

# Gainsborough Town Council

Richmond House, Richmond Park, Morton Terrace

Gainsborough, Lincolnshire, DN21 2RJ

Telephone: 01427 811573

Website: [gainsborough-tc.gov.uk](http://gainsborough-tc.gov.uk)



Dear Councillor,

Thursday, 22 September 2022

You are hereby summoned to attend a meeting of the **Planning Committee** which will be held on **Tuesday 27 September 2022** commencing at **7pm** in the meeting room, **Richmond House, Richmond Park, Morton Terrace, Gainsborough.**

The business of the meeting is set out in the agenda below.

Pp

A handwritten signature in blue ink, appearing to read 'Belina Boyer'.

On behalf of Gainsborough Town Clerk

**Belina Boyer**  
Town Clerk

**Committee members: Cllr M Boles - ex officio, Cllr R Craig, Cllr D Dobbie, Cllr C Lambie, Cllr P O'Connor - ex officio, Cllr K Panter, Cllr J Plastow (VC), Cllr D Schofield (C), Cllr A Taylor**

Agenda no	Agenda item title	Power/Regulation
PL23/092	<b>Apologies for absence</b> To note apologies for absence.	<i>Local Government Act 1972, s85 (1) &amp; Sch 12, p40.</i>
PL23/093	<b>Declarations of interest</b> To receive any declarations of interest in accordance with the requirements of the Localism Act 2011.	<i>Localism Act 2011, s31.</i>
PL23/094	<b>Dispensation requests</b> To consider any dispensation requests received by the Clerk in relation to personal and/or disclosable pecuniary interests, not previously recorded.	<i>Localism Act 2011, s33.</i>

Agenda no	Agenda item title	Power/Regulation
PL23/095	<p><b>Minutes of the previous meeting(s)</b> To receive the minutes of the previous Gainsborough Town Council meeting(s) and resolve to sign these as a true record of the meeting(s).</p> <p><b>Paper A – Planning Committee 23 August 2022</b></p>	<p><i>Local Government Act 1972, Sch 12, p41 (1).</i></p>
	<p><b>Presentation from Savills regarding Gainsborough Southern Neighbourhood Sustainable Urban Extension (SUE)</b></p>	
<p><b>Planning Applications</b></p>		
PL23/096	<p>To consider planning application received. <a href="#"><u>Application Ref No: 145225 (18/8/22, 28 days)</u></a> <a href="#"><u>Proposal: Planning application for change of use class from retail to tanning salon (sui generis)</u></a> <a href="#"><u>Location: Unit 3 Bob Rainsforth Way, Gainsborough</u></a></p>	<p><i>Article 13 of the Town &amp; Country Planning (General Development Procedure) Order 2015 Schedule 1, paragraph 8 to the Town &amp; Country Planning Act 1990 as amended</i></p>
PL23/097	<p>To consider planning application received. <a href="#"><u>Application Ref No: 145345 (25/8/22, 21 days)</u></a> <a href="#"><u>Proposal: Planning application for change of use of office 9 from class E to Aestherics Clinic (Sui Generis)</u></a> <a href="#"><u>Location: The Plough Business Hub, 37 Church Street, Gainsborough</u></a></p>	
PL23/098	<p>To consider planning application received. <a href="#"><u>Application Ref No: 145239 (25/8/22, 30 days)</u></a> <a href="#"><u>Proposal: Outline planning application for the demolition of existing structures; the erection of 2046 new homes with business, community services and facilities falling within Class E; school falling within Class F1; formal and informal open space and landscaping; outdoor sport and recreation falling within Class F2; together with the construction of new access junctions, cycleways and footways, and associated infrastructure and facilities - access to be considered and not reserved for subsequent applications</u></a></p>	

Agenda no	Agenda item title	Power/Regulation
	<a href="#">Location: Land at Foxby Lane, Gainsborough</a>	
PL23/099	<p>To consider planning application received.  <a href="#">Application Ref No: 144738 (1/9/22, 14 days)</a>  <a href="#">Proposal: Planning application to erect 8no. commercial units to fall within Use Class E(g)i office ii) the research and development of products or processes or iii) any industrial process, (which can be carried out in any residential area without causing detriment to the amenity of the area).</a>  <a href="#">Location: Land off Willoughton Drive, Gainsborough</a></p> <p><a href="#">Change to layout including removal of unit along south western end of site and submission of landscaping plans.</a></p>	
PL23/100	<p>To consider planning application received.  <a href="#">Application Ref No: 145405 (7/9/22, 28 days)</a>  <a href="#">Proposal: Planning application to remove garage and erect 1no. detached dwelling</a>  <a href="#">Location: Land at 1 Love Lane, Gainsborough</a></p>	
PL23/101	<p>To consider planning application received.  <a href="#">Application Ref No: 145397 (16/9/22, 28 days)</a>  <a href="#">Proposal: Reserved matters application for Phase 1 to erect 454no. dwellings, considering appearance, landscaping, layout and scale, following outline planning permission 138921 granted 29 August 2019 - being variation of condition 1 of 140081 granted 06 February 2020 for changes to approved site layout.</a>  <a href="#">Location: Land at Foxby Lane, Gainsborough</a></p>	
PL23/102	<p>To consider planning application received.  <a href="#">Application Ref No: 145466 (15/9/22, 28 days)</a>  <a href="#">Proposal: Planning application to erect 2no. apartments and 3no. dwellings.</a>  <a href="#">Location: Land North of Acland Street, Gainsborough</a></p>	
PL23/103	<p>To consider planning application received.  <a href="#">Application Ref No: 145530 (21/9/22, 28 days)</a>  <a href="#">Proposal: Planning application for proposed single storey side and rear extension with integral garage - resubmission of 144927</a>  <a href="#">Location: 16 Riverside Approach, Gainsborough</a></p>	
<b>Decision notices</b>		

Agenda no	Agenda item title	Power/Regulation
PL23/104	<p>To note decision notice received.  <b>Application Ref No: 145121 GRANTED</b>            Proposal: Listed building consent for internal shop-fit refurbishment.            Location: Unit 18, Marshalls Yard Beaumont Street, Gainsborough  <b>Paper B</b></p>	
PL23/105	<p>To note decision notices received since last meeting.  <b>Application Ref No: 145294 GRANTED</b>            Proposal: County development to resurface an area of grass to create an extended tarmac path/area of hardstanding - PL/0066/22            Location: Queen Elizabeth High School, Morton Terrace, Gainsborough  <b>Paper C</b></p>	
PL23/106	<p>To note decision notices received since last meeting.  <b>Application Ref No: 145212 GRANTED</b>            Proposal: Planning application to amend car parking layout, relocate steel palisade fencing &amp; sliding security gate, alterations to external windows, doors and cladding, addition of external lighting &amp; roof mounted solar PV panels.            Location: Smiffys, Caldicott Drive, Gainsborough  <b>Paper D</b></p>	
PL23/107	<p>To note decision notices received since last meeting.  <b>Application Ref No: 145213 GRANTED</b>            Proposal: Advertisement consent for 11no. fascia signs, 1no. digitally printed window graphics and 1no. free standing totem sign.            Location: Smiffys, Caldicott Drive, Gainsborough  <b>Paper E</b></p>	
PL23/108	<p>To note decision notices received since last meeting.  <b>Application Ref No: 144657 REFUSED</b>            Proposal: Planning application for proposed two storey side extension and single storey rear extension            Location: 16 Turpin Close, Gainsborough  <b>Paper F</b></p>	
PL23/109	<p>To note decision notices received since last meeting.  <b>Application Ref No: 145132 GRANTED</b></p>	

Agenda no	Agenda item title	Power/Regulation
	Proposal: Planning application for replacement of 3no. shop fronts, including removal of 2no. door entrances. Location: 10-18 Hickman Street Gainsborough <b>Paper G</b>	
PL23/110	<b>Street naming requests</b> To consider street naming requests received (if there are any).	
PL23/111	<b>Tree preservation orders</b> To consider tree preservation orders received (if there are any).	
PL23/112	<b>Gainsborough neighbourhood plan</b> To consider any matters arising from the Gainsborough Neighbourhood Plan (if there are any)	
PL23/113	<b>Gainsborough Transport Strategy May 2022 - 2036</b> To receive the full LCC new strategy which aims to improve transport and support future development to 2036 and beyond. <b>Paper H</b>	
PL23/114	<b>Assets of community value</b> To note Asset of Community Value submissions for Library, Land off Corringham Road (The Gap), Mercer Wood, Pitt Hills Plantation (land behind Gainsborough Leisure Centre), Old Guildhall Gardens, Trinity Arts Centre, Whittons Gardens. <b>Paper I</b>	
PL23/115	<b>New Assets of community value</b> To consider additional requests for assets of community value.	
PL23/116	<b>CCTV Safe zone</b> To consider Cllr Dobbie request for a CCTV safe zone.	
PL23/117	<b>Cross Street traffic</b> To consider Cllr Craig issues with traffic on Cross Street.	
PL23/118	<b>Community Infrastructure Levy (CIL)</b> To receive communication from WLDC regarding CIL liable permissions since its adoption in January 2018 and status of each one. <b>Paper J</b>	

Agenda no	Agenda item title	Power/Regulation
PL23/119	<p><b>Central Lincolnshire Local Plan – consultation on addendum to the Sustainability Appraisal</b>            To consider an additional consultation on an addendum to the Sustainability Appraisal which is taking place.  <b>Paper K</b></p>	
PL23/120	<p><b>Items for notification</b>            To receive any items for notification to be included on a future agenda – for information only  <i>Land off Corringham Road, Gainsborough</i>  <i>Neighbourhood Plan Working Group</i>  <i>Response regarding Willow tree on Bridge Street</i></p>	N/A
PL23/121	<p><b>Time and date of next meeting</b>            To note the date and time of the next Planning committee is scheduled for 25 October 2022 at 19.00.</p>	<i>Local Government Act 1972, Sch 12, p10 (2)(a)</i>

# PAPER A



# DRAFT Minutes of the Planning Committee meeting

## 23 August 2022

held in the Reading Room, Richmond House. Richmond Park, Morton Terrace, Gainsborough

### Councillors Present

		James Plastow (Vice Chairman)
Richard Craig		
David Dobbie	Keith Panter	

### Councillors Absent

Matt Boles	Chris Lambie	Denise Schofield (Chairman)
	Pat O'Connor	Aaron Taylor

### In attendance:

	Rachel Allbones (Deputy Clerk & RFO)	
--	--------------------------------------	--

### In Attendance: Cllrs Dannatt and Key

Agenda no	Agenda item title	Resolution	Action	Power
PL23/066	To <b>note</b> apologies for absence.	The committee received apologies from Cllrs Boles, Lambie, O'Connor and Schofield.	N/A	<i>Local Government Act 1972, s85 (1) &amp; Sch 12, p40.</i>
PL23/067	To <b>receive</b> any declarations of interest in accordance with the requirements of the Localism Act 2011.	There were none.	N/A	<i>Localism Act 2011, s31.</i>
PL23/068	To <b>consider</b> any dispensation requests received by the Clerk in	There were none.	N/A	<i>Localism Act 2011, s33.</i>

Initialled:



Agenda no	Agenda item title	Resolution	Action	Power
	relation to personal and/or disclosable pecuniary interests, not previously recorded.			
PL23/069	To receive the minutes of the previous Gainsborough Town Council meeting(s) and resolve to sign these as a true record of the meeting(s). <b>Paper A – Planning Committee 26 July 2022</b>	The Committee received the minutes of the meeting 26 July 2022 and <b>resolve</b> to sign these as a true record of the meeting.  Cllr Craig abstained from voting.	<b>DC</b> to publish.	<i>Local Government Act 1972, Sch 12, p41 (1).</i>
<b>Planning Applications</b>				
PL23/070	To consider planning application received. <b>Application Ref No: 145294 (22/7/22, 21 days)</b> Proposal: County development to resurface an area of grass to create an extended tarmac path/area of hardstanding - PL/0066/22 Location: Queen Elizabeth High School, Morton Terrace, Gainsborough	The committee <b>noted</b> the application had already been granted.	n/a	<i>Article 13 of the Town &amp; Country Planning (General Development Procedure) Order 2015 Schedule 1, paragraph 8 to the Town &amp; Country Planning Act 1990 as amended</i>
PL23/071	To consider planning application received. <b>Application Ref No: 145213 (25/7/22, 28 days)</b> Proposal: Advertisement consent for 12no. fascia signs, 1no. digitally	The committee <b>resolved</b> to support the application.	<b>DC</b> to send response to WLDC.	

Initialed:

Planning Committee Minutes 2022-23

15 | Page

Agenda no	Agenda item title	Resolution	Action	Power
	printed window graphics and 1no. free standing totem sign Location: Smiffys, Caldicott Drive, Gainsborough			
PL23/072	To consider planning application received. <b>Application Ref No: 145244 (27/7/22, 28 days)</b> Proposal: Planning application for demolition of existing building and redevelopment of site for residential development of 66no. apartments. Location: Gleadells Wharf, Bridge Street, Gainsborough	The committee <b>resolved</b> to object to the proposal on the grounds of: -  Support objections from the Environment Agency and Lincolnshire Wildlife Trust.  My Council would also like to see Mews type housing along the riverside to compliment the current developments and enhance the visitor experience.	<b>DC</b> to send response to WLDC.	
PL23/073	To consider planning application received. <b>Application Ref No: 145236 (1/8/22, 28 days)</b> Proposal: Listed building consent for internal alterations (retention and extension of an existing mezzanine). Location: Unit 18, Marshalls Yard, Beaumont Street, Gainsborough	The committee <b>resolved</b> to support the application.	<b>DC</b> to send response to WLDC.	
PL23/074	To consider planning application received. <b>Application Ref No: 145242 (5/8/22, 28 days)</b>	The committee <b>resolved</b> to support the application.	<b>DC</b> to send response to WLDC.	

Initialed:

Agenda no	Agenda item title	Resolution	Action	Power
	<p>Proposal: Planning application for change of use of bank to serviced office accomodation and 11no. residential units, including removal of existing rear extensions and erection of replacements. Location: 10 Silver Street, Gainsborough</p>			
PL23/075	<p>To consider planning application received. <b>Application Ref No: 145243 (5/8/22, 28 days)</b> Proposal: Listed building consent for change of use of bank to serviced office accomodation and 11no. residential units, including removal of existing rear extensions and erection of replacements. Location: 10 Silver Street, Gainsborough</p>	<p>The committee <b>resolved</b> to support the application.</p>	<p><b>DC</b> to send response to WLDC.</p>	
PL23/076	<p>To consider planning application received. <b>Application Ref No: 145310 (9/8/22, 28 days)</b> Proposal: Planning application for part change of use of residential flat to takeaway ice cream shop and the installation of a servery hatch.</p>	<p>Cllr Dobbie declared a personal interest as a WLDC. The committee <b>resolved</b> to support the application.</p>	<p><b>DC</b> to send response to WLDC.</p>	

Initialled:

Agenda no	Agenda item title	Resolution	Action	Power
	Location: Flat 1 Lord Street, Gainsborough			
PL23/077	To consider planning application received. <b>Application Ref No: 144945 (10/8/22, 28 days)</b> Proposal: Planning application for installation of internally illuminated two sided LCD display screen street hub unit. Location: Footpath Opposite Unit 27 (Costa Coffee) Marshalls Yard, Beaumont Street Gainsborough	The committee <b>resolved</b> to support the application.	<b>DC</b> to send response to WLDC.	
PL23/078	To consider planning application received. <b>Application Ref No: 144944 (10/8/22, 28 days)</b> Proposal: Application for advertisement consent for internally illuminated two sided LCD display screen street hub unit. Location: Footpath Opposite Unit 27 (Costa Coffee) Marshalls Yard, Beaumont Street Gainsborough	The committee <b>resolved</b> to support the application.	<b>DC</b> to send response to WLDC.	
PL23/079	To consider planning application received. <b>Application Ref No: 145325 (16/8/22, 28 days)</b> Proposal: Planning application for the removal of external signage,	The committee <b>resolved</b> to support the application.	<b>DC</b> to send response to WLDC.	

Initialed:

Agenda no	Agenda item title	Resolution	Action	Power
	ATM machine, 1no. night safe, 1no. bed box (at rear of the building) 1no. CCTV camera, 1no. external lighting for ATM, 1no. ADT alarm box, window to be re-instated, window sill to be repaired & all apertures to be infilled with brickwork, removal of internal counters & all furniture Location: 7-9 Silver Street, Gainsborough			
PL23/080	To consider planning application received. <b>Application Ref No: 145326 (16/8/22, 28 days)</b> Proposal: Listed building consent for the removal of external signage, ATM machine, 1no. night safe, 1no. bed box (at rear of the building) 1no. CCTV camera, 1no. external lighting for ATM, 1no. ADT alarm box, window to be re-instated, window sill to be repaired & all apertures to be infilled with brickwork, removal of internal counters & all furniture. Location: 7-9 Silver Street, Gainsborough	The committee <b>resolved</b> to support the application.	<b>DC</b> to send response to WLDC.	
<b>Decision notices</b>				

Initialled:

Agenda no	Agenda item title	Resolution	Action	Power
PL23/081	<p>To note decision notice received.  <b>Application Ref No: 144857</b>  <b>GRANTED</b>            Proposal: Application for approval of reserved matters considering appearance, landscaping, layout and scale following outline planning permission 138921 granted 29 August 2019 - erection of Local Centre/shop.            Location: Land at Foxby Lane Gainsborough  <b>Paper B</b></p>	The committee <b>noted</b> the decision notice.	N/A	
PL23/082	<p>To note decision notices received since last meeting.  <b>Application Ref No: 145095</b>  <b>GRANTED</b>            Proposal: Application for advertisement consent to install 1no. 42" LCD media charger and 3no. flag pole signs            Location: Tesco Stores Ltd, Trinity Street, Gainsborough  <b>Paper C</b></p>	The committee <b>noted</b> the decision notice.		
PL23/083	<p><b>Street naming requests</b>            To consider street naming requests received (if there are any).</p>	There were none.		

Initialled:

Agenda no	Agenda item title	Resolution	Action	Power
PL23/084	<p><b>Tree preservation orders</b> To consider tree preservation orders received (if there are any).</p> <p>To receive information from Cllr Taylor regarding the Willow tree opposite the Service Club.</p>	<p>There were none.</p> <p>Cllr Taylor had confirmed what Carol Slingsby Tree and Landscape Officer at WLDC had reported at the last meeting that she seemed to think the willow tree with a TPO belonged to 134 Bridge Street.</p> <p>The committee <b>resolved</b> to The Dental Design Studio at 134 Bridge Street to clarify that the willow tree belonged to them and to ask if they would carry out some remedial works on it.</p>	<p><b>DC</b> to write to The Dental Design Studio at 134 Bridge Street.</p>	
PL23/085	<p><b>Gainsborough neighbourhood plan</b> To consider any matters arising from the Gainsborough Neighbourhood Plan (if there are any)</p>	<p>There were none.</p>		
PL23/086	<p><b>Future of the RAGE website and social media platforms</b> To consider and decide on the future of the RAGE website and social media platforms. <b>Paper D</b></p>	<p>The committee <b>resolved</b> to cancel all RAGE media platforms.</p>	<p><b>DC</b> to delete the RAGE Facebook page, Twitter page and Website.</p>	
PL23/087	<p><b>Central Lincolnshire local plan</b> Notice is hereby given, in accordance with regulation 22(3) of</p>	<p>The Committee <b>noted</b> the submission.</p>	<p>N/A</p>	

Initialled:

Planning Committee Minutes 2022-23

21 | Page

Agenda no	Agenda item title	Resolution	Action	Power
	<p>the Town and Country Planning (Local Planning) (England) Regulations 2012, that the Central Lincolnshire Joint Strategic Planning Committee has submitted the Central Lincolnshire Local Plan to the Secretary of State for Levelling Up, Housing and Communities.</p> <p><b>Paper E</b></p>			
PL23/088	<p><b>Gainsborough Transport Strategy summary document</b> To note LCC new strategy which aims to improve transport and support future development to 2036 and beyond.</p> <p><b>Paper F</b></p>	<p>The Committee <b>noted</b> the Gainsborough Transport Strategy summary document.</p> <p>The Committee <b>resolved</b> to write to Cllr Richard Davies, Executive Councillor for Highways &amp; Transport at LCC raising concerns that the Belt Road isn't specifically mentioned in the strategy to improve transport and support future development with the northern SUE in the pipeline.</p>	<p><b>DC</b> to send a letter to Richard Davies at LCC.</p>	
PL23/089	<p><b>Assets of community value</b> To review and approve/amend Asset of Community Value submissions.</p> <p><b>Paper G – Trinity Arts Centre</b> <b>Paper H – Whittons Gardens</b> <b>Paper I – Mercer Wood</b> <b>Paper J – Old Guildhall Gardens</b> <b>Paper K – Library</b></p>	<p>The Committee <b>resolved</b> to approve the Asset of Community Value submissions for Trinity Arts Centre, Whittons Gardens, Mercer Wood, Old Guildhall Gardens, Library, Land off Corringham Road (The Gap), Pitt Hills Plantation (land behind Gainsborough Leisure Centre).</p>	<p><b>DC</b> to send submissions to WLDC.</p>	

Initialed:



Agenda no	Agenda item title	Resolution	Action	Power
	<b>Paper L – Land off Corringham Road (The Gap)</b> <b>Paper M – Pitt Hills Plantation (land behind Gainsborough Leisure Centre)</b>			
PL23/090	<b>Items for notification</b> To receive any items for notification to be included on a future agenda – for information only <i>Land off Corringham Road, Gainsborough</i> <i>Neighbourhood Plan Working Group</i> <i>CCTV Safe zone</i>	CCTV Safe zone Cross Street – one way system New Assets of community value	<b>DC</b> to include on next agenda.	N/A
PL23/091	<b>Time and date of next meeting</b> To note the date and time of the next Planning committee is scheduled for 27 September 2022 at 7.00pm.	The committee <b>noted</b> the date and time for the next scheduled meeting as 27 September 2022 at 7.00pm.		<i>Local Government Act 1972, Sch 12, p10 (2)(a)</i>

The meeting closed at 8.32pm

Signed as a true record of the Meeting: \_\_\_\_\_ Dated \_\_\_\_\_  
Presiding chairman of approving meeting

Initialed:

# PAPER B

## Listed Building Consent

Name and address of applicant	Name and address of agent (if any)
Specsavers Specsavers Optical Stores UK, Cirrus House 10 Experian Way Nottingham  NG2 1EP	Fisch Planning  Fisch Design Ltd Unit 1 Heritage Business Centre Derby Road Belper DE56 1SW

### Part I – Particulars of application

---

Date of application 20/06/2022	Application no 145121
-----------------------------------	--------------------------

---

#### Particulars and location of development

Listed building consent for internal shop-fit refurbishment.

Unit 18, Marshalls Yard Beaumont Stree Gainsborough Lincolnshire DN21 2NA

---

### Part II – Particulars of decision

The West Lindsey District Council hereby give notice that **Listed Building Consent has been granted** for the execution of the works referred to in Part 1 hereof in accordance with the application and plans submitted.

#### Conditions stating the time by which the development must be commenced:

1.The works to which this consent relates shall be begun before the expiration of three years from the date of this consent.

**Reason:** To conform with Section 18(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

#### Conditions which apply or require matters to be agreed before the development commenced:

None.

#### Conditions which apply or are to be observed during the course of the development:

2.With the exception of the detailed matters referred to by the conditions of this consent, the development hereby approved shall be carried out in accordance with the following plans: Site Location Plan 1853-LP, Site Block Plan 1853-BP and Proposed Ground Floor and First Floor General Arrangement 796/3011 all received 20 June 2022, Air Conditioning and Ventilation Works received 8 July

2022 and Email from agent dated 15 August 2022. The works shall be carried out in accordance with the details shown on the approved plans and in any other approved documents forming part of the application.

**Reason:** To ensure the development proceeds in accordance with the approved plans and to accord with section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and guidance within the National Planning Policy Framework.

3. The materials used in the development shall match those stated on the drawing-Proposed Ground Floor and First Floor General Arrangement 796/3011 and as detailed within the submitted Design and Access Statement & Heritage Statement both received 20 June 2022.

**Reason:** To ensure the use of appropriate materials to preserve the character and appearance of the Listed Building to accord with section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and guidance within the National Planning Policy Framework.

**Conditions which apply or relate to matters which are to be observed following completion of the development:**

None.

**Notes to the Applicant**

None.

**Reasons for granting consent**

It is therefore considered that the proposed works will preserve the special historic interest of the host listed building and is therefore in accordance with Section 16 of the 'Act'. It is recommended that listed building consent is granted subject to conditions.

**Working Practice Statement**

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Date: 15<sup>th</sup> August 2022

Signed:



Head of Paid Service

West Lindsey District Council  
Guildhall  
Marshall's Yard  
Gainsborough  
DN21 2NA

## Note

Failure to adhere to the details of the approved plans or to comply with the conditions attached to this permission is a contravention of the provisions of the Town & Country Planning Act 1990 in respect of which enforcement action may be taken. Please contact the planning department for further advice relating to the discharge of condition process and the appropriate fee payable (if applicable).

Attention is drawn to section 8(2) of the Act, the effect of which is that demolition may not be undertaken (despite the terms of any consent granted by the local planning authority) until notice of the proposal has been given to the Royal Commission of Historical Monuments, Fortress House, 23 Savile Row, London W1X 1AB and the Commission subsequently have either been given reasonable access to the building for at least one month following the grant of consent, or have stated that they have completed their record of the building or that they do not wish to record it. A form on notice is available from the Royal Commission of Historical Monuments.

- 
- 1 If the applicant is aggrieved by the decision of the local planning authority to refuse listed building consent or conservation area consent for the proposed works, or to grant consent subject to conditions, he may appeal to the First Secretary of State in accordance with sections 20 and 21 of the Planning (Listed Building and Conservation Areas) Act 1990 within three months of receipt of this notice. Appeals must be made on a form which may be downloaded from the Planning Inspectorate website at <https://acp.planninginspectorate.gov.uk>. Alternatively, appeal forms may be obtained from The Planning Inspectorate, Customer Support Unit, Temple Quay House, 2 The Square, Temple Quay, BRISTOL, BS1 6PN, telephone 0303 444 5000. The First Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal.
  - 2 If listed building consent is refused, or granted subject to conditions, whether by the local planning authority or by the First Secretary of State and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any works which have been or would be permitted, he may serve on the council of the district, in which the land is situated a listed building purchase notice requiring that council to purchase his interest in the land in accordance with the provisions of section 32 of the Planning (Listed Building and Conservation Areas) Act 1990.
  - 3 In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the First Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in section 27 of the Planning (Listed Building and Conservation Areas) Act 1990.
  - 4 **Only the applicant possesses the right to appeal the decision.**

If you require this letter in another format e.g. large print, please contact Customer Services on 01427 676676, by email

[customer.services@west-lindsey.gov.uk](mailto:customer.services@west-lindsey.gov.uk) or by asking any of the Customer Services staff.

# PAPER C

# Lincolnshire County Council Planning Permission

Town and Country Planning Act 1990

Town and Country Planning General Regulations 1992

Date of Proposal: 17 May 2022

Application No. 145294

LCC Ref. No. PL/0066/22

## Part 1 Planning Permission

1. On 19 August 2022, the Lincolnshire County Council resolved, for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992, To resurface an area of grass to create an extended tarmac path/area of hardstanding at Queen Elizabeth High School, Morton Terrace, Gainsborough
2. Take notice that Planning Permission is hereby granted by Lincolnshire County Council to carry out the above development in accordance with the application and plans submitted subject to the following conditions.

## Part 2 Conditions

1. The development hereby permitted must be begun no later than the expiration of three years beginning with the date of this permission.

*Reason: To comply with Section 91 of the Town and Country Planning Act 1990.*

Signed *N McBride*  
Head of Planning  
Lincolnshire County Council

Date 19 August 2022

### NOTES:

1. This permission must be entered in the statutory register of planning decisions maintained by the District Council (as required by the Town and Country Planning General Regulations 1992). In addition the District Council is requested to make an entry in the Land Charges Register of any conditions attached to this permission.
2. This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation.



2. The development hereby permitted shall be carried out in accordance with the detail in the application form and the following approved plans:

- TQRQM22164112620414 – Location Plan
- TQRQM22158094250576 – Site Plan

*Reason: For the avoidance of doubt and in the interest of proper planning.*

3. Construction shall only be carried out between 07:30 and 18:00 hours Monday to Friday and between 09:00 and 12:00 hours Saturdays. No such operations or activities shall take place on Sundays, Bank or Public Holidays.

*Reason: In the interest of the general amenity of the area.*

### **Informative**

Attention is drawn to:-

- (i) Sections 7 and 8 of the Chronically Sick and Disabled Persons Act 1970;
- (ii) Design Note 18 "Access for Disabled People to Educational Buildings", published in 1984 on behalf of the Secretary of State for the Environment, or any prescribed document replacing that note; and
- (iii) In dealing with this application the County Planning Authority has worked with the applicant in a positive and proactive manner by processing the application efficiently so as to prevent any unnecessary delay. This approach ensures the application is handled in a positive way to foster the delivery of sustainable development which is consistent with the requirements of the National Planning Policy Framework and as required by Article 35(2) of the Town & Country Planning (Development Management Procedure)(England) Order 2015.

# PAPER D

## Planning Permission

Name and address of applicant

The Storage Team Ltd  
8Th Floor  
1 Fleet Place  
London  
EC4M 7RA

Name and address of agent (if any)

Mr T Millican  
Msquare Architects Ltd  
1 Mstudio  
Talbot Yard  
Market Harborough  
LE16 7NP

---

### Part One – Particulars of application

Date of application:  
08/07/2022

Application number:  
145212

---

### Particulars and location of development:

Planning application to amend car parking layout, relocate steel palisade fencing & sliding security gate, alterations to external windows, doors and cladding, addition of external lighting & roof mounted solar PV panels.

Smiffys, Caldicott Drive, Gainsborough, Lincolnshire DN21 1FJ

---

### Part Two – Particulars of decision

The West Lindsey District Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that **planning permission has been granted** for the carrying out of the development referred to in Part One hereof in accordance with the application and plans submitted subject to the following conditions:

#### **Conditions stating the time by which the development must be commenced:**

1. The development hereby permitted must be begun before the expiration of three years from the date of this permission.

Reason: To conform with Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

#### **Conditions which apply or require matters to be agreed before the development commenced:**

NONE

#### **Conditions which apply or are to be observed during the course of the development:**

2. With the exception of the detailed matters referred to by the conditions of this consent, the development hereby approved must be carried out in accordance with the following proposed drawings:

- PAR 450 WD 002 Rev B dated 7th July 2022 – Site Plan
- PAR 430 WD 110 Rev D dated 29th June 2022 – Ground Floor Plans (External Alterations Only)
- PAR 430 WD 112 Rev E dated 6th July 2022 – First Floor Plans (External Alterations Only)
- PAR 430 WD 200 Rev F dated 6th July 2022 – Elevation Plans
- PAR 430 WD 201 Rev B dated 17th May 2022 – Elevation Plans
- PAR 430 WD 400 Rev A dated 29th June 2022 – Roof and Solar Panel Plan

The works must be carried out in accordance with the details shown on the approved plans including all materials and colour finish listed and in any other approved documents forming part of the application.

Reason: To ensure the development proceeds in accordance with the approved plans and to accord with the National Planning Policy Framework, local policy LP5, LP17, LP19 and LP26 of the Central Lincolnshire Local Plan 2012-2036 and policy NPP5, NPP6 and NPP7 .

**Conditions which apply or relate to matters which are to be observed following completion of the development:**

NONE

**Notes to the Applicant**

**COMMUNITY INFRASTRUCTURE LEVY**

Please be aware that as of the 22<sup>nd</sup> January 2018 West Lindsey District Council implemented a Community Infrastructure Levy and that eligible development granted on or after this date will be subject to this charge.

The development subject to this Decision Notice could fall within the definitions held within the adopted charging schedule and as such may be liable to pay the levy. For further information on CIL, processes, calculating the levy and associated forms please visit the Planning Portal [www.west-lindsey.gov.uk/cilforms](http://www.west-lindsey.gov.uk/cilforms) and West Lindsey District Council’s own website [www.west-lindsey.gov.uk/CIL](http://www.west-lindsey.gov.uk/CIL)

Please note that CIL liable development cannot commence until all forms and necessary fees have been submitted and paid. Failure to do so will result in surcharges and penalties

**Reasons for granting permission**

The decision has been considered against local policy LP1 A Presumption in Favour of Sustainable Development, LP2 The Spatial Strategy and Settlement Hierarchy, LP5 Delivering Prosperity and Jobs, LP13 Accessibility and Transport, LP14 Managing Water Resources and Flood Risk, LP17 Landscape, Townscape and Views, LP19 Renewable Energy Proposals, LP25 The Historic Environment and LP26 Design and Amenity of the Central Lincolnshire Local plan 2012-2036 and NPP5 Protecting the Landscape Character, NPP6 Ensuring High Quality Design and NPP7 Ensuring High Quality Design in each Character Area of the Gainsborough Neighbourhood Plan. Furthermore consideration has been given to guidance contained within the National Planning Policy Framework, National Planning Practice Guidance, the National Design Guide and the National Design Model Code. In light of this assessment it is considered that the principle of the proposal is acceptable on an Important Established Employment Area (Heapham Road Industrial Estate) and to amend the site to the needs of the incoming

business. The development would make use of a renewable energy source to power the site. The development would not unacceptably harm the character and appearance of the site or the surrounding area or have an unacceptable harmful impact on the living conditions of the nearest residents, highway safety or archaeology.

### **Working Practice Statement**

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Date: 30th August 2022

Signed:



Ian Knowles  
Head of Paid Service

West Lindsey District Council  
Council Offices  
Guildhall  
Marshall's Yard  
Gainsborough  
DN21 2NA

Note: This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation. You are strongly advised not to commence works until you have obtained any other permissions or consents that may be required, for example approval under the Building Regulations, otherwise there may be a risk of significant legal and financial consequences. For further advice on the Building Regulations, contact the Council's Building Control section.

Failure to adhere to the details of the approved plans or to comply with the conditions attached to this permission is a contravention of the provisions of the Town & Country Planning Act 1990 in respect of which enforcement action may be taken. Please contact the planning department for further advice relating to the discharge of condition process and the appropriate fee payable (if applicable).

### **Self-build and Custom housebuilding**

Did you know that West Lindsey District Council maintains a register of people who would be interested in taking up self-build and custom housebuilding opportunities within the area?

There are certain benefits that arise from self-build developments i.e. you may be eligible for exemption from Community Infrastructure Levy (CIL). Further details of self-build and custom housebuilding within West Lindsey can be viewed here: <https://www.west-lindsey.gov.uk/my-services/planning-and-building/self-build>

If you would be interested in the provision of Self-Build and Custom Housebuilding opportunities as part of your development proposal, and would be willing for those

with a registered interest to contact you, please visit the above web page and complete our site submission form.

#### Appeals to the Secretary of State

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- **If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.**  
**Appeals must be made using a form which you can get from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN or online at <https://acp.planninginspectorate.gov.uk>. You must use a Planning Appeal Form when making your appeal. If requesting forms from the Planning Inspectorate, please state the appeal form you require.**
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.
- **Please note only the applicant possesses the right to appeal.**

#### Purchase Notices

- If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

If you require this document in another format e.g. large print, please contact Customer Services on 01427 676 676, by email [customer.services@west-lindsey.gov.uk](mailto:customer.services@west-lindsey.gov.uk) or by asking any of the Customer Services staff.

PAPER E

## Consent to Display Advertisements

Name and address of applicant	Name and address of agent (if any)
The Storage Team Ltd 8th Floor 1 Fleet Place London EC4M 7RA	Mr T Millican Msquare Architects Ltd 1 Mstudio Talbot Yard Market Harborough LE16 7NP

### Part I – Particulars of application

---

Date of application	Application no
08/07/2022	145213

---

#### Particulars and location of advertisements:

Advertisement consent for 11no. fascia signs, 1no. digitally printed window graphics and 1no. free standing totem sign.

Smiffys, Caldicott Drive, Gainsborough, Lincolnshire, DN21 1FJ

---

### Part II – Particulars of decision

The West Lindsey District Council hereby give notice in pursuance of the above-mentioned Regulations that **consent has been granted** for the display of the advertisements referred to in Part 1 hereof in accordance with the application and plans submitted subject to compliance with the Standard Conditions set out below.

1. The grant of express consent expires five years from the date of the grant of consent.

Reason: To comply with the requirements of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

2. The proposed signs must be displayed in accordance with the following proposed drawings all received 8th July 2022:

- Signs
- Elevation Position Plans
- Site Plan (Totem Sign Only)
- Totem Sign Image

The works must be carried out in accordance with the details shown on the approved plans and in any other approved documents forming part of the application.

Reason: To ensure the advertisement proceeds in accordance with the approved plans and to accord with the National Planning Policy Framework,



local policy LP17, LP26 and LP27 of the Central Lincolnshire Local Plan 2012-2036 and policy NPP5, NPP6 and NPP7 of the Gainsborough Town Neighbourhood Plan.

3. Any advertisements displayed, and any site being used for the display of advertisements, must be maintained in a condition that does not impair the visual amenity of the site.

Reason: To comply with the requirements of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 and in the interest of the visual amenity and to accord with the National Planning Policy Framework, local policy LP17, LP26 and LP27 of the Central Lincolnshire Local Plan 2012-2036 and policy NPP5, NPP6 and NPP7 of the Gainsborough Town Neighbourhood Plan.

4. Any structure or hoarding erected or used principally for the purpose of display advertisements must be maintained in a condition that does not endanger the public.

Reason: To comply with the requirements of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 and in the interest of the public safety to accord with the National Planning Policy Framework, local policy LP17, LP26 and LP27 of the Central Lincolnshire Local Plan 2012-2036 and policy NPP5, NPP6 and NPP7 of the Gainsborough Town Neighbourhood Plan.

5. Where an advertisement is required under these Regulations to be removed, the site must be left in a condition that does not endanger the public or impair visual amenity.

Reason: To comply with the requirements of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 and in the interest of the public safety to accord with the National Planning Policy Framework, local policy LP17, LP26 and LP27 of the Central Lincolnshire Local Plan 2012-2036 and policy NPP5, NPP6 and NPP7 of the Gainsborough Town Neighbourhood Plan.

6. No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

Reason: In accordance with the requirements of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

7. No advertisement must be sited or displayed so as to
  - a. endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
  - b. obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or
  - c. hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

Reason: in accordance with the requirements of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

8. The three signs identified as Sign A in the proposed signs plans document received 8th July 2022 must be the only illuminated signs and must not be externally illuminated.

Reason: To comply with the requirements of the Town and Country Planning (Control of Advertisements) Regulations 2007 and in the interest of visual amenity to accord with the National Planning Policy Framework, local policy LP17, LP26 and LP27 of the Central Lincolnshire Local Plan 2012-2036 policy NPP5, NPP6 and NPP7 of the Gainsborough Town Neighbourhood Plan.

**Conclusion and reasons for decision:**

The decision has been considered against policies LP1 A Presumption in Favour of Sustainable Development, LP17 Landscape, Townscape and Views, LP26 Design and Amenity, LP27 Main Town Centre Uses - Frontages and Advertisements of the Central Lincolnshire Local Plan and NPP5 Protecting the Landscape Character, NPP6 Ensuring High Quality Design and NPP7 Ensuring High Quality Design in each Character Area of the Gainsborough Town Neighbourhood Plan in the first instance and draft policy S1 The Spatial Strategy and Settlement Hierarchy, S52 Design and Amenity and NS54 Advertisements of the Draft Central Lincolnshire Local Plan Review. Consideration has additionally been given to guidance contained within the National Planning Policy framework, the National Planning Practice Guidance, the National Design Guide and the National Design Model Code. In light of this assessment it is considered that the adverts due to their design, position and location with an industrial/commercial area would not have a harmful visual impact on the site, the street scene or the surrounding area. The adverts would not have a harmful impact on highway and public safety. The adverts are therefore acceptable subject to conditions.

**Working Practice Statement:**

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Date: 30th August 2022      Signed:



Ian Knowles  
Head of Paid Service

West Lindsey District Council  
Council Offices  
Guildhall  
Marshall's Yard  
Gainsborough  
Lincolnshire  
DN21 2NA

---

Notes:

- (a) The regulations provide that every grant of express consent shall be for a fixed period which shall not be longer than five years from the date of grant of consent without the approval of the Secretary of State and **if no period is specified the consent shall have effect as consent for five years.**
- (b) It is a condition of this consent that before any advertisement is displayed on land in pursuance of the consent granted, the permission of the owner of that land or other person entitled to grant permission in relation thereto shall be obtained.
- (c) A person who displays an advertisement in contravention of the regulations will be liable on summary conviction to a fine of £1000 and in the case of a continuing offence to a fine of £100 for each day during which the offence continues after conviction.
- (d) Where the local planning authority grant consent subject to conditions, the applicant may by notice given in writing within eight weeks of receipt of this notice, or such longer period as the First Secretary of State may allow, appeal to the First Secretary of State, in accordance with Regulation 15 of the Town and Country Planning (Control of Advertisements) Regulations 1989. The First Secretary of State is not required to entertain such an appeal if it appears to him having regard to the provisions of the regulations, that consent for the display of advertisements in respect of which application was made could not have been granted by the local planning authority otherwise than subject to the conditions imposed by them.

If you require this letter in another format e.g. large print, please contact Customer Services on 01427 676676, by email [customer.services@west-lindsey.gov.uk](mailto:customer.services@west-lindsey.gov.uk) or by asking any of the Customer Services staff.

# PAPER F

## Refusal of Planning Permission

### Name and address of applicant

Mr & Mrs Wilkinson  
  
16 Turpin Close  
Gainsborough  
Lincolnshire  
DN21 1PA

### Name and address of agent (if any)

Sean Madden  
Hubble Architecture Ltd  
91 Sunningdale Way  
Gainsborough  
  
DN21 1FZ

### Part One – Particulars of application

---

**Date of application:**

01/04/2022

**Application number:**

144657

---

**Particulars and location of development:**

Planning application for proposed two storey side extension and single storey rear extension

16 Turpin Close Gainsborough Lincolnshire DN21 1PA

---

### Part Two – Particulars of decision

The West Lindsey District Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that **planning permission has been refused** for the carrying out of the development referred to in Part One hereof for the following reasons:

1. It is considered that overall, the proposed extensions are not well designed in relation to the existing built form of the local area and would overly dominate the existing dwellinghouse and unbalance this symmetrical pair of semi-detached dwellings. Such an arrangement fails to take account of, nor responds positively to the built form and massing of the dwelling within the surrounding context. The proposal would therefore be contrary to policy LP17 and LP26 of the Central Lincolnshire Local Plan, Policy NPP 1, NPP 6 and NPP 7, of the Gainsborough Neighbourhood Plan and the provisions of the NPPF.

### Working Practice Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing those with the Applicant. However, the issues are so fundamental to the proposal that it has not been possible to negotiate a satisfactory way forward and due to the harm which has been clearly identified within the reason(s) for the refusal, approval has not been possible.

**PLEASE SEE NOTES OVERLEAF FOR TIMESCALE FOR HOUSEHOLDER APPEALS**

Date: 14<sup>th</sup> September 2022

Signed:



Ian Knowles  
Head of Paid Service

West Lindsey District Council  
Council Offices  
Guildhall  
Marshall's Yard  
Gainsborough  
DN21 2NA

### **Appeals to the Secretary of State**

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If you want to appeal against your local planning authority's decision then you must do so within **6 Months** of the date of this notice (or within **12 weeks** on a minor commercial or householder application).

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within 6 Months of the date of this notice (12 weeks on a minor commercial or householder application), whichever period expires earlier.

If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice.

Appeals must be made using a form which you can get from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN or online at [www.gov.uk/government/organisations/planning-inspectorate](http://www.gov.uk/government/organisations/planning-inspectorate). The Secretary of State can allow a longer period for giving notice of an appeal, but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by the Secretary of State.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate ([inquiryappeals@planninginspectorate.gov.uk](mailto:inquiryappeals@planninginspectorate.gov.uk)) at least 10 days before submitting the appeal. [Further details are on GOV.UK](#)

### **Purchase Notices**

If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that the owner can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the District Council in whose area the land is situated. This notice will require the Council to purchase the owners interest in the land in accordance with the provisions of Chapter I of Part 6 of the Town and Country Planning Act 1990.

If you require this document in another format e.g. large print, please contact Customer Services on 01427 676 676, by email [customer.services@west-lindsey.gov.uk](mailto:customer.services@west-lindsey.gov.uk) or by asking any of the Customer Services staff.

# PAPER G



## Planning Permission

Name and address of applicant

Name and address of agent (if any)

Mr Brad Thomas  
H Lockwood & Son Ltd  
The Old Test Centre  
Turpin Close  
Gainsborough  
DN21 21PA

### Part One – Particulars of application

---

Date of application:  
21/07/2022

Application number:  
145132

---

Particulars and location of development:

Planning application for replacement of 3no. shop fronts, including removal of 2no. door entrances.

10-18 Hickman Street Gainsborough Lincolnshire DN21 2DZ

---

### Part Two – Particulars of decision

The West Lindsey District Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that **planning permission has been granted** for the carrying out of the development referred to in Part One hereof in accordance with the application and plans submitted subject to the following conditions:

#### **Conditions stating the time by which the development must be commenced:**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To conform with Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

#### **Conditions which apply or require matters to be agreed before the development commenced:**

None.

**Conditions which apply or are to be observed during the course of the development:**

2. With the exception of the detailed matters referred to by the conditions of this consent, the development hereby approved shall be carried out in accordance with the following drawings: D01P01, STAG Proposed design drawings and Site Location Plan received 21 July 2022. The works shall be carried out in accordance with the details shown on the approved plans, Flood Risk Assessment and in any other approved documents forming part of the application.

Reason: To ensure the development proceeds in accordance with the approved plans and to accord with Policy LP1, LP25, LP26 and LP27 of the Central Lincolnshire Local Plan 2012-2036 as well as Neighbourhood Plan Policies NPP6 and NPP18 and guidance within the NPPF.

3. The colour finish of the aluminium shop fronts hereby approved shall all match in either anthracite grey or black. The matching colour finish of the shop fronts must then be retained as anthracite grey or black thereafter.

Reason: To ensure the shop fronts are respectful to the character of the area and preserve the setting of the Conservation Area and nearby listed building in accordance with Local Plan Policies LP25, LP26 and LP27 as well as Neighbourhood Plan Policies NPP6 and NPP18 and guidance within the NPPF.

**Conditions which apply or relate to matters which are to be observed following completion of the development:**

None.

**Notes to the Applicant**

**COMMUNITY INFRASTRUCTURE LEVY**

Please be aware that as of the 22<sup>nd</sup> January 2018 West Lindsey District Council implemented a Community Infrastructure Levy and that eligible development granted on or after this date will be subject to this charge. The development subject to this Decision Notice could fall within the definitions held within the adopted charging schedule and as such may be liable to pay the levy. For further information on CIL, processes, calculating the levy and associated forms please visit the Planning Portal [www.west-lindsey.gov.uk/cilforms](http://www.west-lindsey.gov.uk/cilforms) and West Lindsey District Council's own website [www.west-lindsey.gov.uk/CIL](http://www.west-lindsey.gov.uk/CIL)

Please note that CIL liable development cannot commence until all forms and necessary fees have been submitted and paid. Failure to do so will result in surcharges and penalties

### **Reasons for granting permission**

The application has been assessed against all relevant policies of the Central Lincolnshire Local Plan and Gainsborough Town Neighbourhood Plan in the first instance. All other material considerations have also been considered, including the Draft Central Lincolnshire Local Plan and guidance within the NPPF and NPPG. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 has also been considered.

As a result of the assessment made it is concluded that weight can be given to the replacement of the shop fronts to enable the commercial premises to remain occupied and brought back into use. The proposed shop fronts are also considered to be appropriate replacements given the character of the area and do not harm the setting of the Conservation Area and nearby Listed Building. No highway safety or neighbouring amenity concerns are raised as a result of the development and it is not considered that the replacement shop fronts would increase the risk of flooding to the site or elsewhere and includes flood resistance and resilience measures to help the premises to safe for their lifetime. On this basis Grant of permission is considered appropriate.

### **Working Practice Statement**

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Date: 15 September 2022



Signed:

Ian Knowles  
Head of Paid Service

West Lindsey District Council  
Council Offices  
Guildhall  
Marshall's Yard  
Gainsborough  
DN21 2NA

Note: This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation. You are strongly advised not to commence works until you have obtained any other permissions or consents that may be

required, for example approval under the Building Regulations, otherwise there may be a risk of significant legal and financial consequences. For further advice on the Building Regulations, contact the Council's Building Control section.

Failure to adhere to the details of the approved plans or to comply with the conditions attached to this permission is a contravention of the provisions of the Town & Country Planning Act 1990 in respect of which enforcement action may be taken. Please contact the planning department for further advice relating to the discharge of condition process and the appropriate fee payable (if applicable).

### **Self-build and Custom housebuilding**

Did you know that West Lindsey District Council maintains a register of people who would be interested in taking up self-build and custom housebuilding opportunities within the area?

There are certain benefits that arise from self-build developments i.e. you may be eligible for exemption from Community Infrastructure Levy (CIL). Further details of self-build and custom housebuilding within West Lindsey can be viewed here: <https://www.west-lindsey.gov.uk/my-services/planning-and-building/self-build>

If you would be interested in the provision of Self-Build and Custom Housebuilding opportunities as part of your development proposal, and would be willing for those with a registered interest to contact you, please visit the above web page and complete our site submission form.

### Appeals to the Secretary of State

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- **If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice. Appeals must be made using a form which you can get from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN or online at <https://acp.planninginspectorate.gov.uk>. You must use a Planning Appeal Form when making your appeal. If requesting forms from the Planning Inspectorate, please state the appeal form you require.**
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.
- **Please note only the applicant possesses the right to appeal.**

### Purchase Notices

- If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

If you require this document in another format e.g. large print, please contact Customer Services on 01427 676 676, by email [customer.services@west-lindsey.gov.uk](mailto:customer.services@west-lindsey.gov.uk) or by asking any of the Customer Services staff.

# PAPER H



**Open Report on behalf of Andy Gutherson, Executive Director - Place**

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>30 May 2022</b>
Subject:	<b>Gainsborough Transport Strategy 2022</b>

**Summary:**

The report provides the final update on the Gainsborough Transport Strategy and the main Gainsborough Transport Strategy 2022 documents.

**Actions Required:**

The Highways and Transport Scrutiny Committee is invited to review and comment on the Gainsborough Transport Strategy and the plans within it.

## **1. Background**

Lincolnshire County Council (LCC) is seeking to publish a new strategy to support the economic and spatial development of the Gainsborough urban area and beyond through the delivery of improvements to access and transport. Through the LCC Technical Services Partnership, WSP were commissioned to undertake a project to develop a new Transport Strategy.

The current Gainsborough Transport Strategy (GTS) was developed by LCC in 2010. Since the adoption of the GTS, LCC has made significant progress in securing funding for and completing a number of transport schemes in the area. This has included the upgrading of the A631 Thorndike Way/Corringham Road junction to a signalised junction to improve safety and future proof the capacity of the junction for the development of the Northern Sustainable Urban neighbourhood.

Since the previous GTS was developed, transport plan-making has evolved, and the approach now focuses not just on the transport services and schemes that need to be delivered but also consider these in the context of broader economic and spatial planning aspirations. Transport strategies need to be developed as part of an integrated suite of policies that aim to improve the economy of areas, steer their spatial development and improve access and transport for both communities and businesses.

In addition, there has been significant change in working patterns following the pandemic which has changed travel habits to a certain degree with more people using online services and working in home/work hybrid scenarios.

The Gainsborough Transport Strategy in the form attached at Appendix A has been developed by Lincolnshire County Council and West Lindsey District Council. It aims to provide a clear vision for the future of transport across the Gainsborough area. A summary document of the strategy is available in Appendix B.

The aim of the strategy is to make travel within, through and around Gainsborough inclusive and sustainable, encouraging people to walk and cycle for short journeys and use shared and public transport when they must travel further. When car travel is necessary, the Transport Strategy aims to encourage the uptake of low emission vehicles whilst also making journeys safer and more reliable.

The strategy also aims to bring new travel choices and approaches to the town both now and over the course of the strategy period, whilst also monitoring how new technologies are changing travel around the country and how this may affect the town.

This sustainable and future ready approach will help to support the growth of the town, make its economy stronger and more resilient and its communities more vibrant, healthy, and inclusive.

The new Local Transport Plan 5 has also been recently adopted by LCC and this strategy is aligned to its key themes and outcomes.

**2. Conclusion**

The production of the strategy has now come to the final stages and approval is now sought for the Gainsborough Transport Strategy and the associated summary document attached at Appendix A and Appendix B, respectively. If approved the two documents attached will be finalised.

**3. Consultation**

**a) Risks and Impact Analysis**

Risks and Impact Analysis activities will be considered at the time that individual proposals within the strategy are progressed.

**4. Appendices**

These are listed below and attached at the back of the report	
Appendix A	Final Gainsborough Transport Strategy
Appendix B	Summary of the Gainsborough Transport Strategy

**5. Background Papers**

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

This report was written by Karl Gibson, who can be contacted on 07920 576630 or [karl.gibson@lincolnshire.gov.uk](mailto:karl.gibson@lincolnshire.gov.uk).





# Gainsborough Transport Strategy

May 2022 – 2036



# Gainsborough Transport Strategy

## Foreword

“As part of this strategy’s development, we’ve factored in the significant changes to working patterns and travel habits we’ve seen as a result of the pandemic, with more people using online services and in home-working or hybrid scenarios.

We want to meet these, and other changing travel demands by offering a wider range of affordable, reliable and environmentally-friendly travel options for people to choose from – all while supporting planned economic growth.

This will lead to more people using alternative forms of transport, resulting in less congestion and a more pleasant town centre, making Gainsborough a more prosperous, attractive and healthier place to live, learn, work and visit.

This strategy provides a number of proposals for us, the district council and developers to consider over the next fifteen years as we strive towards meeting growth targets for the area.

Some of our top priorities are to: make the town centre a more pleasant and safer place; improve facilities for walking and cycling; and investigate junction improvements at key pinch-points. Doing this will help cut congestion, open up new development land and meet changing travel demands.

Another proposal in the strategy, probably one of our most ambitious, is to enhance Gainsborough’s train stations and bus station to become mobility hubs.

In essence, these would serve as a multi-functional interchanges for people travelling into and out of Gainsborough by offering alternative means of travelling by car.

For example, the hubs might include a city centre bus shuttle, electric-vehicle charging, Park & Bike, e-bike hire and delivery lockers.

Combined with other measures, like improving bus and rail services, the strategy aims to ensure Gainsborough has the infrastructure it needs to meet travel demands over the coming decades.

The challenge now is finding the funding needed to make these improvements a reality. And the only way we’re going to be able to do that is if everyone gets behind the plan and works together.”



## Cllr Richard Davies

Executive Member for Highways and Transport at Lincolnshire County Council

# Gainsborough Transport Strategy

1	Introducing the strategy	4
2	The strategy process	8
3	Informing the strategy	10
4	What does the strategy aim to achieve?	18
5	Defining the strategy	24
6	The strategy	28
7	Interventions	30
8	Delivering the strategy	41



1

# Introducing the strategy



## Overview



The Gainsborough Transport Strategy has been developed by Lincolnshire County Council, in partnership with West Lindsey District Council, and provides a vision for the future of transport in and around the town to 2036.

The strategy aims to support people and organisations in and around Gainsborough through improvements to transport which will help to support the transition to net zero, strengthen the economy and improve access to opportunities and services.

With the proposals contained in this strategy, the aim is to improve travel choice through the development of an inclusive, sustainable and future-ready transport system, as well as to help the town grow, whilst meeting considerable challenges and taking advantage of opportunities as they arise.

## Understanding Gainsborough



Sitting on the east bank of the River Trent, the market town of Gainsborough stands at a gateway; to Lincolnshire from the East Midlands and South Yorkshire. It also straddles an east-west travel corridor across Lincolnshire from the East Midlands into the north of the county, the Wolds and to the coast. Formerly the most inland port in England, the town has a long history and is now the focus of regeneration in its centre and growth in the proposed urban extensions.

## Economic hub



The town is central to the economy of West Lindsey. It is a vital centre for the wider district for employment, education, healthcare, shopping and services, as well as leisure and tourism. Its 23,000 residents, and those in the surrounding countryside, rely on the town's economy for many of their day-to-day activities. The town is also home to a range of businesses from many different sectors, providing work for many of the 27,000 employees in West Lindsey.

The district's economy varies considerably compared to the wider county and, coupled with the rebound from the Covid-19 pandemic, there remain several ongoing challenges. Productivity in West Lindsey is significantly below that of Lincolnshire, which itself is considerably below that of the region and country as a whole. However, since the financial crisis of 2008 West Lindsey's economy has grown significantly quicker than Lincolnshire and almost as fast as the region. Furthermore, recent trends show that the district has lower unemployment levels than many surrounding areas and skill levels are much higher than the county and region as a whole. Despite these positive trends, the town itself has areas that are in the top 10% of the most deprived communities in the country.



## What is the purpose of the strategy?



The overall purpose of this strategy is to support the people, businesses and organisations within and surrounding Gainsborough by providing a transport system that helps them meet their daily needs now and over the next 15 years.

As Gainsborough and the rest of the world continues to adapt to challenges such as climate change, the transition to carbon net zero targets, and the COVID-19 pandemic recovery, there will be a significant range of issues that the transport strategy will help the town and the wider area to meet. These include:

- Significant environmental challenges and addressing the impact of travel. This includes improving air quality, increasing the resilience of our transport networks and playing our part in tackling climate change by using more sustainable forms of travel and transitioning to low emission vehicles
- Supporting planned economic growth, including significant proposals for increasing housing and employment
- Providing and maintaining an inclusive and reliable transport network that provides more choice and supports all of Gainsborough's communities and businesses, whether in the town or the surrounding rural area
- Successfully meeting the different and changing travel demands across the area, including in how people access different activities such as employment, education, healthcare, retail, leisure and tourism



In developing this strategy, consideration has been given to a wide range of themes and issues including:

- The national and regional strategic and policy context and direction, including net zero carbon and climate change
- The views and experiences of the public and stakeholders
- The development of the town's economy and its recovery from the COVID-19 pandemic
- How transport is changing, and the new challenges and opportunities presented by technology
- Different modes of transport, as well as increasing opportunities to do things digitally
- Wider national and global trends which have an influence on the town
- Considerable plans for housing and employment development in Gainsborough
- The needs of the urban areas, as well as the surrounding rural area and villages
- The different activities undertaken by people and organisations that shape the economy and communities



# 2

## The strategy process





## The process



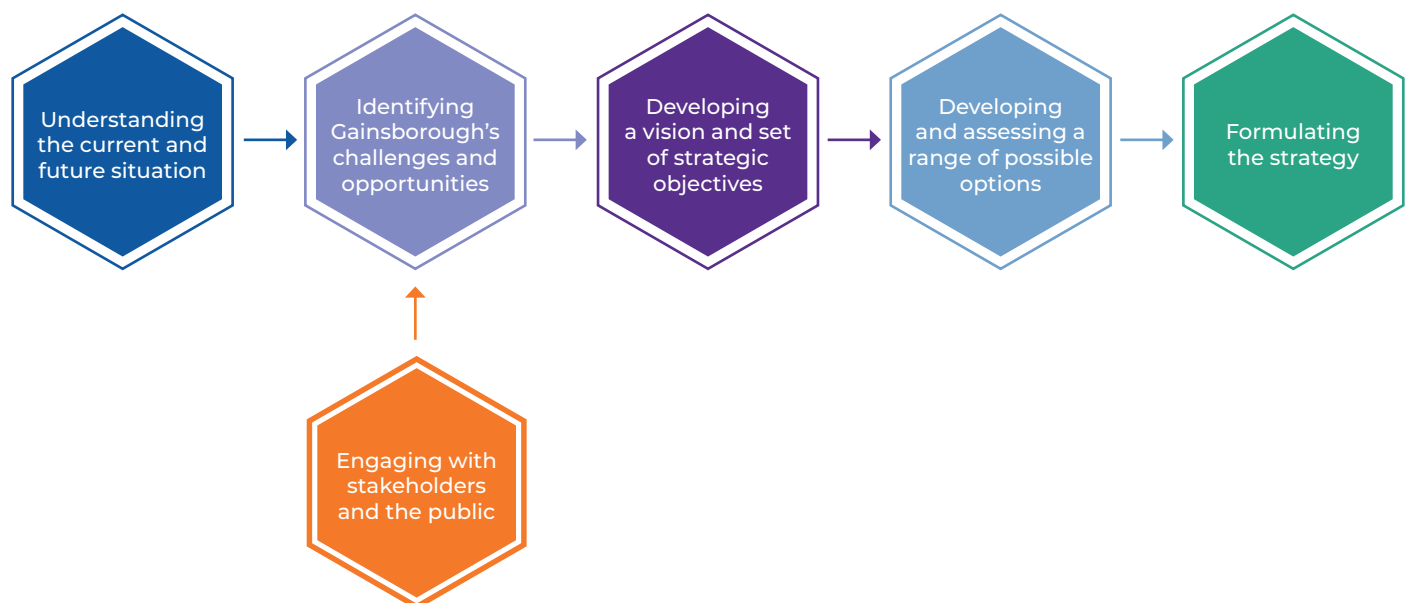
The process to develop the transport strategy incorporates the use of policy, data and engagement to form the evidence to support emerging themes. The diagram below highlights the steps undertaken, the outputs generated, and, where input was provided by stakeholders, to help shape the strategy.

The development of the strategy has included a comprehensive engagement process to ensure that the key issues are understood and to help steer its focus:

- With members at key stages of the process to steer decision-making
- With key stakeholders discussing specific travel needs and modes of transport
- With wider stakeholder groups and the general public to identify the big challenges both now and in the near future, support the development of the vision and to identify possible options

A structured approach has been used to develop the strategy to ensure that there are links between the following elements:

- The issues and opportunities to be addressed
- What investments need to be made
- What outputs will be delivered
- The short to medium-term outcomes
- The overall impact of proposals



# 3

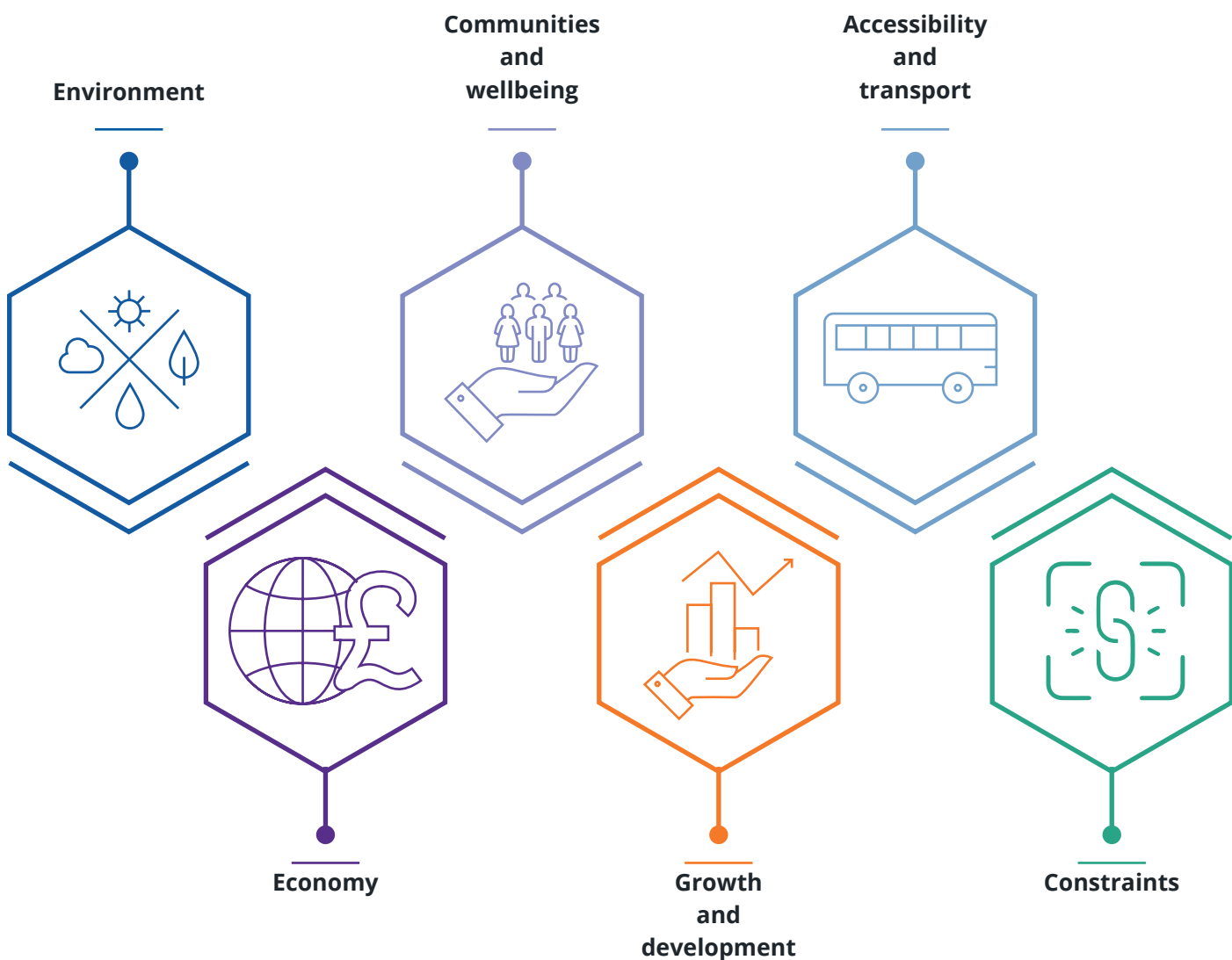
## Informing the strategy



## Evidence and engagement



The strategy is supported by comprehensive evidence gathering and analysis to reveal what the current challenges faced by the town and surrounding area are and to gauge what they may be in the future over the lifetime of the strategy and beyond. The evidence has included inputs from stakeholders and the public, a range of data and information, traffic modelling and wider transport, economic and land-use planning policy. The evidence has focussed on a number of key subjects including:



## What are the challenges now?



### A focus on the environment



#### Climate change and net zero carbon

Whilst many other parts of our lives have been making large advances in reducing carbon emissions, transport has been lagging behind. Transport needs to catch-up and make significant changes both in how we power our vehicles and how we use them – all of which will form a key part of contributing towards the government's net zero carbon 2050 target. Transport also needs to be more resilient to facing the challenges that climate change is bringing, including through being able to cope with greater instances of extreme weather.



#### Historic and built environment

Gainsborough has some historic buildings and streets, but the impact of traffic can make them less pleasant places for people to use and spend time in.

### Supporting the economy



#### Post COVID-19 recovery

The global pandemic has had significant impacts on the economy of the country, on the delivery of services and communities. Improvements to access and transport can help our economy to recover and help Gainsborough adapt to and build in some of the more emerging positive travel trends that have resulted from the pandemic.



#### Need for new housing

The economic growth of Gainsborough will in part be delivered through an expanding population and the delivery of new housing, including the planned Sustainable Urban Extensions. This will not only provide homes for new residents but enable young people to remain in the town. It will be important to support this growth with a sustainable and inclusive transport network that meets the needs of Gainsborough and its residents.



#### Need for employment land

As well as new homes, there is a need for land and supporting infrastructure and services to deliver the opportunities to provide new jobs and for expanding and attracting new businesses in the area.



#### Need for investment in infrastructure and services

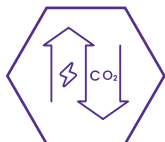
As economic growth brings in more people, businesses and opportunities, the demand for travel will increase across our communities and economy. The transport network will require enhancements to support more journeys across a range of modes including walking, cycling, public transport and cars, as well as freight and deliveries.



#### Need for inclusive growth

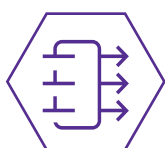
Opportunities brought about by economic growth need to be open to all parts of our communities, including those without access to a car or who find travel by other means difficult. It needs to be sustainable and accommodated within the context of the net zero carbon targets.

## Supporting the wellbeing of our communities



### Reducing the impact of transport

Transport can have a significant negative impact on lives in our communities through heavy traffic passing through residential areas, air pollution, traffic noise and road safety, not to mention the wider impacts of climate change. There is a clear need to reduce these impacts and support the development of a cleaner and more sustainable network.



### Air quality

Gainsborough is fortunate not to have air quality poor enough to require the designation of an Air Quality Management area, however, such pollution does still exist in pockets and may have an impact on the health of communities.



### Improving safety

Road accidents have been highlighted as an issue at various locations within the strategy area and they often have a greater impact on more vulnerable groups such as pedestrians and cyclists.



### Encouraging communities to be active

Walking and cycling for journeys is greatly beneficial to the health and wellbeing of residents and communities and is now recognised as a key way to improve physical and mental health and fitness.

## Access



### Employment

Gainsborough is a net exporter of workers with more people heading out of the town to work in other centres, such as Lincoln and Scunthorpe, than come into the town.



### Education

There are nearly 4,000 pupils attending schools in Gainsborough. Primary schools are well distributed around the town, but the two secondary schools are both in the northern part of the town meaning that pupils in the south have longer journeys.



### Healthcare

The hospital in Gainsborough does not have an Accident & Emergency unit, with the nearest being Lincoln, Worksop or out of the county. Being in the north of Gainsborough, the hospital is less accessible from large parts of the town to the south and west.





## Retail

Shopping is focussed on the traditional town centre and at Marshall's Yard, as well as a number of supermarkets located across the town. Like many other locations, retail is going through a period of significant change, with shopping patterns changing and the rise of online retail.

## Improving transport mode choice



### Walking

Levels of walking in Gainsborough are higher than the county and national averages, and there is a clear opportunity to increase the number of people who regularly walk for leisure and commuting purposes.



### Cycling

Levels of cycling are also higher in Gainsborough than in Lincolnshire and England as a whole. However, there is a real opportunity to further improve cycling infrastructure provision and encourage more people to cycle.



### Bus

The majority of people in the town have access to a bus stop within a reasonable walking distance of their homes, but services are limited in evenings and on Sundays. Patronage across the county is falling, mirroring trends in similar areas across the country. Adapting to the changing needs and travel patterns will be key to improving services.



### Rail

Although rail services have been improved, there are still challenges including the poor linkages between the two stations and the most used station being remote from much of the population.

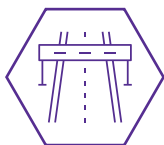


### Highway

Around a third of households in Gainsborough do not have a car. Although this is higher than West Lindsey and Lincolnshire as a whole, travel is still car-dominated with nearly two thirds of people either driving or being driven to work.



## Constraints



### Physical constraints

There are several physical barriers in and around Gainsborough, including railway lines, busy roads and the river. All of which constrain and affect movements for those travelling within the town.



### Funding

The availability of funding is a major constraint on running and improving transport, whether that be paying for bus services, providing new cycle paths or improving safety at junctions. The delivery of the strategy will be reliant on securing funding from a range of sources and demonstrating how it aligns with the key areas of focus and strategy direction.



### Uncertainty

One of the most significant issues for transport is uncertainty. This can be related to the speed of changes in new technologies, how people are changing their travel patterns and need to make journeys, uncertainty surrounding the transition to net zero, our new relationship with the EU and recovery from the COVID-19 pandemic.



## What are the future challenges?



### A changing society



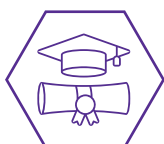
#### Retail

Shopping patterns are continuing to change with the rise of online retail continuing to affect the viability of physical shops.



#### Access to employment

The world of work is rapidly changing and the COVID-19 pandemic showed that many people can work from home, at least for part of their working week. However, large numbers of people will still need to continue to travel for work, but perhaps for some, with more flexibility over when they travel. The rise of automation and the ageing population may bring further changes to the workplace with technology taking on many human tasks and people having to work longer into old age.



#### Access to education

COVID-19 also required many people to learn from home and, while schools will still be the focus of learning for the youngest, digital learning may change how post-16 students travel for education.



#### Access to health and care services

The ageing population will also mean there will be more need to access health and social care as the growing number of older people need support. However, increasingly some of this support could be provided digitally reducing the need to travel for some appointments.



#### Visitor economy

The changes to the visitor economy and the increase in 'stay-cations' post COVID-19 provides an opportunity to boost the tourism across the county and improve access to local and regional attractions.



#### Freight

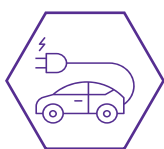
Online retail continues to boom with a resulting increase in home deliveries of parcels, groceries and hot food. This is having a very specific impact on travel with a rise in van traffic on local roads.





## How we travel

The world of transport and access is rapidly changing with key advances providing new choices in how we move, how we power our vehicles, how we pay for journeys and whether we travel at all.



### Future of mobility

Provides significant opportunities through new technologies to improve travel by digitisation, electrification, sharing, automation and new models of business, as well as people's behaviour changing in response to these trends. However, the pace of change varies, leading to uncertainty over when some technologies will appear and when is the right time to adopt them.



### Walking and cycling

Alongside new technology, there must remain a focus on active travel, walking and cycling for short journeys, to reduce traffic and the disbenefits it causes, as well as supporting healthy lifestyles.



### Mass or public transport

Must be at the centre of transport's future as the way to move large numbers of people efficiently.



### Decarbonising transport

Transport must now play its full role in decarbonising our economy through the electrification of vehicles, generating choice of other transport modes, such as active travel and public transport, and taking advantage of digital communications to reduce the number of journeys we make.



# 4

## What does the strategy aim to achieve?



## Sustainable and future ready Gainsborough



The aim of the strategy is to make travel within, through and around Gainsborough inclusive and sustainable, encouraging people to walk and cycle for short journeys and use shared and public transport when they have to travel further. When car travel is necessary, the transport strategy aims to encourage the uptake of low-emission vehicles whilst also making journeys safer and more reliable.

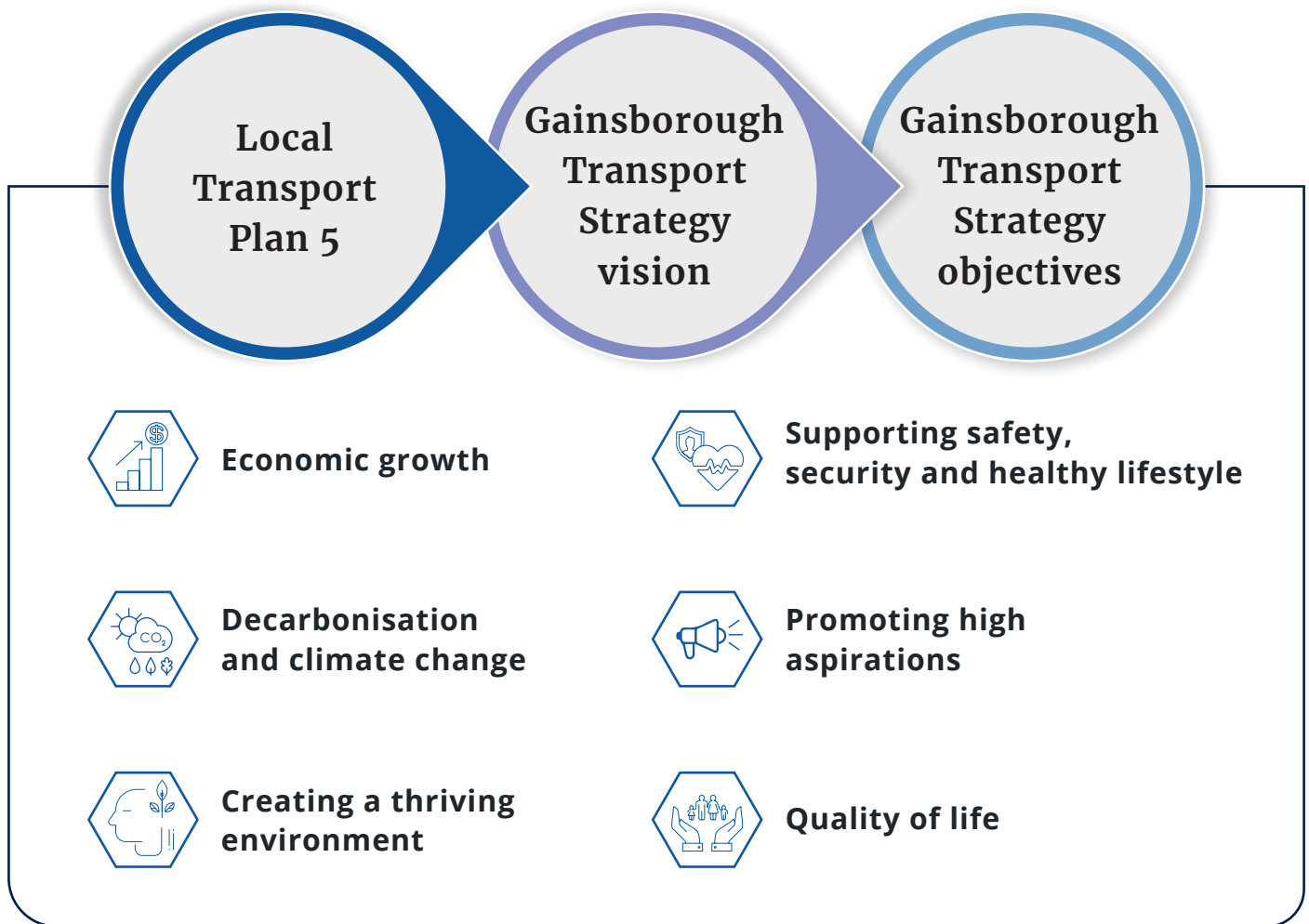
The strategy also aims to bring new travel choices and approaches to the town, both now and over the course of the strategy period. This is in addition to also monitoring how new technologies are changing travel around the country and how this may affect the town. This sustainable and future ready approach will help to support the growth of the town, make its economy stronger and more resilient and its communities more vibrant, healthy and inclusive.



## Vision and objectives



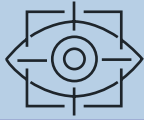
A vision for accessibility and transport in and around Gainsborough has been developed for the period up to 2036. It links into the Local Transport Plan and Neighbourhood Plan and provides the direction for the strategy. It also considers both current and emerging future trends in digital communications, travel and mobility that are likely to be seen over the next two decades.



Inclusiveness, supporting placemaking and all of the communities within the strategy area are the heart of the vision supporting everyone and all organisations to access their daily activities and needs. Central to the vision are walking and cycling, as well as shared trips and public transport. This relates to both traditional forms of public transport and new advances in flexible transport where vehicles and services are shared.



**Vision**



By 2036, Gainsborough will have delivered its ambitious growth targets, capitalised on its position close to the A46, A15 Trans-Midland Trade Corridor and the Humber and East Midlands Airport Freeports axis and will be a more vibrant, prosperous and economically-resilient community.



At the heart of the vision is an inclusive and collective approach to accessibility across the strategy area which will enable businesses and communities to rebound after COVID-19, new advances in technology and mobility to be embraced, and will provide an enhanced quality of life, all while reducing carbon emissions in order to support the UK's target of being net zero by 2050.



Gainsborough will have embraced walking and cycling, shared transport and passenger transport - including an improved local bus offer. The historic town centre and commercial heart of Gainsborough will be supported by a network of green walking and cycling corridors, shared transport and public transport options that contribute positively to the economy and environment.



Enhanced linkages between Lea Road Station and the town centre, and regular train services from Central Station, will provide sustainable options for commuter travel to key economic centres such as Lincoln and Sheffield. This will support the reduction in congestion and emissions across the strategy area. Connectivity to the core freight network and the Doncaster - Sheffield Airport line will also have been explored.



Gainsborough will also be strengthened by the integration of the proposed Sustainable Urban Extensions, which will contribute positively to the economy and the environment.



The overall resilience of the existing transport networks will be strengthened with improved access for east-west and north-south movements around the Trent crossing. Transport connections to the surrounding villages will be enhanced and the strategic and local network will be efficient, contributing to driving the town's economic growth and prosperity.



**Objectives**



Objective theme	Objective
<b>SUE Delivery and sustainable travel</b>	To support the delivery of new housing and employment sites, including the Sustainable Urban Extensions, facilitating sustainable infrastructure connecting to the wider strategy area.
<b>Customer-focussed and choice</b>	To improve rural and wider accessibility to the town centre and strategy area by increasing multi-occupancy, shared mobility and passenger transport options and ensuring a customer-focussed approach to providing choice in whether, when and how people travel.
<b>Active travel, natural environment and open space</b>	To enhance the health and wellbeing of communities by establishing and promoting walking and cycling within the strategy area as an option for short trips and leisure purposes, including access to open space, particularly the formal Riverside Walk and flood defences to the east of the River Trent.
<b>Health and wellbeing</b>	To enhance the health and wellbeing of communities through improved air quality, reduced noise levels and increased physical activity and safety.
<b>Reduce urban traffic</b>	To reduce traffic congestion and improve air quality in the town centre through minimising the impacts of vehicle movements and idling traffic on the public realm and strategic routes through the town.
<b>Climate change</b>	To support the net zero 2050 carbon reduction targets and activities of our businesses, communities and councils, and to mitigate the impact of climate change across our region.
<b>Future mobility ready</b>	To prepare the strategy area for future mobility, including electric and alternative fuels, shared, connected and automated mobility, as well as the business models that support them.

**Reduce the need to travel**

Promote technologies to allow more people the ability to work, learn, manage health care, shop and socialise without the need to travel.

**Historic and culture**

To protect and enhance the historic and cultural environment of Gainsborough, including supporting an improved public realm.

**Rural accessibility**

To improve rural accessibility to the town centre by increasing multi-occupancy, shared mobility and passenger transport options, improving linkages between the town centre, Sustainable Urban Extensions and Lea Road Station, whilst also focussing on services from Central Station and providing sustainable options for commuter travel to key economic centres such as Lincoln and Sheffield.

**Partnerships**

To increase partnership working and shared responsibility where appropriate for the improvement of accessibility and transport.

**Access to education**

To increase access to education while reducing the impacts of physical access to schools, colleges and universities.

**Economy**

Strengthen Gainsborough's position as the strategic gateway into Central Lincolnshire by improving traffic flows and network resilience at the River Trent crossing to support economic growth and access to employment and education.

**COVID-19 recovery**

Support businesses through and after the COVID-19 pandemic and, through the development of an inclusive, connected and future-ready transport network, that provides the foundations that will support the economic recovery.

**Long distance connections**

To provide an efficient primary road and rail network for long-distance connections to other major centres and international gateways by harnessing the opportunity afforded by Gainsborough's position within the Freeport Corridor.

# 5

## Defining the strategy





## A comprehensive strategy for accessibility



Whilst this is a strategy for transport, its real focus is on providing accessibility for both people and organisations. Strong communities and economies rely on people being able to access employment, education, healthcare, shopping and services, leisure and social interaction. Meanwhile organisations, including businesses, need access to resources and markets. This strategy aims to increase access to these needs for all parts of the Gainsborough community and economy.

The town is pivotal to the West Lindsey economy so the strategy is not only focussed on access within Gainsborough itself but also travel between the surrounding rural area and the town. Connections to the wider County are also important to the town, as are links to larger centres beyond the county boundary.

The strategy is focussed on delivering what the communities and economy need to thrive while also facing the big challenges and opportunities that Gainsborough and the rest of the county face. It provides a range of policy, service and infrastructure interventions which, together, should make the town stronger and more able to respond to the challenges ahead. This includes supporting sustainable development, place making and being ready for the future.

Key to this is providing for the journeys that need to be made by making the movement of people and goods more reliable, connected and quicker, while also supporting 'virtual' digital access to activities and needs. 'Digital' access forms an integral part of the strategy and will help to reduce the need to travel where practicable and appropriate.

The strategy also focusses on providing more choice in how people and organisations access their needs, including providing more choices to travel without the need to use the private car. For those without their own car, the strategy supports them by assisting travel around the town and beyond and by enhancing accessibility.

Providing more accessibility choices will allow people to choose to travel by alternative and more sustainable means than the private car, helping to address the negative impacts of travel. For those without private motor-vehicle access, the provision of alternatives will open up new possibilities for accessing vital daily activities like employment or education.



## Delivering for the current and future population



Gainsborough, like the rest of the country, is going through a period of significant change as we transition towards net zero carbon emissions. This will continue over the course of the strategy period up to 2036.

There are also plans for major sustainable urban extensions which will grow Gainsborough substantially, bringing more people and more opportunities into the town.

The growth of Gainsborough's population comes at a time when we also see rapidly evolving transport markets, with new technologies and business models changing how we travel. This includes how we plan and pay for it. Some of these changes will help us to address the impact of carbon emissions from transport, which is part of the increasingly urgent challenge of combating both the trends and consequences of climate change. The strategy helps to support the journey towards net zero carbon emissions established in government policy.

Central to the strategy's development has been the importance of considering how we can address both sustainable growth and being prepared for the future. This includes supporting those who currently live, work and learn in the town and those new residents and employees arriving over the coming years.

Proposals for the urban extensions offer significant opportunities to embed sustainable accessibility within these developments from the very beginning. This ensures they play their full role in mitigating the impact of growth while also having a positive social, economic and environmental impact on both new and existing communities and the wider economy. It also aims to link into the town's Levelling Up proposals and supports the development of a thriving Gainsborough through the enhancements to the bus station and market place, the heritage-led regeneration and focus on town centre living.

Major development planned for Gainsborough over the next two decades, including for new major housing growth.

Ongoing evolution in the way we travel with changes in demand for travel, new technologies and new ways of purchasing and paying for mobility.

Focussing on achieving net zero carbon emissions from transport by shifting to low emission vehicles, reducing the need to travel, and prioritising walking and cycling.

Working to increase choice, resilience and flexibility within the transport network, including through harnessing new technologies and modes.

Working with developers to bring forward the best possible proposals for new housing developments so they can have a positive social, economic and environmental impact on both new and existing communities and the wider economy.



## Defining the process



The priorities for the strategy are defined by a hierarchy that puts sustainable transport first. The strategy focuses on the accessibility and transport components that will support growth whilst also minimising the harmful impacts of travel and traffic on communities, the environment and the economy. Key to this is the provision of reliable, connected and less congested journeys, giving greater certainty and reduced costs to both communities and organisations. Choice is central to the strategy. It provides a range of options for how people can travel and interventions cover the range of modes of transport available.

With increasing capacity of new technology, there are more options for people to undertake activities without the need for travel, such as home-working and more flexible company policies that offer more choice in when to travel. The highest priority is therefore to reduce the need to travel where practicable.

As a relatively compact town, walking and cycling are practical and realistic options for many where most destinations are within relatively short distances. When people do need to make journeys in the town, walking and cycling have the lowest impact on the wider transport network and also improve personal health and wellbeing.

Where longer journeys are made, including outside of Gainsborough, public and shared transport should be prioritised, making more efficient use of the transport network and providing opportunities for people to undertake other activities, including working, learning and socialising while travelling.



### **Influencing travel behaviour**

Helping to provide greater choice in meeting daily activities from home without the need to travel (e.g. hybrid and at home-working) but if people do need to make journeys, influencing where and when to reduce distances and encourage travel outside the peak times.



### **Prioritising active modes**

Making cycling and walking the preferred option for shorter journeys for people who are able, prioritising the most sustainable modes of transport.



### **Promote shared and public transport**

Existing and new forms of public and shared transport should be encouraged for longer, necessary journeys for when walking and cycling are less viable.



### **Mitigate residual impacts of traffic**

Where there is no realistic alternative, longer journeys will still need to be made by car. However where this is the case, the impact of the resulting traffic and emissions will need to be mitigated.



# 6

## The strategy

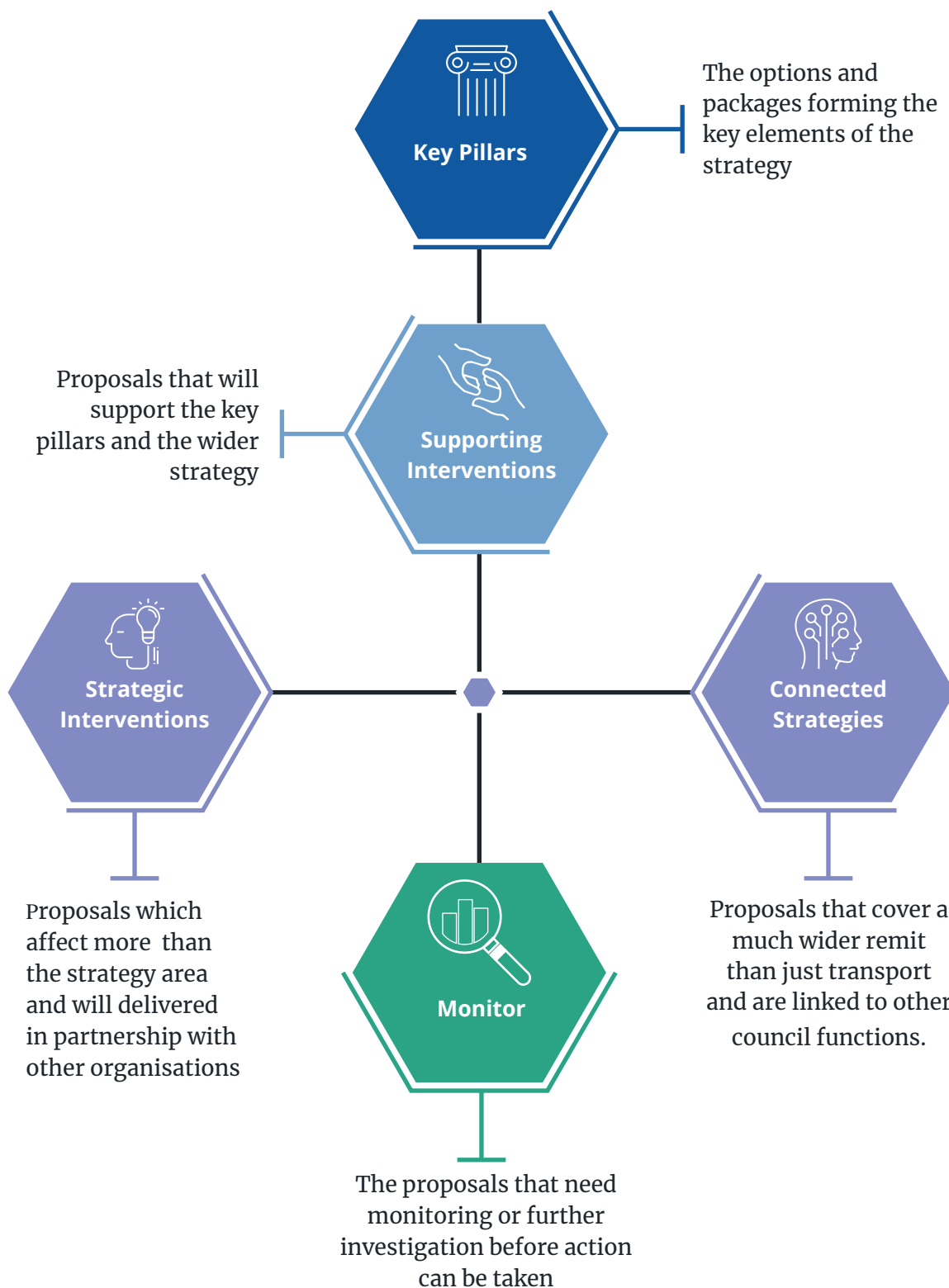
Through changing travel behaviour, prioritising active travel, promoting shared and public transport, and mitigating the residual impacts of traffic, we will help to improve the environment, support a strong and thriving economy and protect and enhance the wellbeing of communities.



## Strategy components



The strategy and the proposals identified to deliver the vision and objectives are structured under a number of different themes that will help to deliver the strategy's aims:



# 7

## Interventions

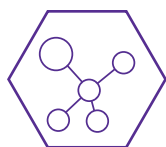


## Pillars of the strategy



The key pillars of the strategy are the proposals that will form the priority infrastructure, service and policy interventions. These will provide the key plans to support the delivery of the vision and objectives.

### Mobility hubs



#### Bringing together transport and facilities to make travel easier

The aim is to locate new mobility hubs in the town centre, bus station and at Gainsborough Central and Lea Road Railway Stations. These enhanced transport interchanges will support long distance journeys and provide multi-modal and multi-functional hubs to enable pedestrians to change easily between different modes of transport including rail, bus, taxi and bike. They are scalable and will be adapted to each location. They will involve upgrading the existing stations to provide access to a range of travel options including bike and e-cargo bike hire, electric vehicle charging and electric vehicle car clubs.

There will be an enhanced range of traveller facilities including cycle parking, toilets, lockers, covered waiting areas, lighting, live travel information, indoor and outdoor seating, improved urban realm around the mobility hubs, wayfinding and improved pedestrian access – including step-free access across and cycle crossing facilities. They will also provide access to other functions and services including convenience retail, health care, delivery lockers and community facilities where feasible.

### Town centre environmental improvements



#### Making the town centre a more enjoyable place for everyone

Whilst the road network within the centre of the town will remain vital for the movement of traffic over the coming years, environmental and public realm improvements could help to make the town centre a more pleasant and safer place for everyone. Improvements are expected to include:

- Market Square Frontage and Public Realm Enhancements – this will include taking forward the Levelling Up proposals and enhancing the streetscape through the provision of planters, benches and gateway treatments. This will re-establish the area as the town's thriving heart via upgraded spaces and assets.
- Beaumont Street Shared Space - shared surface scheme along Beaumont Street to improve connectivity, pedestrian crossings, and safety in the town centre and access to Marshall's Yard. This will include enhancing and rationalising the pedestrian crossings to include the use of different surface materials and ensuring they link directly to the pedestrian access points into Marshall's Yard. It will involve reducing the level of street furniture, removing the pedestrian guard railing, improving footways through the use of paving and improving wayfinding to the town centre and rail station.
- Bus station public realm improvements - In parallel to the development of the mobility hub and Levelling Up proposals, this will look to improve the public realm at the bus station to make the area more attractive for users, improve the links to the town centre and with an emphasis on 'place making.'

- River Trent Frontage and Public Realm Scheme: to involve developing the River Trent frontage to include gateway treatments, seating areas, planting and the identification of opportunities to create a link to River Walk.

## Parking



### Supporting the strategy through the wider parking offer

The effective management of parking is vital to the wider strategy. A supporting parking strategy will be developed which will set out the policy, service and infrastructure interventions designed to manage parking supply for the town. This will support the local economy whilst also encouraging journeys to be made by more sustainable modes where possible.

The strategy will consider car parking supply and demand, tariffs, payment systems and technology, resident parking zones, route signing and electric charging facilities.

## Flood Road and town centre junction improvements



Some of the main highway corridors through and within the town currently suffer from significant congestion at peak times. Whilst this strategy aims to encourage a shift away from car travel where possible, it aims to improve the operation of several key junctions to improve the flow of traffic. This includes developing proposals and undertaking targeted improvements to the following:

- Flood Road, A156 Lea Road and Bridge Road signalised junction
- The A631 Thorndike Way, Ashcroft Road and Trinity Street Roundabout
- North Street, Beaumont Street, Station Approach and Marshall's Yard access
- Traffic flow improvements to the North Street A159 and Spital Terrace B1433 Junction

## Gainsborough Cycling and Walking Network Plan enhancements



### Providing better networks for cyclists and pedestrians

The aim will be to significantly improve facilities for walking and cycling across the town and strategy area, in line with the Gainsborough Cycling and Walking Network Plan. New infrastructure will be put in place including segregated cycle routes, upgraded junctions, crossings and improved streetscapes. These changes will provide a safer environment for walking and cycling, improve access to the town centre and the Sustainable Urban Extensions, enhance the public realm and encourage more people to be active. This will reduce journeys by other modes and improve air quality.



The strategy will aim to take forward the walking cycling improvements set out in the Gainsborough Cycling and Walking Network Plan and include the enhancing provision along several routes and at key locations including:

- Improved walking and cycling routes along Belt Road; Lea Road; Foxby Hill Lane; Heapham Road; Ropery Road; Caskgate Street; the B1433 between B1433 and Miller Road Roundabout; and the A631 and Gainsborough riverside
- Improved pedestrian and cycling crossings on Foxby Lane; Lea Road and Ashcroft Road; Thorndike Way; the Ropery Road and Dog-Duck Lane Junction; the A159 and B1433 Roundabout; and the Heapham Road and Middlefield Lane Roundabout
- Town centre walking and cycling connectivity to be improved between Marshall's Yard and the Market Square area through improved footways, crossings and signage

## Electrification



### Reducing carbon emissions and improving air quality

Key to meeting net zero carbon emissions by 2050 will be supporting the transition from petrol and diesel engines to electric, low emission and alternative fuel vehicles. Working with industry partners, this transport strategy will support this drive through ensuring that:

- New homes and other new developments come complete with electric vehicle charging points
- More charging points are made available for the public at key locations and car parks
- The uptake of electric vehicles is promoted through targeted marketing
- The public sector to takes the lead through the electrification of its fleets of vehicles

## Behavioural change



### Working with residents and employees to encourage more sustainable choices

Through this package of interventions, the strategy will work to encourage a reduction in car dependency, particularly single occupancy car journeys. It will also work to increase the use of more sustainable modes including walking, cycling, public transport and shared mobility. This involves greater marketing of sustainable travel opportunities, roll out of adult bikeability training, promoting more sustainable use of online retail, a public safety campaign, the development of travel plans for medium to large businesses (as a Condition of Planning Approval) and personalised travel planning. Alongside other measures, this package will help encourage people to make the right choices for their journeys.



## Bus travel and Sustainable Urban Extensions connectivity



### Supporting the bus network

A comprehensive package of bus service and supporting improvements focusing on new and enhanced services within the town and to wider destinations. A range of other supporting measures will also form an important part of the strategy.

Interventions will include better integration with the rail services, a review of off-peak services, upgrading bus stop facilities, new routes throughout the town and wider area, subsidised travel, and smart ticketing systems. The improvements will focus on:

- Increasing Evening and Sunday bus services
- The delivery of new or improved bus services to the railway stations, the hospital, town centre, Sustainable Urban Extensions, surrounding villages, Newark, Lincoln, Doncaster and Scunthorpe
- Upgraded and improved bus stops and infrastructure to a consistent standard, including improved interchange facilities at Lea Road, shelters, timetable and service information and level boarding
- Better coordination of bus and rail timetables to improve interchanges and onward journeys to and from the town centre and surrounding villages

### Bus priority



### Making bus journeys quicker and more reliable

This package will deliver improved journey times and reliability by implementing bus priority controls at congested junctions, as well as adding a fourth arm to the Thorndike Way and Heapham Road signal-controlled junction.

### Freight and deliveries



### Reducing the impact of deliveries on the road network

A package to manage and reduce the impact of deliveries in the town centre by restricting delivery times to off-peak hours and providing delivery lockers at key locations throughout the town, allowing the impacts of online shopping to be better managed.



## Supporting interventions



### Active travel



#### Supporting people to make walking and cycling journeys

This will directly support the wider walking and cycling enhancements through:

- Improved wayfinding to key destinations within Gainsborough – this will involve the development of a wayfinding strategy and creation of themed and standardised directional pedestrian and cycle signage across the town
- Improved town centre cycle parking and storage – involving increasing the level of cycle parking across the town centre and continuing to monitor its usage

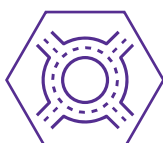
### Demand responsive transport



#### Providing better connections between people and places

A Digital Demand Responsive Transport (DDRT) system will help to improve access across the strategy area by providing a flexible and convenient service that is more able to respond to the needs of users. The package will explore opportunities to improve CallConnect DDRT through the expansion to more areas, increased promotion, improved vehicles, reduced fares and expanded vehicle fleet.

### Junction improvements



#### Focussed improvements to support reduce the impact of pinch-points

The junction operation package will look to improve the operation of several important junctions in Gainsborough to support both current traffic and traffic from new developments over the coming years.

The interventions include undertaking a study of congestion on Morton Road and Thonock Road to confirm if traffic signals are needed; installation of a four-way traffic signal system with pedestrian crossings at junction of Morton Terrace, Connaught Road and Love Lane; Carr Lane and Lea Road Roundabout improvements; conversion of Foxby Hill and Lea Road junction to a roundabout to support growth alongside public realm improvements; and a review of traffic signal phasing in town centre.



## Sharing



### Making more transport accessible without the need to own

Sharing of assets is becoming a major trend within transport and, although many interventions have so far been focussed on larger towns and cities, there may be opportunities for some sharing interventions to be implemented in Gainsborough. Such interventions enable people who do not own their own vehicle, or who do not want to own additional vehicles, to gain access to modes and make journeys they otherwise would not be able to.

Sharing opportunities could include a mix of cycle hire, e-scooter hire (subject to approval), ridesharing, ride-sourcing, electric vehicle car clubs, community transport and an e-cargo bike pool. Working alongside operators and providers, the aim is to consider the feasibility and viability of delivering a range of shared travel options in Gainsborough.

## Education



### Promoting better ways to travel to school

Schools are significant generators of travel and, whilst large numbers of pupils walk and cycle in the town and use school buses from rural areas, school-related travel can cause local traffic and parking issues. To help reduce these problems, the strategy aims to:

- Manage the travel impacts through greater use of school travel plans – these will be implemented and kept under review for each school within the strategy area
- Improved safety of walking and cycle routes to school – in parallel to the development of the Gainsborough Walking and Cycling Network Plan, the aim will be to improve the walking and cycling routes to primary and secondary schools
- Review and revise school bus routes to avoid the town centre and help improve service reliability

## Engagement



### Keeping the transport conversation going

Building on the inputs from the public and stakeholders, the strategy looks to continue the conversation through establishing a Gainsborough Transport Strategy Board. This will help to steer the delivery of the strategy, provide checks and challenge to the progress made and help to monitor and review the strategy over the course of its life.



## Development management



### Building better transport and access into new development

The council will continue to work with developers to ensure that new homes and employment sites contribute to more sustainable travel patterns. Developers will be required to give robust consideration to how new developments can prioritise cycling, walking and public transport whilst also supporting digital connectivity, home working, and the charging of electric vehicles.

The aim will also be to enhance the county council's highways management function through use of the Gainsborough Strategic Traffic Model to assess the impact of individual development proposals alongside an understanding of the overall traffic implications of planned development. It will help to identify the wider highway and transport needs and support investment in walking, cycling and public transport.

## Ticketing



### Making ticketing and payments smarter

In parallel to the proposals to enhance the local bus network and strategic interventions around the rail network, the strategy will focus on opportunities to develop a county-wide smart, integrated and contactless ticketing system covering public and, where available, shared transport. This will build on work undertaken by train operators, bus companies and Transport for the North.

## Clean air



### Improving air quality in the town

Whilst there is no Air Quality Management Area in place in Gainsborough, this intervention looks to implement a range of measures to improve air quality in the town by improving driver behaviour and making the vehicle fleet cleaner. It will include the development of a specific clean-air strategy, and a range of specific measures to support cleaner air in the town. These include the implementation and, where viable, enforcement of 'no idling' zones; support to bus operators to convert fleets to lower emission vehicles; and requirements within contracts for subsidised bus services to use low emission and alternative fuel vehicles.

## Safety



### Making travel safer in Gainsborough

This will involve the ongoing review and prioritisation of safety improvements identified and prioritised by the Lincolnshire Road Safety Partnership. It will identify key locations for action and will be supported by improvements and changes to speed limits, traffic calming and a review of safety around schools.

## Strategic interventions



### Rail



#### **Working with the rail industry to deliver better train services**

Building on recent success in improving rail services, the transport strategy will look to further improve rail services by working with partners to improve the frequency and quality of services through the two Gainsborough stations. This will include opportunities to increase the frequency of weekday and weekend of services to Lincoln, Saxilby, Market Rasen, Sheffield, Grimsby and Cleethorpes while also improving the quality of trains and increasing capacity.

This will require partnership working with train operating companies and Network Rail and aims to reduce the need to travel by car for longer journeys and rebalancing travel towards sustainable modes.

### Strategic signing



#### **Helping to ensure that people use the right routes for their journeys**

A review of strategic traffic signing on Strategic Road Network (SRN), operated by National Highways, and the county council's Primary Route Network, to optimise the routing of traffic both through the strategy area and county-wide. This will include consideration of the appropriate routes for longer distance strategic traffic to take through the county, such as traffic passing from the SRN to the Lincolnshire coast.



## Connected strategies



### Land use



#### Putting accessibility at the heart of land use planning

This intervention will further integrate the transport strategy with the Local Plan, looking to build in sustainable transport into the decision-making on land use policy. This will include issues such as concentrating major trip-generating developments close to public transport interchanges, identifying opportunities to locate new school provision in locations currently poorly served by school catchments to reduce cross-town movements and increasing the number of people living within the town centre where access to shops, services and public transport is highest.

### Digital



#### Enabling people to access work and services differently

The COVID-19 global pandemic has shown us that working from home and accessing services digitally can really work. Not everyone can work remotely, and we often still need face-to-face contact with people and organisations who support our daily lives. However, improving digital connectivity provides us with opportunities not to travel if we don't want or need to.

This set of interventions includes working with providers to upgrade digital connectivity. This includes better fixed (broadband) and through the air (4G, 5G) systems; upgrading existing services; creating new ones that can be accessed remotely and; promotes a more efficient use of the network through digital alternatives to physical movement.

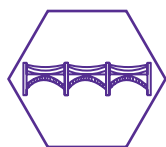
A key component will be to share live data from a range of sources with the general public via digital means such as apps or websites. In respect of transport, the strategy will look for opportunities to deliver:

- A Smart Travel Portal – to provide real-time travel information
- Smart sensors – covering roads and parking spaces to enable collection of real-time information
- Digital car park occupancy information – to disseminate live car park occupancy and tariff data

This will help provide information to enable people to choose more sustainable modes of travel and help develop real-time digital platforms for demand forecasting and appraisal.



## Monitor and investigate



### River Trent crossing

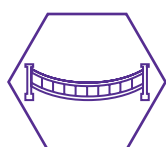
The junctions close to the Trent Bridge currently cause congestion that, at peak times, can stretch across the bridge and some distance to the west on the A631. The proposed improvements to Bridge Road, between the bridge and Thorndike Way, should help to reduce the impact of congestion. However, with planned growth, there may be a need to investigate further improvements. The strategy proposes to monitor traffic crossing the River Trent and look at possible solutions, if needed, towards the end of the strategy period.



### Autonomous vehicles and technology

The world of transport is changing at an increasing pace, particularly in the face of evolving and emerging technologies focussed on decarbonisation, sharing, digital connectivity and automation. These changes are supported by new business models enabling different ways for people to use and pay for transport and the changes in people's needs for travel and different modes of transport. Over the course of the strategy period, these ongoing changes will be monitored to ensure that the strategy remains up to date, reflects these changes and that the right action is taken to make sure Gainsborough can take advantage of positive changes that occur.

This will include the impacts and developments in automated and autonomous vehicle technologies, consideration of the emerging national policies and strategies and, where needed, the development of an autonomous vehicle and technologies strategy that takes into account the infrastructure requirements, impact assessment, challenges, risks, and opportunities and action plan.



### River Trent 'park and stride'

#### A potential alternative to using the Trent Bridge

The strategy identifies a potential scheme to reduce the impact of traffic in the town centre and across the River Trent bridge through the development of a 'park and stride' site. The site would take the form of a car park and mobility hub on the west bank of the river, across the water from the town centre with a new pedestrian and cycle bridge to the north of the existing crossing. This could enable town centre employees and visitors to park and walk or cycle across the river rather than drive across the congested bridge and town centre. The site could also form a further mobility hub, providing a range of additional services to make more use of the site.

This potential project requires further investigation to assess its feasibility and deliverability before it could form one of the strategy's key pillars.





8

# Delivering the strategy



## A collaborative approach



The delivery of the proposals outlined in this document will be steered by the Gainsborough Strategy Board, comprising representatives of both the county council and West Lindsey District Council. They will work to deliver the strategy through current secured funding and future bidding opportunities over the short, medium and long terms. The individual interventions will be led by different board members based on who is most appropriate and able to secure their delivery.

Whilst the development of the strategy has been led by the councils, it is important to recognise that no single organisation or, single intervention can deliver the vision and objectives. The success of the strategy will be very much dependent on the hard work, support, resources and funding of a range of stakeholders. The general public also has a role to play in supporting new opportunities to better provide transport in Gainsborough.

Securing funding is vital to the strategy and will likely to remain a challenge over the course of the strategy period. A key role of the strategy board will be to identify and secure funding from a range of existing and potential sources including internal budgets and developer contributions.

A number of interventions in the strategy do not rely on public sector funding, and the substantial plans for growth in the strategy area offer extensive opportunities to secure third-party funding. These growth plans will also provide opportunities for collaboration with developers so sustainable travel patterns can be embedded into new developments and funding secured for off-site measures.





## Programming the strategy

The strategy provides a long-term plan for movement and transport to align with the Central Lincolnshire Local Plan and the Local Transport Plan.

The proposals in the strategy will be delivered in the short, medium and long term. Some proposals will have set timescales while others remain ongoing through the entire strategy period. The strategy's board will ensure that measures are delivered as soon as they are feasible and affordable.



## Monitoring the strategy

Continuously checking the progress of the strategy is vitally important to ensure improvements are being made and the transport strategy's board will take on the 'monitor and review' role. A set of specific and measurable outcomes that the strategy will be measured against has been developed:

- Reduced traffic in the urban area and an increase in the number of journeys made by walking, cycling and public transport
- Increasing uptake of technologies to enable more people to work, learn, manage healthcare, shop and socialise without the need to travel
- Continued growth in Gainsborough's economy and the delivery of sustainable transport options through new housing and employment sites, including the Sustainable Urban Extensions
- Improved access to Gainsborough from the surrounding rural area
- Reduced carbon emissions from transport helping Lincolnshire County Council and West Lindsey District Council to reach their net zero carbon emission targets
- Increased access to education by walking, cycling and public transport
- Improved air quality, increased physical activity and safety
- Increased partnership working







# Gainsborough Transport Strategy

May 2022 - 2036

Summary document



# Gainsborough Transport Strategy

## Foreword

“As part of this strategy’s development, we’ve factored in the significant changes to working patterns and travel habits we’ve seen as a result of the pandemic, with more people using online services and in home-working or hybrid scenarios.

We want to meet these, and other changing travel demands by offering a wider range of affordable, reliable and environmentally-friendly travel options for people to choose from – all while supporting planned economic growth.

This will lead to more people using alternative forms of transport, resulting in less congestion and a more pleasant town centre, making Gainsborough a more prosperous, attractive and healthier place to live, learn, work and visit.

This strategy provides a number of proposals for us, the district council and developers to consider over the next fifteen years as we strive towards meeting growth targets for the area.

Some of our top priorities are to: make the town centre a more pleasant and safer place; improve facilities for walking and cycling; and investigate junction improvements at key pinch-points. Doing this will help cut congestion, open up new development land and meet changing travel demands.

Another proposal in the strategy, probably one of our most ambitious, is to enhance Gainsborough’s train stations and bus station to become mobility hubs.

In essence, these would serve as a multi-functional interchanges for people travelling into and out of Gainsborough by offering alternative means of travelling by car.

For example, the hubs might include a city centre bus shuttle, electric-vehicle charging, Park & Bike, e-bike hire and delivery lockers.

Combined with other measures, like improving bus and rail services, the strategy aims to ensure Gainsborough has the infrastructure it needs to meet travel demands over the coming decades.

The challenge now is finding the funding needed to make these improvements a reality. And the only way we’re going to be able to do that is if everyone gets behind the plan and works together.”



## Cllr Richard Davies

Executive Member for Highways and Transport at Lincolnshire County Council



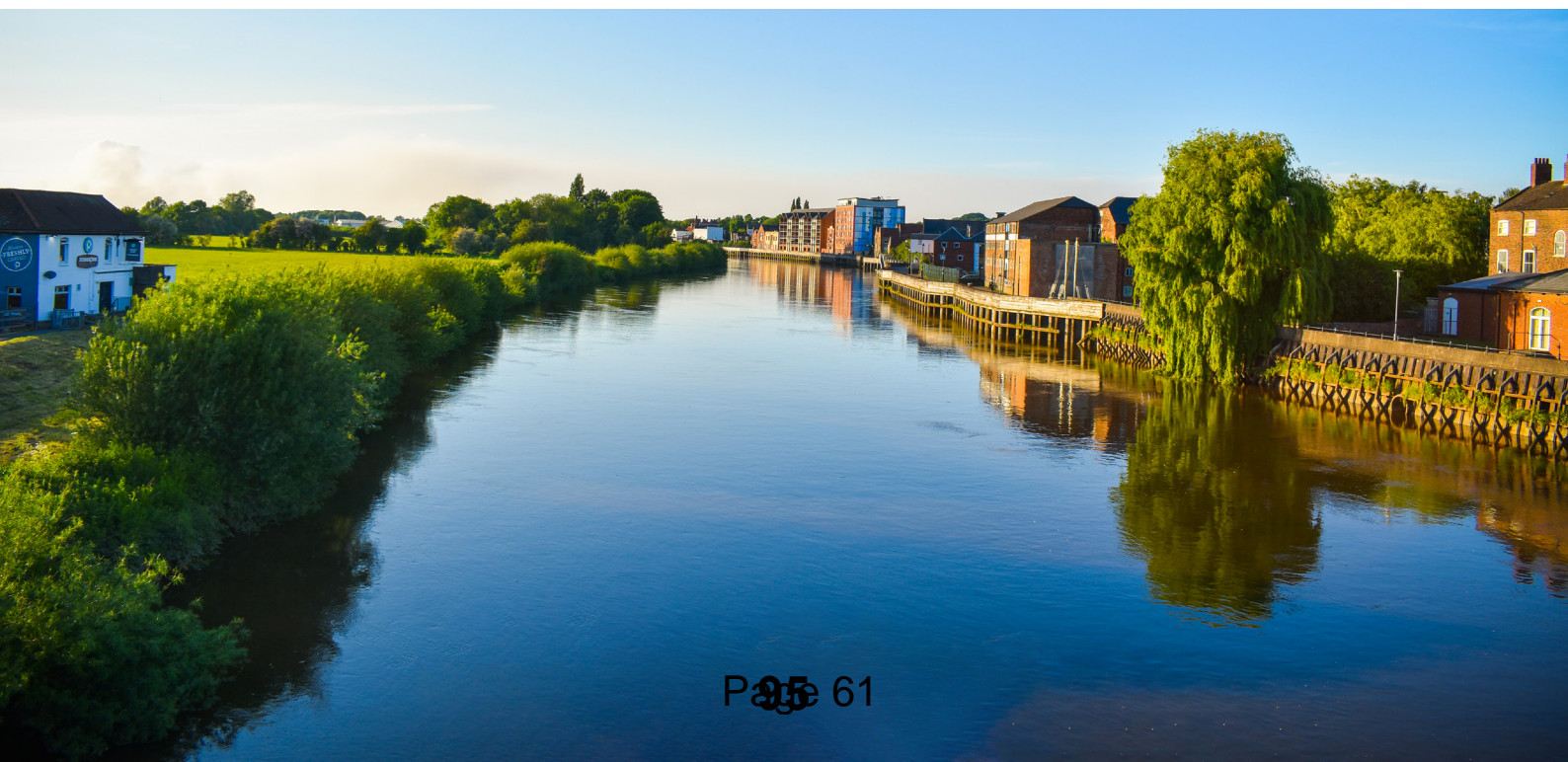
## Overview

The Gainsborough Transport Strategy has been developed by Lincolnshire County Council, in partnership with West Lindsey District Council, and provides a vision for the future of transport in and around the town to 2036. The strategy aims to support people and organisations in and around Gainsborough through improvements to transport which will help to support the transition to net zero, strengthen the economy and improve access to opportunities and services. With the proposals contained in this strategy, the aim is to improve travel choice through the development of an inclusive, sustainable and future-ready transport system, as well as to help the town grow, whilst meeting considerable challenges and taking advantage of opportunities as they arise.

## What is the purpose of the strategy?

The overall purpose of this strategy is to support the people, businesses and organisations within and surrounding Gainsborough by providing a transport system that helps them to meet their daily needs now and over the next 15 years. As Gainsborough and the rest of the world continues to adapt to challenges such as climate change, the transition to carbon net zero targets, and the COVID-19 pandemic recovery, there will be a significant range of challenges that the transport strategy will help the town and the wider area to meet. These challenges include:

- Significant environmental challenges and addressing the impact of travel. This includes improving air quality, increasing the resilience of our transport networks and playing our part in tackling climate change by using more sustainable forms of travel and transitioning to low emission vehicles
- Supporting planned economic growth, including significant proposals for increasing housing and employment
- Providing and maintaining an inclusive and reliable transport network that provides more choice and supports all of Gainsborough's communities and businesses, whether in the town or the surrounding rural area
- Successfully meeting the different and changing travel demands across the area, including in how people access different activities such as employment, education, healthcare, retail, leisure and tourism





## Vision

By 2036, Gainsborough will have delivered its ambitious growth targets, capitalised on its position close to the A46/A15 Trans-Midland Trade Corridor and the Humber and East Midlands Airport Freeports axis and will be a more vibrant, prosperous and economically resilient community. At the heart of the vision is an inclusive and collective approach to accessibility across the strategy area which will enable businesses and communities to rebound after COVID-19, new advances in technology and mobility to be embraced, and will provide an enhanced quality of life, all while reducing carbon emissions in order to support the UK's target of being net zero by 2050.

Gainsborough will have embraced walking and cycling, shared and passenger transport – including an improved local bus offer. The historic town centre and commercial heart of Gainsborough will be supported by a network of green walking and cycling corridors, shared transport and public transport options that contribute positively to the economy and environment. Enhanced linkages between Lea Road Station and the town centre, and regular train services from Central Station will provide sustainable options for commuter travel to key economic centres such as Lincoln and Sheffield. This will support the reduction in congestion and emissions across the strategy area. Connectivity to the core freight network and the Doncaster - Sheffield Airport line will also have been explored.

Gainsborough will also be strengthened by the integration of the proposed Sustainable Urban Extensions which will contribute positively to the economy and the environment. The overall resilience of the existing transport networks will be strengthened with improved access for east-west and north-south movements around the Trent crossing. Transport connections to the surrounding villages will be enhanced and the strategic and local network will be efficient, contributing to driving the town's economic growth and prosperity.

## Objectives



### **SUE delivery and sustainable travel**

To support the delivery of new housing and employment sites, including the Sustainable Urban Extensions, facilitating sustainable infrastructure connecting to the wider strategy area.



### **Customer-focused and choice**

To improve rural and wider accessibility to the town centre and strategy area by increasing multi-occupancy, shared mobility and passenger transport options and ensuring a customer-focussed approach to providing choice in whether, when and how people travel.



### **Active travel, natural environment and open space**

To enhance the health and wellbeing of communities by establishing and promoting walking and cycling within the strategy area as an option for short trips and leisure purposes, including access to open space, particularly the formal Riverside Walk and flood defences to the east of the River Trent.



### **Health and wellbeing**

To enhance the health and wellbeing of communities through improved air quality, reduced noise levels and increased physical activity and safety.



### **Reduce urban traffic**

To reduce traffic congestion and improve air quality in the town centre through minimising the impacts of vehicle movements on the public realm and strategic routes through the town.





## **Climate change**

To support the net zero 2050 carbon reduction targets and activities of our businesses, communities and councils and to mitigate the impact of climate change across our region.



## **Future mobility ready**

To prepare the strategy area for future mobility including electric and alternative fuels, shared, connected and automated mobility as well as the business models that support them.



## **Reduce the need to travel**

Promote technologies to allow more people the ability to work, learn, manage health care, shop and socialise without the need to travel.



## **Historic and culture**

To protect and enhance the historic and cultural environment of Gainsborough including supporting an improved public realm.



## **Rural accessibility**

To improve rural accessibility to the town centre by increasing multi-occupancy, shared mobility and passenger transport options, improving linkages between the town centre, Sustainable Urban Extensions and Lea Road Station, whilst also focussing on services from Central Station and providing sustainable options for commuter travel to key economic centres such as Lincoln and Sheffield.



## **Partnerships**

To increase partnership working and shared responsibility where appropriate for the improvement of accessibility and transport.



## **Access to education**

To increase access to education while reducing the impacts of physical access to schools, colleges and universities.



## **Economy**

Strengthen Gainsborough's position as the strategic gateway into Central Lincolnshire by improving traffic flows and network resilience at the River Trent crossing, to support economic growth and access to employment and education.



## **COVID-19 recovery**

Support businesses through and after the COVID-19 pandemic and through the development of an inclusive, connected and future ready transport network that provides the foundations that will support the economic recovery.



## **Long distance connections**

To provide an efficient primary road and rail network for long-distance connections to other major centres and international gateways by harnessing the opportunity afforded by Gainsborough's position within the Freeport Corridor.



### Delivering for the current and future population

Gainsborough, like the rest of the country, is going through a period of significant change as we transition towards net zero carbon emissions, and this will continue over the course of the strategy period up to 2036. There are plans for major sustainable urban extensions which will grow the Gainsborough substantially, bringing into the town more people and more opportunities.

The growth of Gainsborough's population comes at a time when we also see rapidly evolving transport markets with new technologies and business models changing how we travel, including how we plan and pay for it. Some of these changes will help us to address the impact of carbon emissions from transport which is part of the increasingly urgent challenge of combating both the trends and consequences of climate change. The strategy helps to support the journey towards net zero carbon emissions established in government policy.

Central to the development of the strategy has been the importance of considering how we can address both sustainable growth and being prepared for the future. This includes supporting those who currently live, work and learn in the town and those new residents and employees arriving over the coming years.

Proposals for the urban extensions offer significant opportunities to embed sustainable accessibility within these developments from the very beginning. This ensures they play their full role in mitigating the impact of growth while also having a positive social, economic and environmental impact on both new and existing communities and the wider economy. It also aims to link into the town's Levelling Up proposals and supports the development of a thriving Gainsborough through the enhancements to the bus station and market place, the heritage led regeneration and the focus on town centre living.

### Defining priorities

Major development planned for Gainsborough over the next two decades, including for new major housing growth.

Ongoing evolution in the way we travel with changes in demand for travel, new technologies and new ways of purchasing and paying for mobility.

Focussing on achieving net zero carbon emissions from transport by shifting to low emission vehicles, reducing the need to travel, and prioritising walking and cycling.

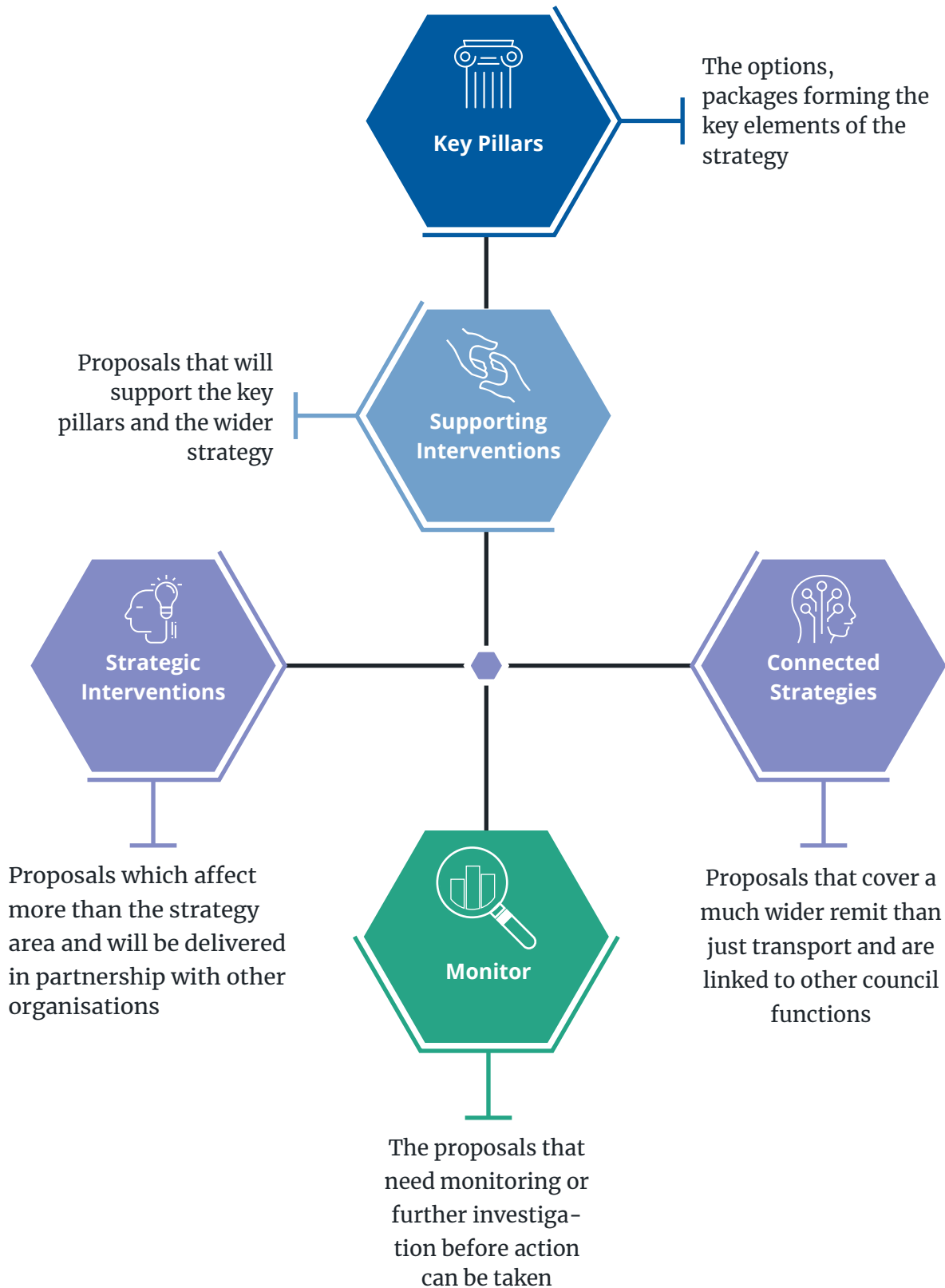
Working to increase choice, resilience and flexibility within the transport network including through harnessing new technologies and modes.

Working with developers to bring forward the best possible proposals for new housing developments so they can have a positive social, economic and environmental impact on both new and existing communities and the wider economy.



## Strategy components

The strategy and the proposals identified to deliver the vision and objectives are structured under a number of different themes that will help to deliver the strategy's aims:





The key pillars of the strategy are the interventions which will form the priority infrastructure, service and policy interventions. These will provide the key plans to support the delivery of the vision and objectives.



## **Mobility hubs**

Bringing together transport and facilities to make travel easier through enhancing the towns transport interchanges and creating new mobility hubs in the town centre, bus station, Gainsborough Central Station and Lea Road Station



## **Town centre environmental improvements**

Making the town centre a more enjoyable place for everyone through public realm enhancements to Market Square, Beaumont Street, the bus station and along the River Trent



## **Parking**

Supporting the strategy and the wider parking offer through improvements to car parking supply and demand, payment systems, residents parking zones, route signing and electric charging facilities



## **Flood Road and town centre junction improvements**

Including targeted improvements to the Flood Road, A156 Lea Road and Bridge Road signalised junction; the A631 Thorndike Way, Ashcroft Road and Trinity Street roundabout; the North Street, Beaumont Street, Station Approach and Marshall's Yard access; and the North Street, A159, Spital Terrace and B1433 junction



## **Gainsborough Cycling and Walking Network Plan enhancements**

Providing better facilities for cyclists and pedestrians through delivering the Gainsborough Walking and Cycling Network Plan



## **Electrification**

Working with industry partners to support the transition to electric, low emission and alternative fuel vehicles through providing more electric vehicle charging points in public locations and ensuring that new homes and other developments come complete with charging points



## **Behavioural change**

Working with residents and employees to encourage more sustainable choices through rolling out bikeability training, greater use of travel plans and personalised travel planning



## **Bus travel and Sustainable Urban Extensions connectivity**

Enhancing the bus network through increasing evening and Sunday bus services, delivering new or improved services to the railway stations, the hospital, town centre and the surrounding villages



## **Bus priority**

Making bus journeys quicker and more reliable through implementing bus priority controls at congested junctions



## **Freight and deliveries**

Reducing the impact of deliveries on the road network at peak times and providing delivery lockers at key locations



## Strategic interventions

Working with other organisations including the Department for Transport, National Highways and Network Rail to improve access.



### Rail

Working in partnership with the rail industry to deliver better train services we will look to further improve the frequency and quality of services through the two Gainsborough stations



### Strategic signing

Helping to ensure that people use the right routes for their journeys and optimising the routing of traffic through the strategy area

## Connected strategies

We will look to ensure that transport continues to be at the heart of a range of wider functions.



### Land use

Putting accessibility at the heart of land use planning through integrating sustainable transport decision making and land use policy



### Digital

Enabling people to access work and services differently through working with partners to improve digital access

## Monitor and investigate

We will continue to monitor and investigate opportunities to make further improvements to movement and transport across Gainsborough.



### River Trent crossing

The strategy proposes to monitor traffic crossing the River Trent and look at possible solutions, if needed, towards the end of the strategy period



### Autonomous vehicles and technology

Over the course of the strategy period, evolving technologies will be monitored to ensure that the strategy remains up to date, reflects these changes and that the right action is taken to ensure Gainsborough can take advantage of positive changes that occur



### River Trent 'park and stride'

The strategy identifies a potential scheme to reduce the impact of traffic in the town centre and across the River Trent bridge through the development of a 'park and stride' site





The supporting interventions are lower priority schemes that will be delivered where additional support is required. They will support the key pillars and include the following:



## **Active travel**

Supporting people to make walking and cycling journeys through improved wayfinding and cycle parking



## **Demand responsive transport**

Providing better connections between people and places through enhancing demand responsive transport and expanding CallConnect



## **Junction improvements**

Focused junction improvements to reduce the impact of pinch-points on the road network



## **Sharing**

Making more transport accessible without the need to own through cycle and e-cargo bike hire, electric vehicle car clubs and community transport



## **Education**

Promoting better ways to travel to school through the use of travel plans, improving walking and cycling routes and improving the reliability of school bus services



## **Engagement**

Keeping the transport conversation going through establishing a Gainsborough Transport Strategy Board to steer the delivery of the strategy



## **Development management**

Building better transport and access into new development through prioritising cycling, walking and public transport whilst also supporting digital connectivity, home working, and electric vehicle charging



## **Ticketing**

Working with partners to make ticketing and payments smarter



## **Clean air**

Improving air quality in the town through helping to make the vehicle fleet cleaner and improving driver behaviour



## **Safety**

Making travel safer in Gainsborough through the ongoing review and prioritisation of safety improvements identified and prioritised by the Lincolnshire Road Safety Partnership





### A collaborative approach

The delivery of the proposals outlined in this document will be steered by the Gainsborough Strategy Board, comprising representatives of both the county council and West Lindsey District Council. They will work to deliver the strategy through current secured funding and future bidding opportunities over the short, medium and long terms. The individual interventions will be led by different board members based on who is most appropriate and able to secure their delivery. Whilst the development of the strategy has been led by the councils, it is important to recognise that no single organisation or single intervention can deliver the vision and objectives.

The success of the strategy will be very much dependent on the hard work, support, resources and funding of a range of stakeholders. The general public also has a role to play in supporting new opportunities to better provide transport in Gainsborough. Securing funding is vital to the strategy and this is likely to remain a challenge over the course of the strategy period. A key role of the strategy board will be to identify and secure funding from the range of existing and potential sources including internal budgets and developer contributions.

### Programming the strategy

The strategy provides a long-term plan for movement and transport to align with the Central Lincolnshire Local Plan and the Local Transport Plan. The proposals in the strategy will be delivered in the short, medium and long term. Some proposals will have set timescales while others remain ongoing through the entire strategy period. The strategy's board will ensure that measures are delivered as soon as is feasible and affordable.

### Monitoring the strategy

Continuously checking the progress of the strategy is vitally important to ensure improvements are being made and the transport strategy's board will take on the 'monitor and review' role.









## Agenda item

### Gainsborough Transport Strategy 2022

- [Meeting of Highways and Transport Scrutiny Committee, Monday, 30th May, 2022 10.00 am \(Item 5.\) \(URL=ieListDocuments.aspx?CId=492&MID=6182#AI19559\)](#)

*(To receive a report from Karl Gibson, Senior Project Leader - Highways Infrastructure, which sets the final update on the Gainsborough Transport Strategy and the main Gainsborough Transport Strategy 2022 documents)*

#### Minutes:

Consideration was given to a presentation from the Senior Project Leader - Highways Infrastructure presenting a final update on the Gainsborough Transport Strategy.

Issues covered in the presentation included:

- A strategic overview of the phase one and two, including detail of current and future challenges, engagement and intervention, vision and objectives updates, development and assessment options and the draft and final strategy.
- The transport strategy vision and objectives, including the Local Transport Plan Five, Gainsborough Transport Strategy Vision, and the Gainsborough Transport Strategy Objectives.
- The transport strategy components, including the key pillars, supporting interventions, strategic interventions, connected strategies and monitoring and investigations.
- Plans of Gainsborough, including environmental improvements along Beaumont Street Corridor, market square frontage, public realm enhancements, and bus station public realm improvements.
- Multimodal transport hubs including park and bike scheme, E-bike hire, park and ride, delivery lockers and electric vehicle charging.
- Supported interventions including junction improvements on Flood Road to A156 to Lea Road to Bridge Street, A631 Thorndike Way to Ashcroft Road to Trinity Street, North Street to Beaumont Street to Station Approach to Marshalls Yard, and A159 North Street to B1433 Spital Terrace.
- Electrification charging for new developments, taxi ranks and Council owned car parks.




During consideration of the presentation, the Committee raised the following comments:

- Members of the Committee suggested that, in future, they would appreciate a supporting map to be included within strategy documents to enable them to contextualise the information within the report. Moreover, Members suggested the Committee may even benefit from in-person visits to transport strategy sites in the future.
- Noting the reference within the report which suggested promoting reduction in the need to travel for both essential and recreational services, Members asked what impact officers felt this would have on the viability of Gainsborough's retail Highstreet. The Senior Project Leader - Highways Infrastructure acknowledged the challenge of Highstreet regeneration, exacerbated by the Covid-19 Pandemic. He went on to suggest a more service-based economy may take prominence.
- Making reference to the influencing travel behaviour, particularly that of promotion of hybrid working solutions, the Committee asked, what engagement the Council had undertaken with employers and lower tier local authorities to identify a mutually advantageous approach. The Senior Project Leader - Highways Infrastructure stressed that the transport strategy naturally required collaboration with all key stakeholders. Moreover, the Executive Support Councillor for Highways, Transport and IT added that stakeholder engagement had been undertaken successfully for this strategy, particularly emphasising the engagement with West Lindsey District Council.
- Members were concerned that promotion of digital health and social care appointments may not be best suited to the County's aging population.
- The Committees were pleased to see the emphasis on rail transport within the strategy, particularly noting that currently Gainsborough Town Station was thus underused. The Senior Project Leader - Highways Infrastructure agreed that rail was a key transport method within Gainsborough, adding that train stations regeneration was a wider endeavour within the Local Transport Plan Five.
- Noting the towns referred to within the report, Members asked if the population of Gainsborough was generally leaving to use the services of other towns or if it was a centre which attracted visits from other areas. The Senior Project Leader - Highways Infrastructure suggested that currently, Gainsborough acted as a through zone for other areas, however investment into the regeneration sought to attract more people to the town. Traffic activity indicated that a third of movements entering into the town with the rest egressing.

RESOLVED

That the Highways and Transport Scrutiny Committee's comments on the Gainsborough Transport Strategy 2022 be noted.

**Supporting documents:**

- [Gainsborough Transport Strategy 2022, item 5.](#)  PDF 380 KB ([URL=documents/s50771/Gainsborough Transport Strategy 2022.pdf](https://documents/s50771/Gainsborough%20Transport%20Strategy%202022.pdf))
  - [Appendix A - Final Gainsborough Transport Strategy, item 5.](#)  PDF 19 MB ([URL=documents/s50772/Appendix A - Final Gainsborough Transport Strategy.pdf](https://documents/s50772/Appendix%20A%20-%20Final%20Gainsborough%20Transport%20Strategy.pdf))
  - [Appendix B - Summary of the Gainsborough Transport Strategy, item 5.](#)  PDF 5 MB ([URL=documents/s50773/Appendix B - Summary of the Gainsborough Transport Strategy.pdf](https://documents/s50773/Appendix%20B%20-%20Summary%20of%20the%20Gainsborough%20Transport%20Strategy.pdf))
-

# PAPER I

**Your contact for this matter is:**

Shayleen Towns  
[communityrights@west-lindsey.gov.uk](mailto:communityrights@west-lindsey.gov.uk)

Town Clerk  
Gainsborough Town Council  
Richmond Park,  
Morton Terrace  
Gainsborough  
Lincolnshire  
DN21 2RJ

Dear Sir/Madam,

**Community Right to Bid  
Part 5 Chapter 3 Localism Act 2011  
Assets of Community Value (England) Regulations 2012**

**Property:** Gainsborough Library (Title: LL258623)

**Reference:** ACV21-22 06

**Date:** Tuesday, 30 August 2022

I am writing to advise you that the Council has received your nomination for the property detailed above to be registered as an Assets of Community Value.

The Council must now consider whether the property meets the criteria for being registered as an Asset of Community Value. We will check the nomination to ensure eligibility criteria is met, full information has been provided and that the asset isn't in an excluded category.

We will write to you and the owner with the outcome of the nomination. If the nomination is successful the property will be added to our Assets of Community Value Register. If the nomination is unsuccessful we will provide details explaining why.

We must decide on all new nominations within 8 weeks from the date of receiving it. The deadline for us to make a decision on this nomination is Tuesday, 25 October 2022.

Yours sincerely,



Shayleen Towns  
Growth & Specials Project Officer

**Your contact for this matter is:**

Shayleen Towns  
[communityrights@west-lindsey.gov.uk](mailto:communityrights@west-lindsey.gov.uk)

Town Clerk  
Gainsborough Town Council  
Richmond Park,  
Morton Terrace  
Gainsborough  
Lincolnshire  
DN21 2RJ

Dear Sir/Madam,

**Community Right to Bid  
Part 5 Chapter 3 Localism Act 2011  
Assets of Community Value (England) Regulations 2012**

**Property:** Land off Corringham Road, Gainsborough  
**Reference:** ACV21-22 05  
**Date:** Tuesday, 30 August 2022

I am writing to advise you that the Council has received your nomination for the property detailed above to be registered as an Assets of Community Value.

The Council must now consider whether the property meets the criteria for being registered as an Asset of Community Value. We will check the nomination to ensure eligibility criteria is met, full information has been provided and that the asset isn't in an excluded category.

We will write to you and the owner with the outcome of the nomination. If the nomination is successful the property will be added to our Assets of Community Value Register. If the nomination is unsuccessful we will provide details explaining why.

We must decide on all new nominations within 8 weeks from the date of receiving it. The deadline for us to make a decision on this nomination is Tuesday, 25 October 2022.

Yours sincerely,



Shayleen Towns  
Growth & Specials Project Officer

**Your contact for this matter is:**

Shayleen Towns  
[communityrights@west-lindsey.gov.uk](mailto:communityrights@west-lindsey.gov.uk)

Town Clerk  
Gainsborough Town Council  
Richmond Park,  
Morton Terrace  
Gainsborough  
Lincolnshire  
DN21 2RJ

Dear Sir/Madam,

**Community Right to Bid  
Part 5 Chapter 3 Localism Act 2011  
Assets of Community Value (England) Regulations 2012**

**Property:** Mercer Wood, Gainsborough  
**Reference:** ACV21-22 07  
**Date:** Tuesday, 30 August 2022

I am writing to advise you that the Council has received your nomination for the property detailed above to be registered as an Assets of Community Value.

The Council must now consider whether the property meets the criteria for being registered as an Asset of Community Value. We will check the nomination to ensure eligibility criteria is met, full information has been provided and that the asset isn't in an excluded category.

We will write to you and the owner with the outcome of the nomination. If the nomination is successful the property will be added to our Assets of Community Value Register. If the nomination is unsuccessful we will provide details explaining why.

We must decide on all new nominations within 8 weeks from the date of receiving it. The deadline for us to make a decision on this nomination is Tuesday, 25 October 2022.

Yours sincerely,



Shayleen Towns  
Growth & Specials Project Officer

**Your contact for this matter is:**

Shayleen Towns  
[communityrights@west-lindsey.gov.uk](mailto:communityrights@west-lindsey.gov.uk)

Town Clerk  
Gainsborough Town Council  
Richmond Park,  
Morton Terrace  
Gainsborough  
Lincolnshire  
DN21 2RJ

Dear Sir/Madam,

**Community Right to Bid  
Part 5 Chapter 3 Localism Act 2011  
Assets of Community Value (England) Regulations 2012**

**Property:** Land behind Gainsborough Leisure Centre (Pitt Hills) (Part of Title: LL298992)

**Reference:** ACV21-22 09

**Date:** Tuesday, 30 August 2022

I am writing to advise you that the Council has received your nomination for the property detailed above to be registered as an Assets of Community Value.

The Council must now consider whether the property meets the criteria for being registered as an Asset of Community Value. We will check the nomination to ensure eligibility criteria is met, full information has been provided and that the asset isn't in an excluded category.

We will write to you and the owner with the outcome of the nomination. If the nomination is successful the property will be added to our Assets of Community Value Register. If the nomination is unsuccessful we will provide details explaining why.

We must decide on all new nominations within 8 weeks from the date of receiving it. The deadline for us to make a decision on this nomination is Tuesday, 25 October 2022.

Yours sincerely,



Shayleen Towns  
Growth & Specials Project Officer

**Your contact for this matter is:**

Shayleen Towns  
[communityrights@west-lindsey.gov.uk](mailto:communityrights@west-lindsey.gov.uk)

Town Clerk  
Gainsborough Town Council  
Richmond Park,  
Morton Terrace  
Gainsborough  
Lincolnshire  
DN21 2RJ

Dear Sir/Madam,

**Community Right to Bid  
Part 5 Chapter 3 Localism Act 2011  
Assets of Community Value (England) Regulations 2012**

**Property:** The Old Guildhall Gardens (Part of Title: LL324325)  
**Reference:** ACV21-22 08  
**Date:** Tuesday, 30 August 2022

I am writing to advise you that the Council has received your nomination for the property detailed above to be registered as an Assets of Community Value.

The Council must now consider whether the property meets the criteria for being registered as an Asset of Community Value. We will check the nomination to ensure eligibility criteria is met, full information has been provided and that the asset isn't in an excluded category.

We will write to you and the owner with the outcome of the nomination. If the nomination is successful the property will be added to our Assets of Community Value Register. If the nomination is unsuccessful we will provide details explaining why.

We must decide on all new nominations within 8 weeks from the date of receiving it. The deadline for us to make a decision on this nomination is Tuesday, 25 October 2022.

Yours sincerely,



Shayleen Towns  
Growth & Specials Project Officer



**Your contact for this matter is:**

Shayleen Towns  
[communityrights@west-lindsey.gov.uk](mailto:communityrights@west-lindsey.gov.uk)

Town Clerk  
Gainsborough Town Council  
Richmond Park,  
Morton Terrace  
Gainsborough  
Lincolnshire  
DN21 2RJ

Dear Sir/Madam,

**Community Right to Bid  
Part 5 Chapter 3 Localism Act 2011  
Assets of Community Value (England) Regulations 2012**

**Property:** Trinity Arts Centre (Title: LL300891)

**Reference:** ACV21-22 11

**Date:** Tuesday, 30 August 2022

I am writing to advise you that the Council has received your nomination for the property detailed above to be registered as an Assets of Community Value.

The Council must now consider whether the property meets the criteria for being registered as an Asset of Community Value. We will check the nomination to ensure eligibility criteria is met, full information has been provided and that the asset isn't in an excluded category.

We will write to you and the owner with the outcome of the nomination. If the nomination is successful the property will be added to our Assets of Community Value Register. If the nomination is unsuccessful we will provide details explaining why.

We must decide on all new nominations within 8 weeks from the date of receiving it. The deadline for us to make a decision on this nomination is Tuesday, 25 October 2022.

Yours sincerely,



Shayleen Towns  
Growth & Specials Project Officer

**Your contact for this matter is:**

Shayleen Towns  
[communityrights@west-lindsey.gov.uk](mailto:communityrights@west-lindsey.gov.uk)

Town Clerk  
Gainsborough Town Council  
Richmond Park,  
Morton Terrace  
Gainsborough  
Lincolnshire  
DN21 2RJ

Dear Sir/Madam,

**Community Right to Bid  
Part 5 Chapter 3 Localism Act 2011  
Assets of Community Value (England) Regulations 2012**

**Property:** Whittons Gardens, Gainsborough  
**Reference:** ACV21-22 10  
**Date:** Tuesday, 30 August 2022

I am writing to advise you that the Council has received your nomination for the property detailed above to be registered as an Assets of Community Value.

The Council must now consider whether the property meets the criteria for being registered as an Asset of Community Value. We will check the nomination to ensure eligibility criteria is met, full information has been provided and that the asset isn't in an excluded category.

We will write to you and the owner with the outcome of the nomination. If the nomination is successful the property will be added to our Assets of Community Value Register. If the nomination is unsuccessful we will provide details explaining why.

We must decide on all new nominations within 8 weeks from the date of receiving it. The deadline for us to make a decision on this nomination is Tuesday, 25 October 2022.

Yours sincerely,



Shayleen Towns  
Growth & Specials Project Officer

# PAPER J

Community Infrastructure Levy (CIL) liable permissions since its adoption in January 2018

There have been 10 in total, please see each individual status below.

Permission Number	Application	WLDC Notes	Status
3 are completed and paid			
138733	Planning application to erect 95 no. dwellings, Land adjacent, Middlefield Lane, Gainsborough	Payment received 30/06/2022	Pending payment to parish in October 2022
140706	Planning application to erect 1no. dwelling including new access, Land adjacent, 43, Heapham Road, Gainsborough	Payment received 15/07/2020	Payment of £206.90 received 27 October 2020.
143757	Planning application to erect 3no. dwellings, Plots 54A, 70A and 70B, Former Castle Hills Community Arts College, The Avenue, Gainsborough	Payment received 19/08/2022	Pending payment to parish in October 2022
4 remain live			
138308	Planning application for residential development of 16no. dwellings, Land to the rear of 227-257, Lea Road, Gainsborough	Monitoring for commencement	
139994	Planning application for demolition of existing housing stock and the erection of 27no. affordable dwellings with associated parking and amenity space, Land off Thurlby Road, Gainsborough	Monitoring for clawback of Social Housing Relief	
140561	Planning application for 1no. dwelling, Land adjacent, 23, Ravendale Road, Gainsborough	Monitoring for commencement	

143583	Planning application for erection of a single storey convenience store, including associated hard and soft landscaping, Land off, Corringham Road, Gainsborough	Monitoring for commencement	
3 are closed			
141735	Planning application for refurbishment of existing shop units, change of use of the public house to retail and cafe. Reconfiguration of existing living accommodation to form 6no. apartments, and erection of 4no. dwellings, 25 - 29, Lord Street, Gainsborough	CIL Zone 4, no charge	
142118	Planning application for change of use from shop unit and associated residential accommodation to 4no. self contained apartments including creation of balcony, Pyrus House, 12 Spital Terrace, Gainsborough	CIL Zone 4, no charge	
143747	Planning application for 34no. dwellings, partial changes to site layout, house types and appearance following previous approval under 137763, Gainsborough Riverside, Land at Carr Lane, Gainsborough	CIL Zone 4, no charge	

# Community Infrastructure Levy

fact sheet for applicants



On 22nd January 2018, West Lindsey District Council introduced CIL. This leaflet provides a summary of key information for applicants relating to the CIL process.

## Charging Zones in West Lindsey

See page 2

## How is CIL calculated

See page 3

## Collection of CIL

See page 3

## Enforcement

See page 3

## EXEMPTIONS AND RELIEF

See page 3

## Seven steps to CIL success

See page 4

## What is CIL?

Community Infrastructure Levy is a levy that local authorities can charge on new developments in their area. The money raised from CIL is used to support development by funding infrastructure. The principle of CIL is that all development should contribute a little to infrastructure. West Lindsey District Council charge CIL on developments which create new residential dwellings and convenience retail units. The monies collected are then split between the local community in which the development has occurred and infrastructure items. Infrastructure Funding Statements (IFS) which report on all CIL and s106 contributions collected by the Local Authority will be published on the Website on or before 31st December for the preceding year.

## Key Points

- It is the applicants responsibility to ensure that the CIL process and timeline is complied with in full, this includes the submission of prescribed forms relevant to the development.
- All claims for relief or exemption must be submitted, assessed and agreed by WLDC prior to commencement of development
- Failure to submit all relevant forms prior to the commencement of development will result in the CIL charge being payable in full immediately.
- Where liability for the CIL charge has not been assumed, the CIL charge will revert back to the land owner.
- Where the local authority is required to calculate and apportion the CIL charge surcharges will be applied in line with our Penalties and Surcharges guidance.

For further information on CIL, including frequently asked questions, please refer to our website [www.west-lindsey.gov.uk/CIL](http://www.west-lindsey.gov.uk/CIL)

## Tariffs in West Lindsey

West Lindsey’s Charging Schedule applies a charge to two types of development only, these are residential development and convenience retail.

### WEST LINDSEY DISTRICT COUNCIL CIL SCHEDULE RESIDENTIAL CHARGING ZONES

		Charge Per Square Metre (houses)	Charge Per Square Metre (apartments)
Zone 1	Lincoln Strategy Area (LSA)	£25	£0
Zone 2	Non Lincoln Strategy Area	£15	£0
Zone 3	NE Quadrant Sustainable Urban Extension	£20	£0
Zone 4	Gainsborough West (shown green on charging schedule map)	£0	£0

### WEST LINDSEY DISTRICT COUNCIL CIL CHARGING SCHEDULE COMMERCIAL CHARGING ZONES (applicable to whole district)

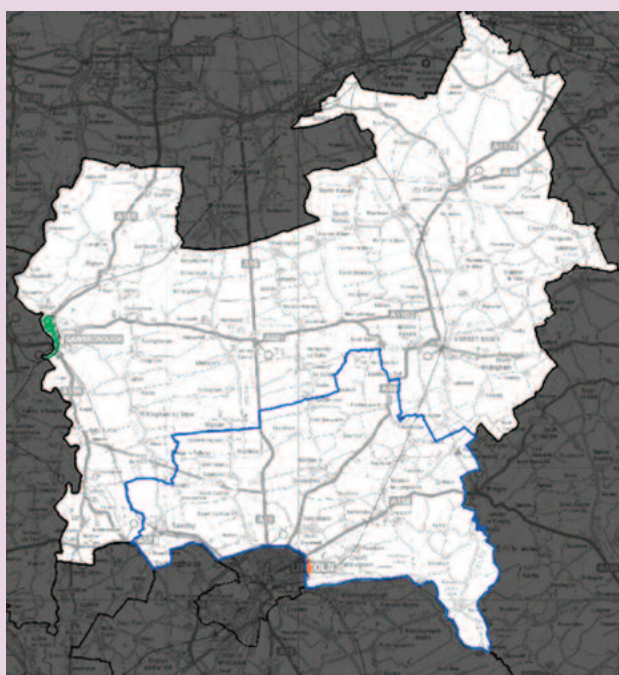
Convenience Retail	£40
All other uses*	£0

\* Convenience retail is designed as everyday items including food, drink and non-durable household goods.

\* ‘All other uses’ and the £0 rate included comparison retail and retail warehousing.

For more detailed CIL charging zone maps and boundary details please visit our interactive mapping system at [www.west-lindsey.gov.uk/CIL](http://www.west-lindsey.gov.uk/CIL)

- Zone 1 The Lincoln Strategy
- Zone 2 The Non-Lincoln Strategy
- Zone 3 NE Quadrant Sustainable Urban Extension
- Zone 4 West Gainsborough



## How is CIL calculated?

$$\frac{R \times A \times Ip}{Ic}$$

R = Relevant CIL Rate

A = Chargeable Area

IP = Index figure for year of permission

Ic = Index figure for year Charging Schedule took effect (2018)

\*\*If your development is a single use development, your CIL liability will be calculated using the above formula. If you have a mixed-use development the formula will be applied for each use and the results added up to get your total CIL liability.

## How is the levy collected?

The CIL charge is due from the date of commencement of chargeable development. It is the applicants responsibility to ensure that the Council is notified of the proposed commencement date by submitting a Commencement Notice. On receipt of the Commencement Notice the Council will issue a Demand Notice on all parties who have assumed liability for the CIL charge. Payment will be required within 60 days of the Commencement Date provided in the Commencement Notice. Amounts over £50,000 may be made in line with our instalments Policy. All Demand Notices will be registered with Local Land Charges.

## How will the payment of the levy be enforced?

The levy charges are intended to be easily understood and straightforward to comply with. Most of those liable to pay the levy are expected to pay their liabilities without problem or delay. However, where there are problems in collecting the levy, charging authorities will have the means to penalise late payment. In cases of persistent non-compliance the regulations also enable collecting authorities to consider more direct action such as the issuing of a CIL Stop Notice or applying to the courts for seizure of assets to pay the outstanding monies or for custodial sentences.

## Exemptions and relief

Depending on the circumstances of the development, the following types of relief may be available:

- charitable relief
- social housing relief
- self build exemption (for a whole house)
- self build exemption (for a residential annexe or extension)

It is important that if you think you are eligible for relief or exemption from CIL that you submit a formal claim on the appropriate form and ensure that this claim has been accepted before commencing development. Relief cannot be granted after development has commenced.



## Seven steps to CIL Success

To help you understand whether your development maybe CIL liable, please see the CIL charging schedule on page 2.

<p><b>STAGE ONE</b> Submitting your application</p>	<p>All planning applications which include CIL liable development must must complete <b>Form 1: CIL Planning Application Additional Information</b> Form and <b>Form 2: Assumption of liability notice</b>. You must also ensure you include existing and proposed floor plans.If you do not need planning permission for your development (including Permitted Development) you should complete the <b>Form 5: Notice of Chargeable Development</b> before you start work. You will also need to include the CIL PlanningApplicationAdditional Information Form and Form 1:Assumption of Liability Notice, with form 5.</p>
<p><b>STAGE TWO</b> Determining applications</p>	<p>During the application process WLDC will review the information provided by you and decide whether the development is CIL liable. If your development is CIL liable then once planning permission has been granted, WLDC will issue the landowner(s), or the person who has assumed liability, with a Liability Notice stating the chargeable amount. If planning permission is granted after an appeal, the Liability Notice will be issued as soon as possible after the appeal decision. This will be registered on the Local Land Charges register.</p>
<p><b>STAGE THREE</b> Applications for exemption</p>	<p>If you think you are eligible to apply for exemption and/or relief from the CIL Charge then you must complete and submit one of the following forms. Exemption and/or relief can be claimed at any point between submission of the application and commencement of development. <b>You cannot claim for relief after commencement of works.</b> <b>Form 7: Self Build Exemption Claim Form Part 1</b> <b>Form 8: Self Build Residential Annex Exemption Claim Form</b> <b>Form 9: Self Build Residential Extension Exemption Claim Form</b> <b>Form 10: Charitable Social Housing Relief</b> Within six months of the date of the Building Regulations Compliance Certificate relating to the development the <b>Form 7: Self Build Exemption Claim Form Part 2</b> must be submitted to WLDC.</p>
<p><b>STAGE FOUR</b> Assuming liability prior to commencement</p>	<p>Prior to commencement, the <b>Form 2: Assumption of Liability Notice</b> must be submitted so that we know who will be paying the CIL. This form can be submitted at any point between submission of the application and commencement of development. If the liability for paying CIL changes after the Assumption of Liability Notice has been submitted, you should complete either a <b>Form 3: Withdrawal of Assumption of Liability</b> or a <b>Form 4: Transfer of Assumed Liability</b>. This should be submitted before commencement or where liability changes during development prior to final payment of CIL being due.</p>
<p><b>STAGE FIVE</b> Commencing work</p>	<p>After submitting the Assumption of Liability Notice, but before you start work, you must complete and submit the <b>Form 6: Commencement Notice</b>. Failure to submit a Commencement Notice at least 1 day prior to starting work, will: - Forfeit the right to pay CIL in instalments (where applicable) - Forfeit the right to claim exemption/relief - Result in a penalty surcharge Work cannot commence until WLDC has acknowledged receipt of the Commencement Notice.</p>
<p><b>STAGE SIX</b> Paying CIL</p>	<p>Once the Commencement Notice has been received WLDC will issue a Demand Notice to whoever has assumed liability to pay CIL. It will set out the amount and the date that the CIL will need to be paid. If no-one has assumed liability to pay CIL before the Demand Notice is issued, the liability will default to the landowner(s) and surcharges will be applied. The Demand notice will be registered as a Local Land Charge.</p>
<p><b>STAGE SEVEN</b> Monitoring</p>	<p>At the end of the clawback period, providing no Disqualifying Event has occurred, the Land Charge will be removed from the property. Claw-back periods are as follows: - For residential annexes and self-build housing is 3 years beginning with the date of the compliance certificate relating to the annex or dwelling. - For Social Housing and residential extensions - 7 years beginning with the date on which the dwelling is first let</p> <p>A Disqualifying Event could be any of the following (this list is not exhaustive): - Use of the main dwelling for any purpose other than as a single dwelling - The Letting of the residential annex - The sale of the main dwelling or the residential annex unless they are sold at the same time to the same person</p> <p>If a disqualifying event occurs the relevant person will be liable to pay the CIL charge in full.</p>

**Document WL 001**

**West Lindsey Community Infrastructure Levy  
Charging Schedule**

**Implementation**

**WEST LINDSEY DISTRICT COUNCIL**  
**Charging Schedule**

<b>Name of Charging Authority</b>	<b>West Lindsey District Council</b>
<b>Rates (£m) at which CIL is to be chargeable</b>	CIL will be charged in Pounds Sterling (£) per square metre at differential rates according to the type of development and by location as set out in the Commercial and Residential Tables of this Schedule.
<b>Charging Zones</b>	The Charging Zones to which CIL will be applied are those as identified on the tables and maps as set out within this Schedule.
<b>How the Chargeable amount will be Calculated</b>	<p>The charging authority will calculate the amount of CIL chargeable to a qualifying development utilising the formula set out in Part 5 of the CIL Regulations. In summary (and subject to any changes that have occurred or may occur as a result of future amendments to the Regulations) the amount of CIL chargeable will be calculated as follows: CIL Rate x Chargeable Floor Area x BCIS Tender Price Index (at Date of Planning Permission) / BCIS Tender Price Index (at Date of Charging Schedule)</p> <p>The Chargeable Floor Area makes allowance for previous development on the site. The net chargeable floor area amounts to the gross internal area of the chargeable development less the gross internal area of any existing buildings that qualify for exemption on the site.</p> <p><b>This summary does not take account of every aspect of the Regulations.</b></p>
<b>Further Information</b>	Further information, for example, on exemptions from paying CIL will be available on the charging authority's webpages in due course. In many cases, this will be via links to national guidance.

## WEST LINDSEY DISTRICT COUNCIL CIL CHARGING RATES (£ per Sqm)

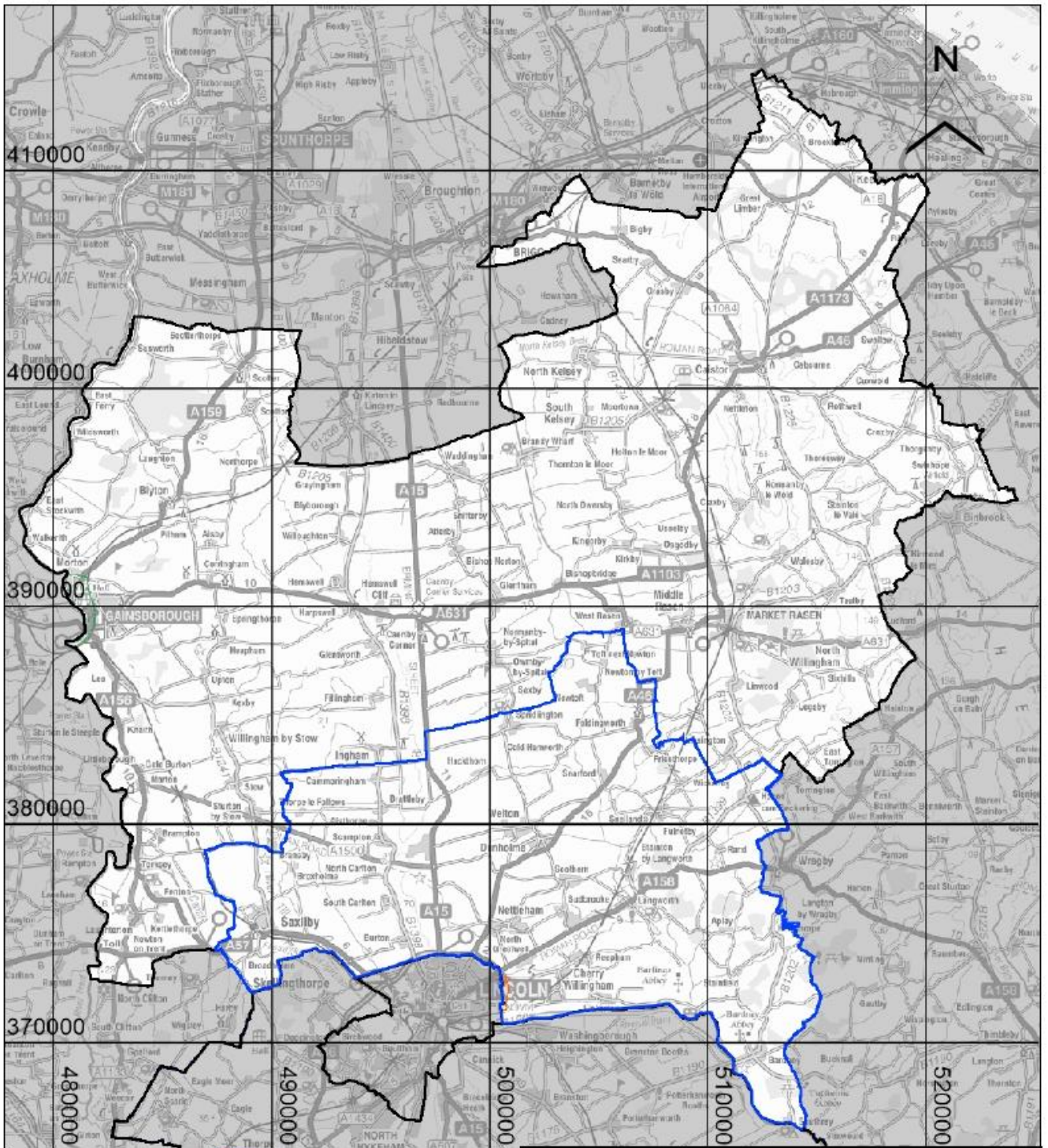
WEST LINDSEY DISTRICT COUNCIL CIL CHARGING SCHEDULE RESIDENTIAL CHARGING ZONES			
		Charge Per Square Metre (houses)	Charge Per Square Metre (apartments)
Zone 1	Lincoln Strategy Area (LSA)	£25	£0
Zone 2	Non Lincoln Strategy Area	£15	£0
Zone 3	North East Quadrant Sustainable Urban Extension.	£20	£0
Zone 4	Gainsborough West (as shown shaded green on the charging schedule map of Gainsborough)	£0	£0

WEST LINDSEY DISTRICT COUNCIL CIL CHARGING SCHEDULE COMMERCIAL CHARGING ZONES (APPLICABLE TO WHOLE DISTRICT)	
Convenience Retail	£40
All other uses*	£0

\*Convenience retail is defined as everyday items including food, drink and non-durable household goods

\*\*All other uses' and the £0 rate include comparison retail and retail warehousing.

# West Lindsey District Council Community Infrastructure Levy Draft Charging Schedule Zones 1, 2, 3 and 4



### LEGEND

- Zone 1 The Lincoln Strategy Area
- Zone 2 The Non-Linear Strategy Area
- Zone 3 Developments of 1000 or more and specified Sustainable Urban Extensions within the Lincoln Strategy Area  
North East Quadrant. (See Inset Map for more detail)
- Zone 4 West Gainsborough  
West Gainsborough. (See Inset Map for more detail)

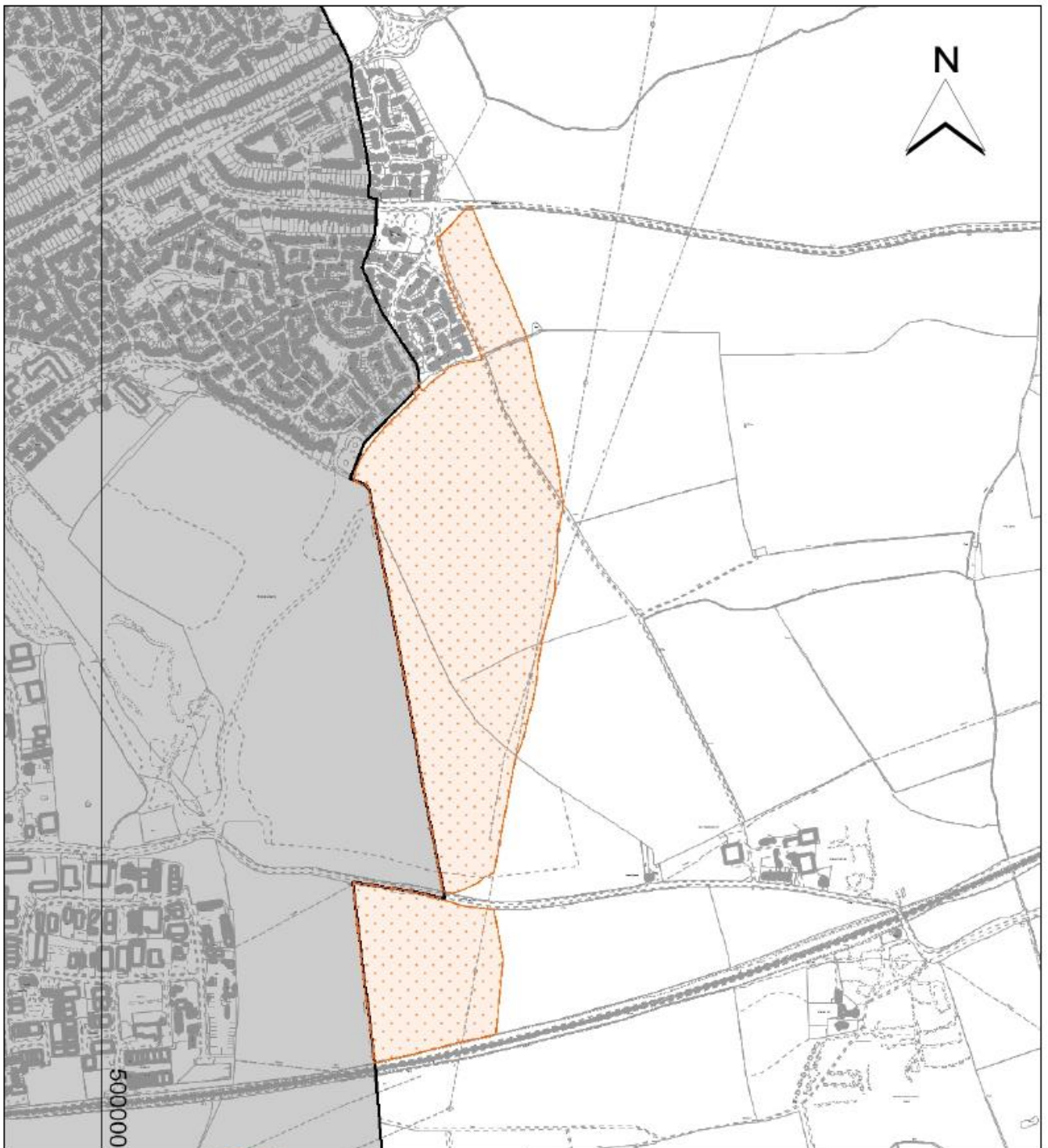


**West Lindsey**  
District Council  
The Entrepreneurial Council

1:250000

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright.  
 Unauthorised reproduction infringes © Crown copyright and may lead to prosecution or civil proceedings.  
 City of Lincoln Council Licence No. LA 100018414 North Kesteven District Council Licence No. LA 100017926 West Lindsey District Council Licence No. LA 100018701  
 Date 11 April 2016

West Lindsey District Council Community Infrastructure Levy Draft Charging Schedule  
 Zone 3 Inset Map North East Quadrant



LEGEND

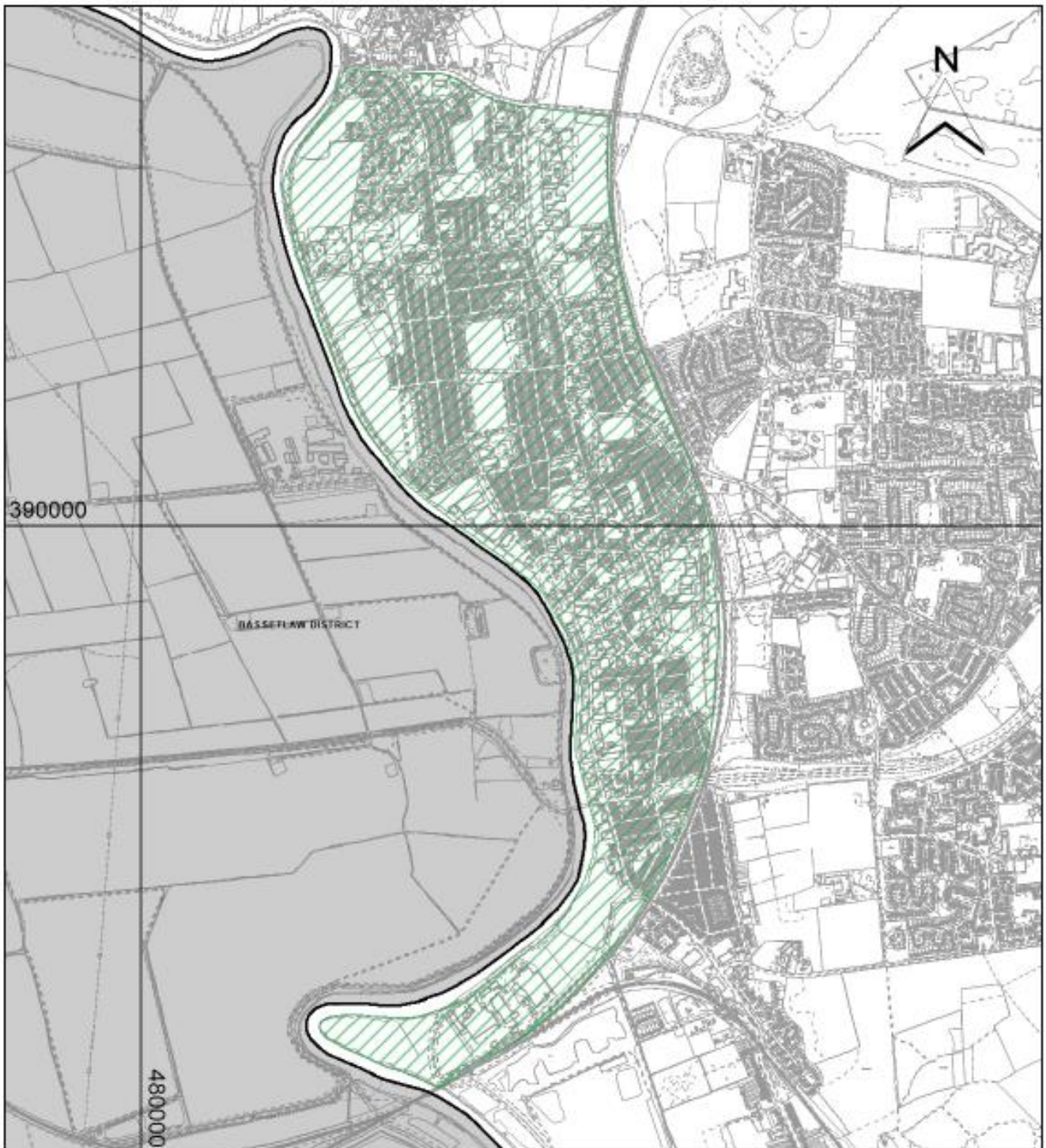
-  West Lindsey District Boundary
-  Zone 3 Developments of 1000 or more and specified Sustainable Urban Extensions within the Lincoln Strategy Area North East Quadrant



1:10000

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright.  
 Unauthorised reproduction infringes © Crown copyright and may lead to prosecution or civil proceedings.  
 City of Lincoln Council Licence No. LA 100018414 North Kesteven District Council Licence No. LA 100017926 West Lindsey District Council Licence No. LA 100018701  
 Date 11 April 2016

West Lindsey District Council Community Infrastructure Levy Draft Charging Schedule  
 Zone 4 Inset Map West Gainsborough



LEGEND

-  West Lindsey District Boundary
-  Zone 4 West Gainsborough  
West Gainsborough



1:18000

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright.  
 Unauthorised reproduction infringes © Crown copyright and may lead to prosecution or civil proceedings.  
 City of Lincoln Council Licence No. LA 100018414 North Kesteven District Council Licence No. LA 100017928 West Lindsey District Council Licence No. LA 100018701  
 Date 11 April 2018

# PAPER K



**From:** [NK - Talkplanning](#)  
**To:** [NK - Talkplanning](#)  
**Subject:** Central Lincolnshire Local Plan – consultation on addendum to the Sustainability Appraisal  
**Date:** 22 August 2022 14:39:22  
**Attachments:** [image256313.png](#)  
[image747191.png](#)  
[image808952.png](#)  
[image773939.png](#)

---

Dear Sir or Madam

Following the submission of the Local Plan to the Secretary of State and the appointment of the planning inspectors for the examination of the Central Lincolnshire Local Plan, I am writing to inform you of an additional consultation on an addendum to the Sustainability Appraisal which is taking place.

Whilst reviewing the consultation responses to the Proposed Submission Consultation it was identified that a small number of sites were not presented in the Sustainability Appraisal and would fall into the category of 'reasonable alternative' sites which have gone on to be rejected as allocations. These sites have been assessed against the criteria used in the Sustainability Appraisal (as part of the site selection process), but such assessment was not included in the parallel Sustainability Appraisal documentation.

In order to correct this omission, it has been agreed by the Inspectors that a consultation on an addendum to the Sustainability Appraisal containing these missing site appraisals is undertaken. This addendum and a consultation response form are available at [https://central-lincs.inconsult.uk/SA\\_Addendum/consultationHome](https://central-lincs.inconsult.uk/SA_Addendum/consultationHome) and the consultation will be open between 22 August and 4 October 2022. If you would like to submit any comments to this consultation, please do so between these dates as late submissions will not be accepted. All responses received will be published and provided to the Inspectors for full consideration as part of the examination.

For the avoidance of doubt, the wider Central Lincolnshire Local Plan and its evidence is not subject to further consultation at this time.

Kind regards,

*Phil Hylton*

*Team Leader*

*Central Lincolnshire Local Plan Team*



**Central Lincolnshire  
Local Plan Team**

Tel: 01529 414155

Email: [talkplanning@central-lincs.org.uk](mailto:talkplanning@central-lincs.org.uk)

[www.central-lincs.org.uk](http://www.central-lincs.org.uk)

