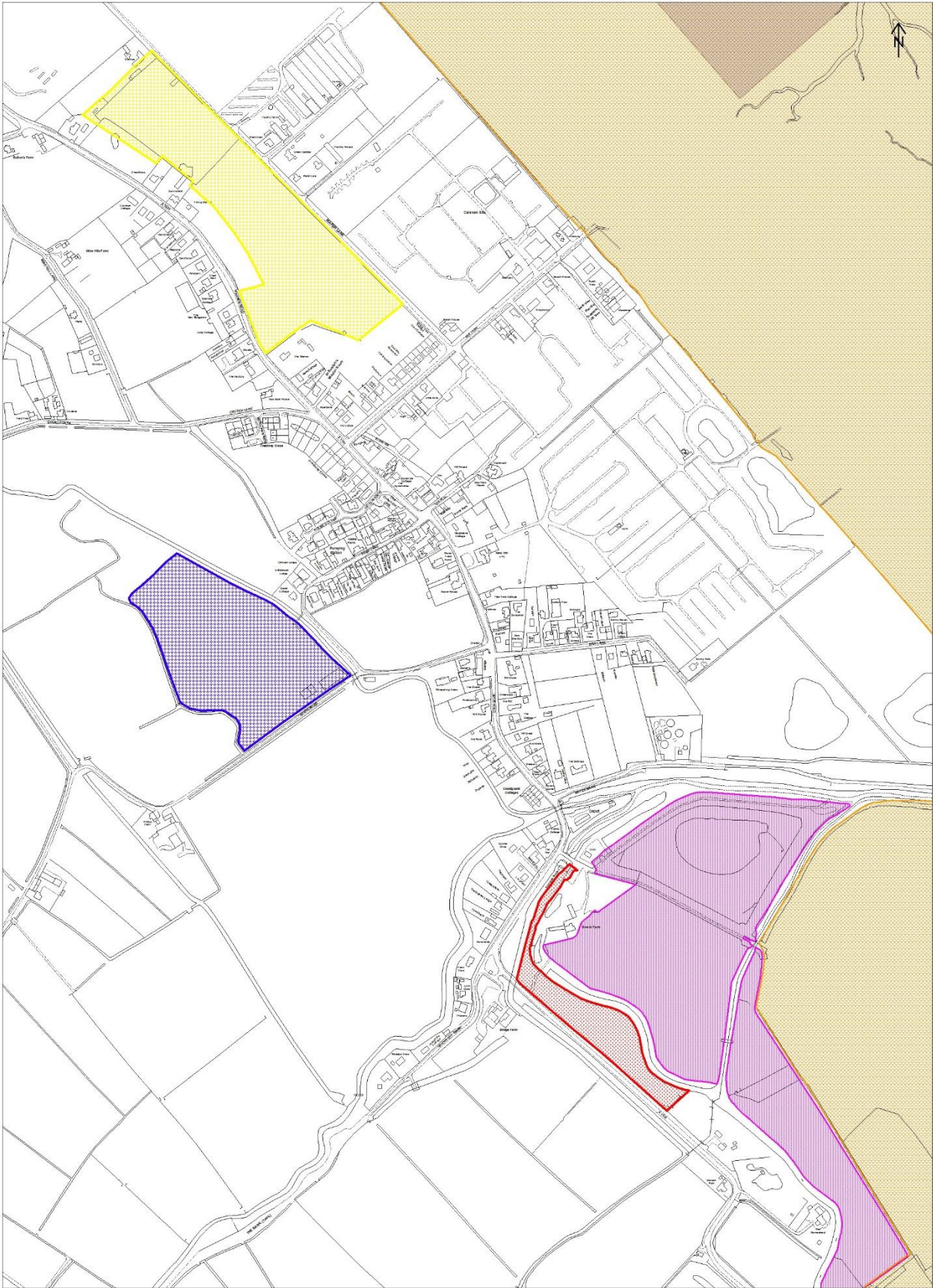
SALTFLEET



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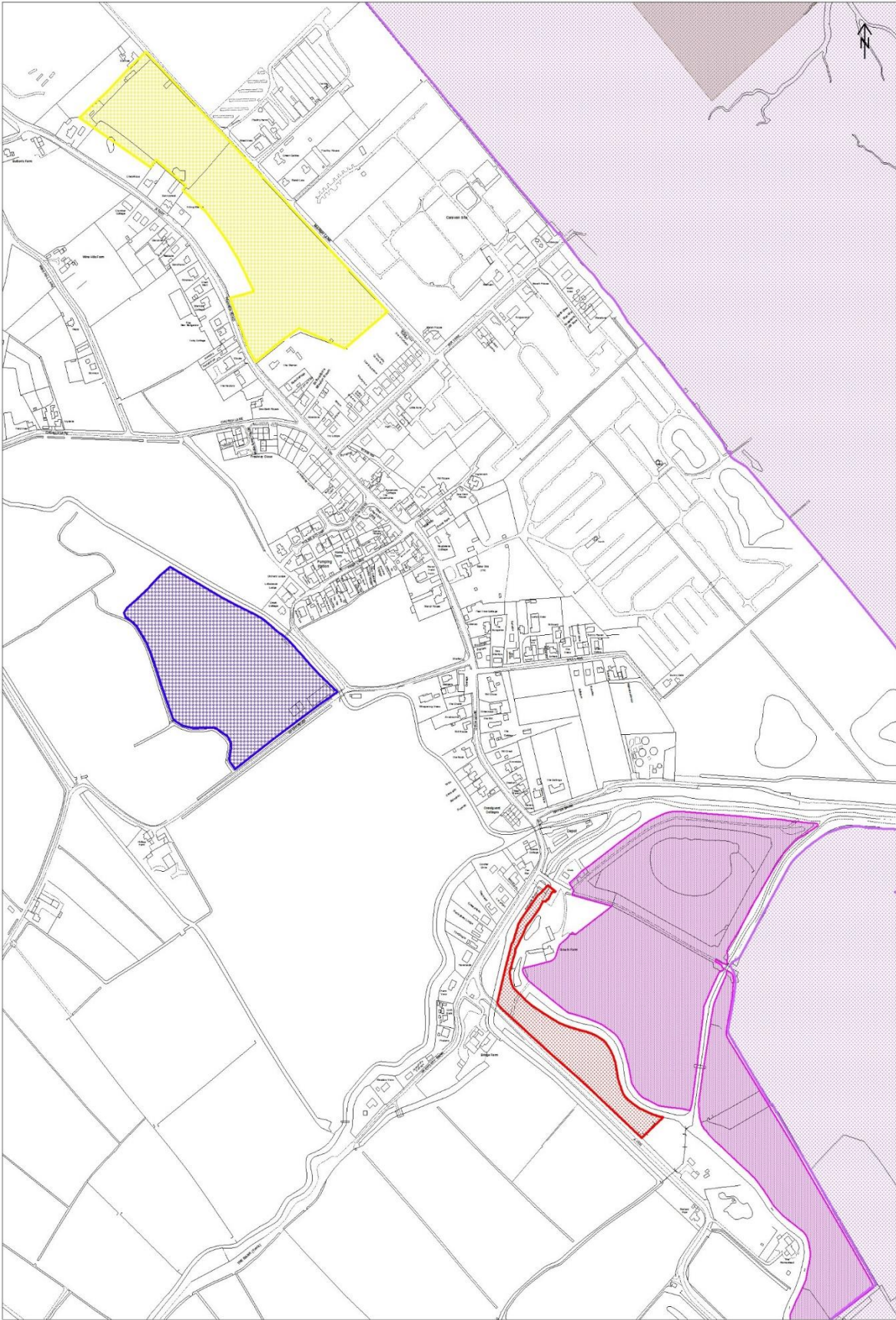
SALTFLEET



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SALTFLEET



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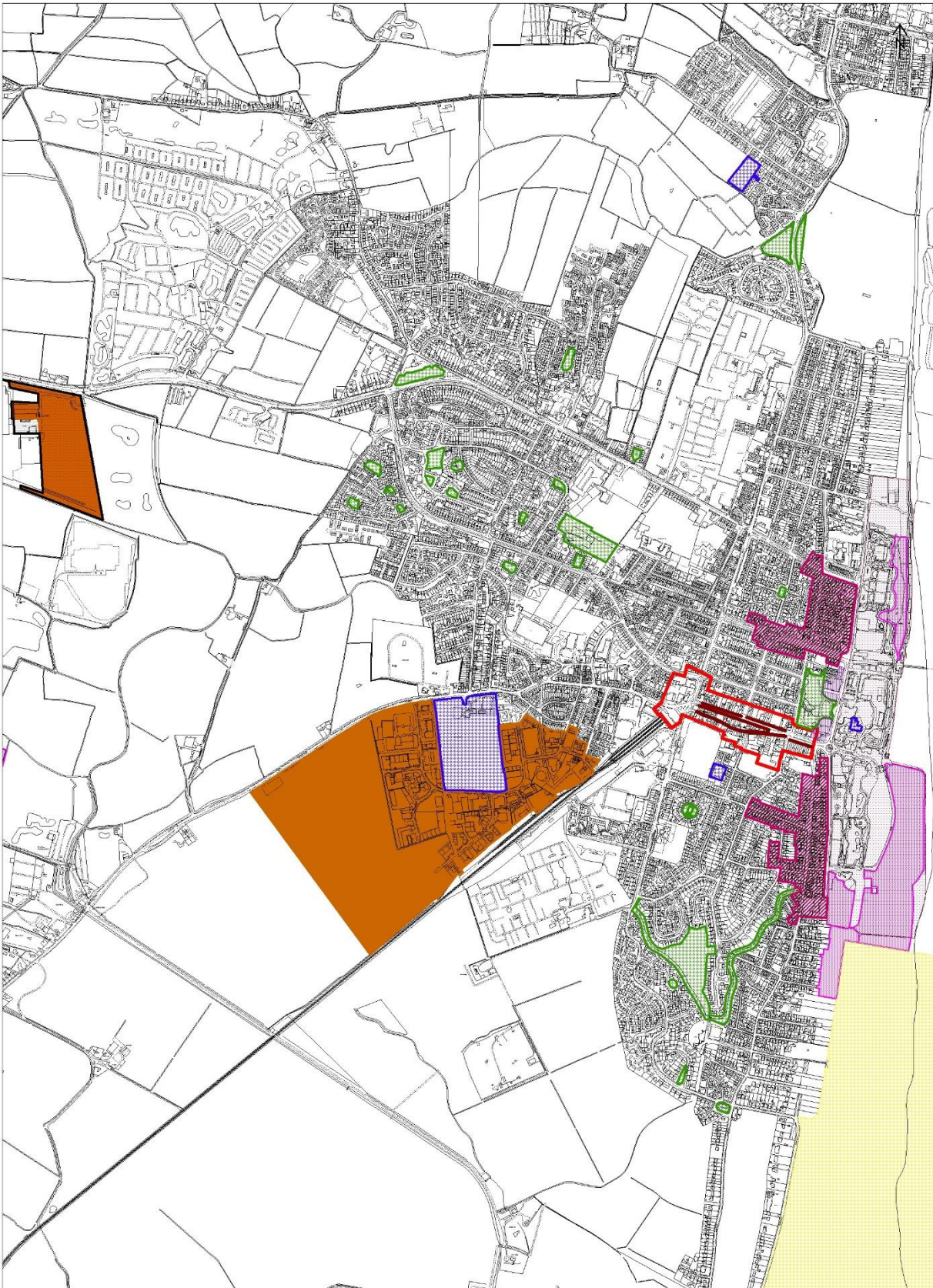
SALTFLEET

SKEGNESS

SETTLEMENT	SKEGNESS
Description of the services and facilities in the settlement	The largest town in the District, Skegness is one of the most popular holiday resorts in the country and has developed a wide range of services commensurate with its size and role. In addition to several major stores on the 'high street,' primary and secondary schools and a range of health facilities including a small hospital it also provides a range of employment in holiday and more traditional sectors. Notably the town also retains a rail link to Boston and beyond.
Location	<p>Although Skegness is located on the coast at the edge of the District and is quite remote, it has good links to Lincoln some 42 miles away via the A158. The A52 provides a link to Boston (22 miles) to the south and along the coast to Mablethorpe the Districts second holiday centre. More importantly the roads and rail provide easy access to the people of the industrial towns and cities of the Midlands and South Yorkshire who travel to the area.</p> <p>Because of its relative size Skegness also serves the nearby towns of Spilsby, Alford and (to a lesser extent) Mablethorpe and Sutton on Sea along with the surrounding villages. Butlins' holiday village lies between Skegness and Ingoldmells a holiday centre in its' own right, and just 3 miles to the north; and Burgh le Marsh 3 miles inland.</p>
Character	<p>Until the advent of the railway Skegness was a small coastal village and port, after that (1873) it rapidly grew as a planned holiday centre. Evidence of this is clearly seen in the grid-iron street pattern that defines the character of development of that era around Lumley Road and Castleton Boulevard.</p> <p>The sea front, Grand Parade and South Parade, is dominated by three storey Victorian properties originally built as hotels and guest houses but now in a variety of uses. On the seaward side the area is a mixture of formal gardens, bowling greens and amusements overlooked by the remains of the pier. The principle access to the seafront is from Lumley Road - the town's main shopping street - and link (with High St) to the railway station.</p> <p>These different character areas are merge together in-between the Clock Tower and Rutland Road and the Plan aims to maintain that distinction to ensure that both functions retain a strong core.</p> <p>Skegness has continued to grow away from the centre and, as it has expanded the street pattern has moved away from the 'typical' grid-iron pattern to a less regimented and gentler street layout dominated in parts by bungalow development to house retirees to the area.</p>
Population & Housing	<p>At the 2011 Census the population of Skegness was 19579 persons, a 3.5% increase over the 2001 figure. That figure is considerably lower than the increases in the periods between the preceding Censii when the population grew by 12.1% (1981 to 91) and 15.6% between 1991 and 2001.</p> <p>Compared to the District averages there are greater proportions of people in the 0 to 39 Age groups living in Skegness and fewer people in the 50 to 59, 60 to 74 and 75+ bands, suggesting that there is a better balance than might be expected.</p> <p>The Census records 9003 households in Skegness at 2011 with an average occupancy rate of 2.17 persons per household, slightly lower than the 2.24 District average.</p>

	<p>Home ownership levels (including those with a mortgage) in the parish are significantly lower than the average. At the time of the Census only 32.5% of houses were owned outright (EL 42.4%) and 22.1% were owned with a mortgage (EL 26.8%) and it is assumed that in part this is possibly a reflection of the low wage economy associated with the tourism industry.</p> <p>In terms of the social rented sector, Skegness in line with the other towns has a higher proportion of people living in social housing at 15.7% compared to the average of 11%. More notable however, is the proportion of privately rented sector households at 25.9% compared to the EL average of 15.3%.</p>
Employment	<p>As part of its strategy to diversify the local economy the Council has continued to support the development of non-tourism based industries in the town. However, a significant part of the allocated employment site remains undeveloped from the previous plan despite having the benefit of planning permission. The town has lost a number of large employers in recent years as businesses have been rationalised following the economic slump in 2008.</p> <p>The release of a further 9 hectares on the Burgh Road will provide further choice for potential developers and both sites have good links to the strategic road network which are essential if they are to be accessible to the markets.</p> <p>In addition to the range of opportunities on the employment sites the tourism sector either linked to the foreshore amusements or holiday accommodation/camps and entertainment and the retail and commercial activities of the town centre all make a significant contribution to the economy and local income levels and employment trends.</p> <p>At the time of the Census the proportion of economically active 16 to 74 year olds in Skegness was 60%, close to the average of 60.8%. However, although the numbers in part time employment were broadly in line with the average the proportion of full time employees 27.7% was 2.1% lower than the average and the number of unemployed (6.3%) was higher than the average 4.0%.</p> <p>The main employment sectors in Skegness are Wholesale & Retail (21.2%), Accommodation (17.3%), Health (11.7%) and 'Other' (9.0%). The Wholesale and Retail and Accommodation sector rates were 3.7% and 8.4% higher than the average respectively and, although the Health figure is lower (by 1.5%) the Other category is also 3.4% higher. Given the importance of the tourism sector these variations are probably unremarkable, with the exception of the lower than average health sector.</p>
Town Centre and Foreshore	<p>The Plan identifies the town centre and foreshore areas as distinct zones where different activities take place. At the same time it recognises that there are linkages between the two and that the town centre is also both an attraction for tourists and for many part of the journey to the tourism and leisure zone.</p> <p>With that in mind the Plan identifies primary shopping frontages along parts of Lumley Road and the High Street where it considers it</p>

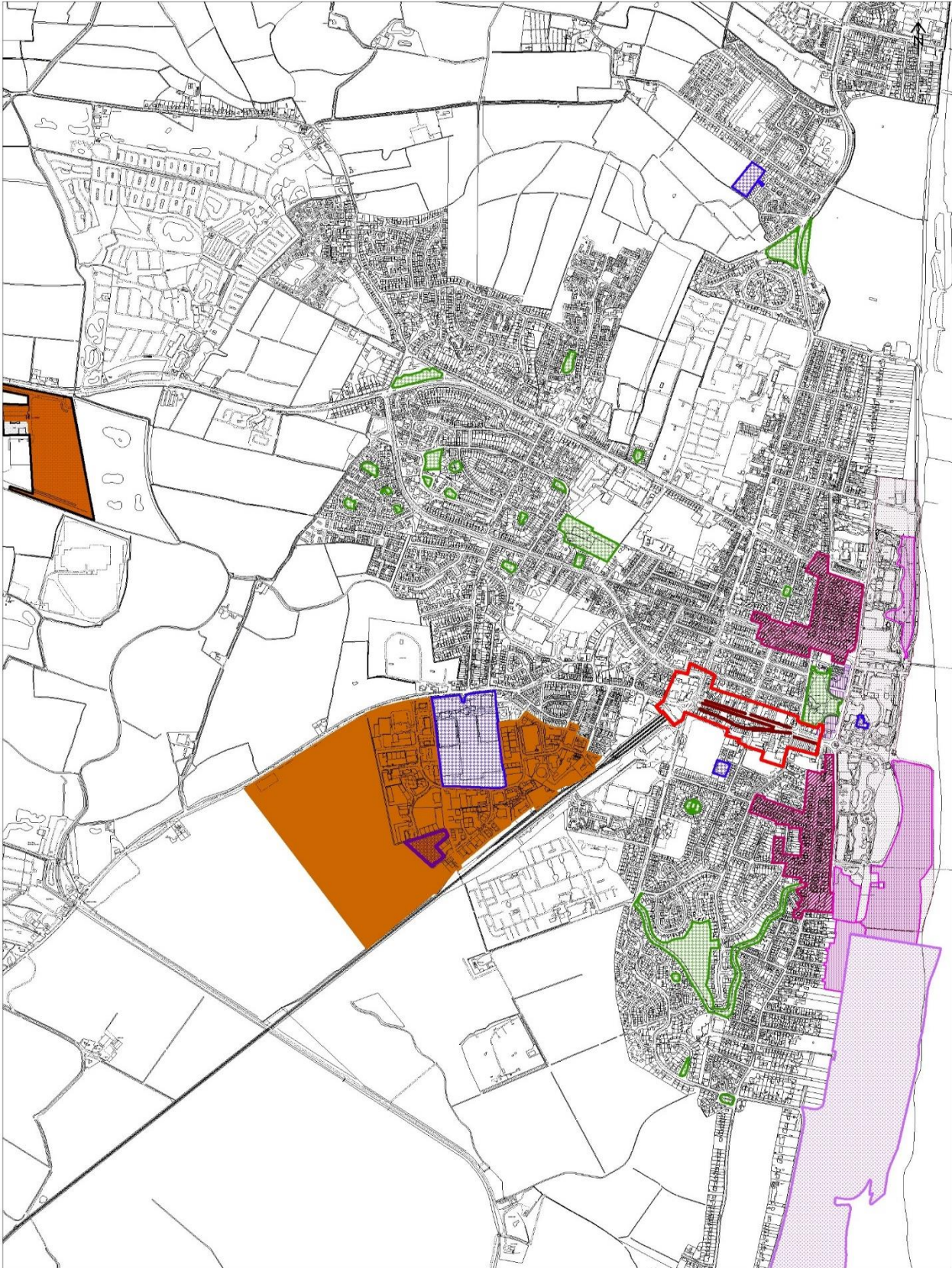
	<p>important that the retail offer is retained to ensure a strong and healthy town centre. This is mirrored in the foreshore by the identification of a central amusement zone. This is shown on the proposals map.</p>
<p>Infrastructure</p>	<p>Access. There is good access to and from Skegness along the main road network and along with regular bus services to Lincoln via Spilsby and Horncastle, south to Boston via Wainfleet, and to Alford. The town also benefits from a frequent 'town' service, and is the only town with a rail link – also to Boston.</p> <p>Drainage. The critical 'drainage' issue at Skegness arises from the threat of tidal flooding and/or overtopping.</p> <p>Education. There are five primary schools located about the town including the new Beacon Primary Academy There are 2 secondary schools in Skegness, the Academy and a Grammar school.</p> <p>Health. In addition to a 'small' hospital there are two group practices at Skegness</p>



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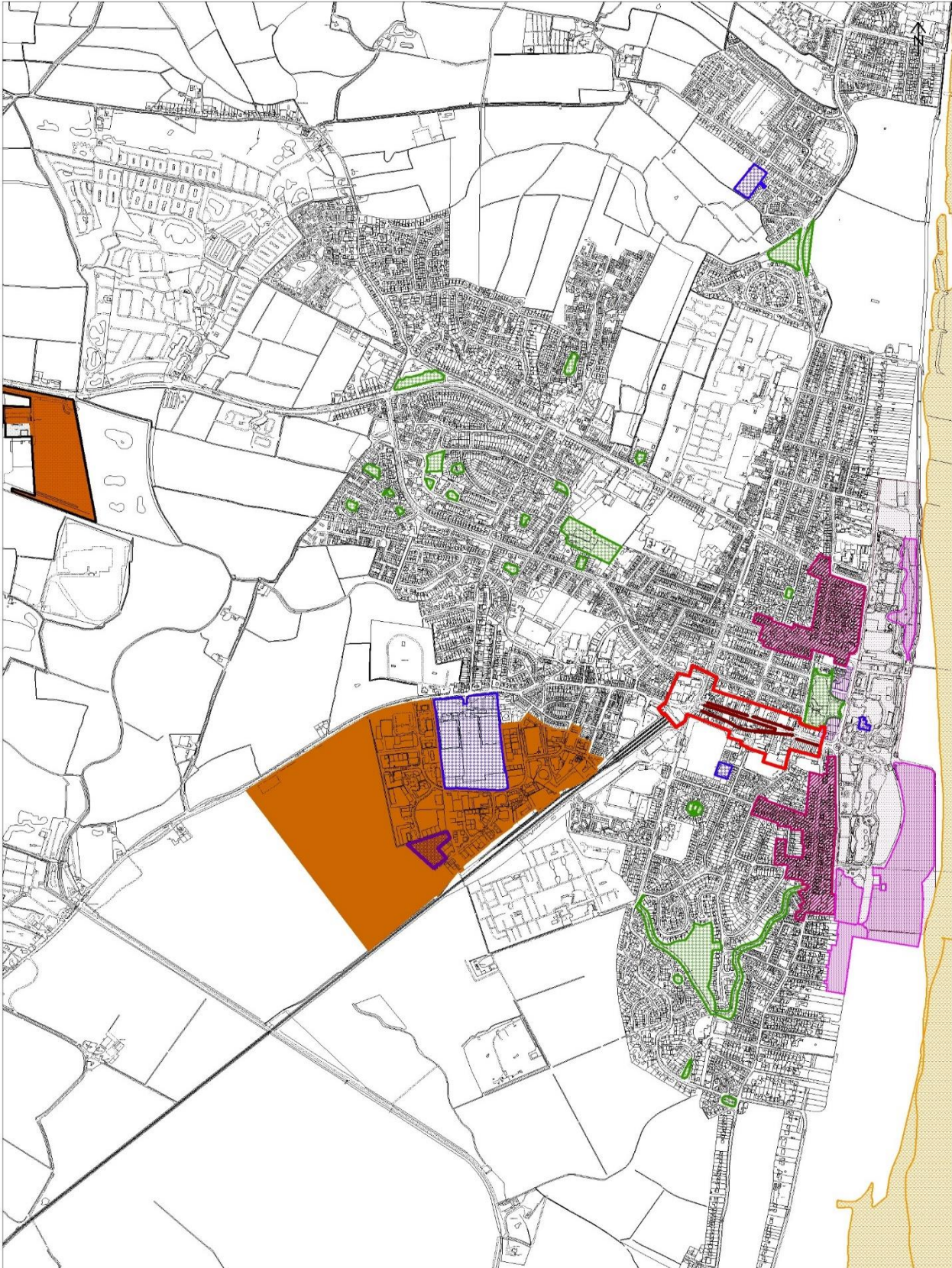
SKEGNESS



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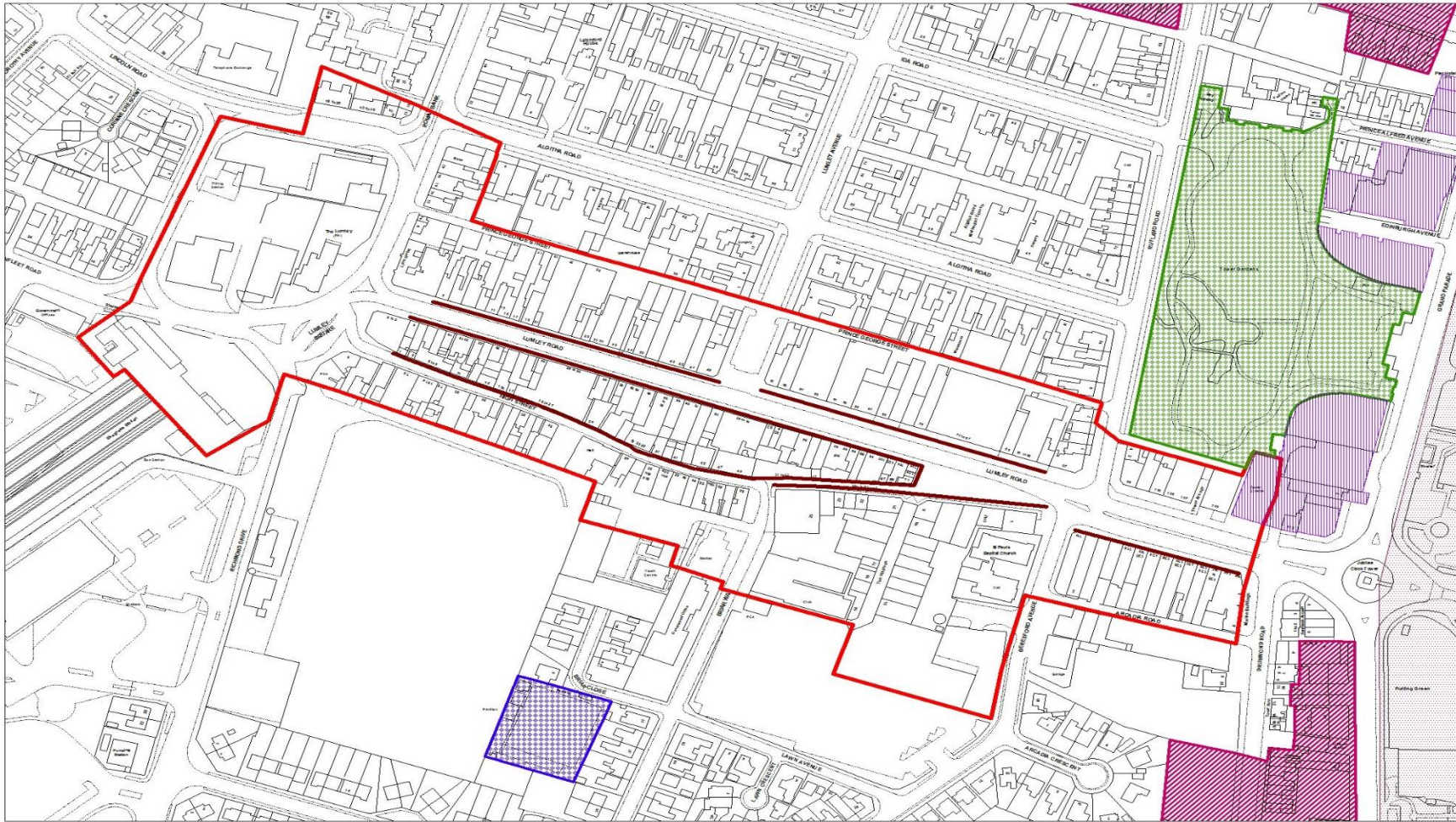
SKEGNESS



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SKEGNESS

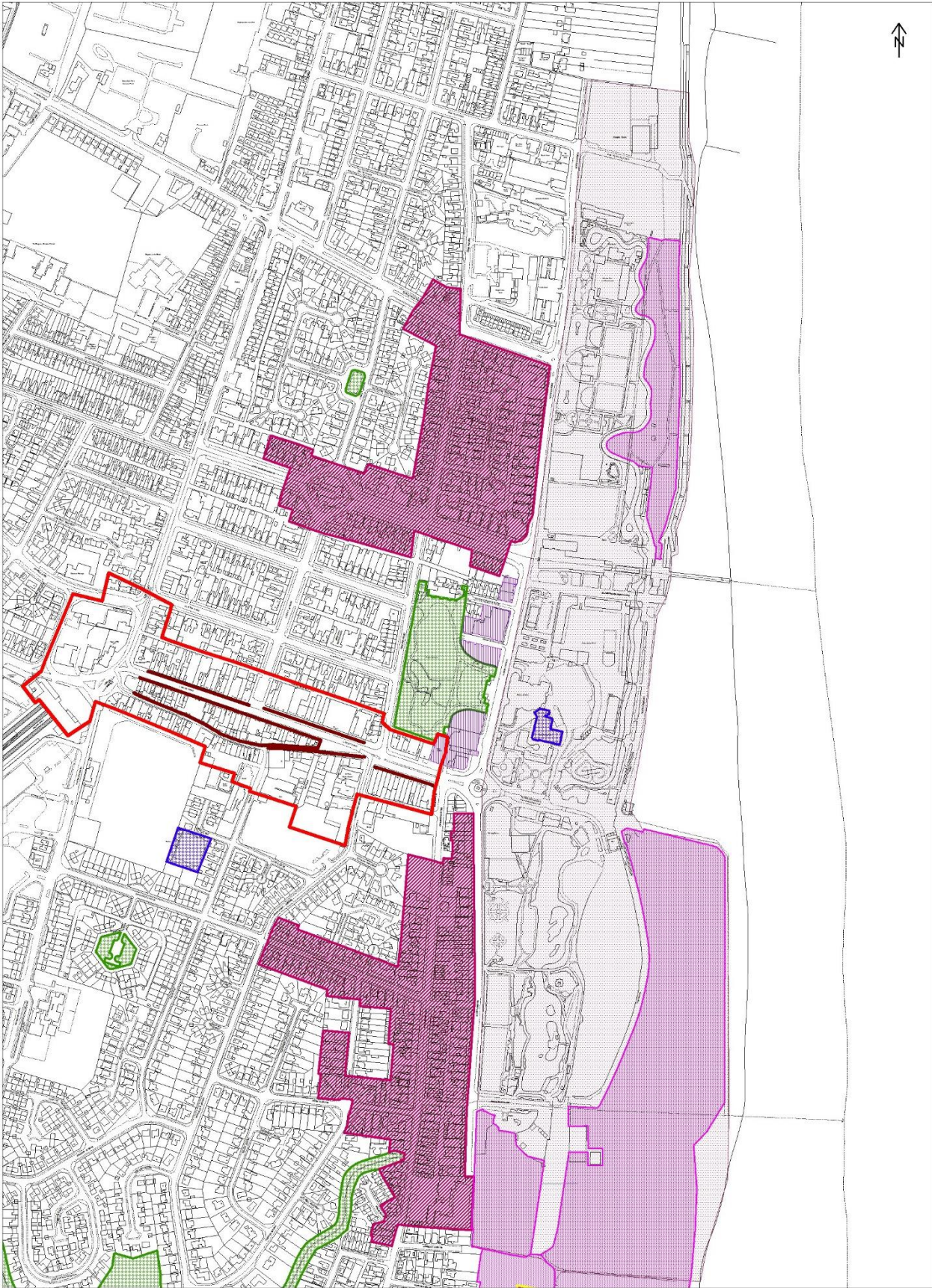


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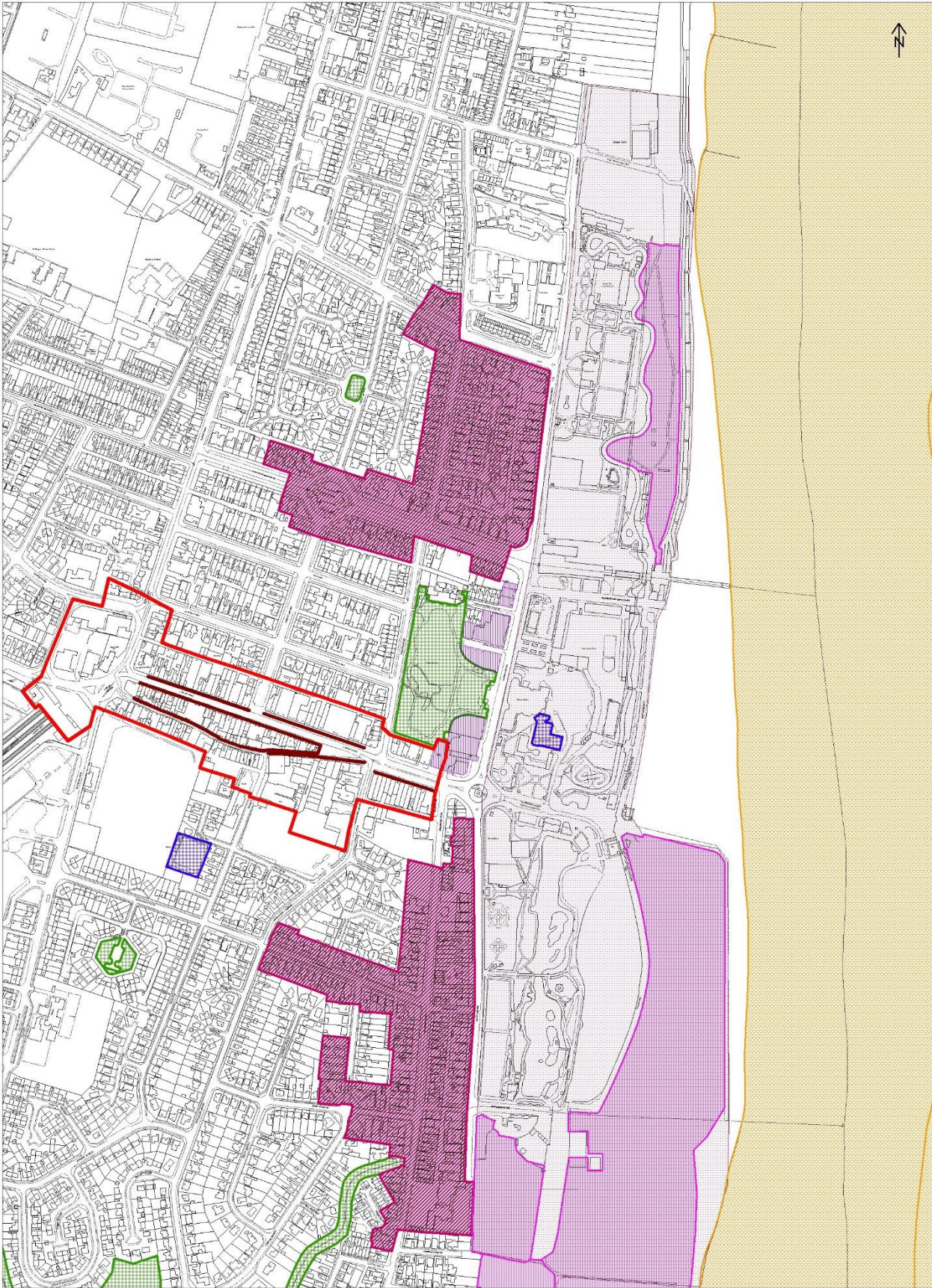
SKEGNESS TOWN CENTRE



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SKEGNESS FORESHORE



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SKEGNESS