

# Claypole Neighbourhood Plan 2021-2036



**Referendum Version  
July 2023**

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## Referendum Version July 2023

The Neighbourhood Plan for the Parish of Claypole produced in accordance with the Neighbourhood Planning Regulations 2012

The Neighbourhood Plan Steering Group (as at the time of submission in May 2022) on behalf of Claypole Parish Council:

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The Parish Council received professional planning support from NEIGHBOURHOOD-PLAN.CO.UK during the production of this Neighbourhood Plan.

NEIGHBOURHOOD-PLAN.CO.UK



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Clerk to Claypole Parish Council

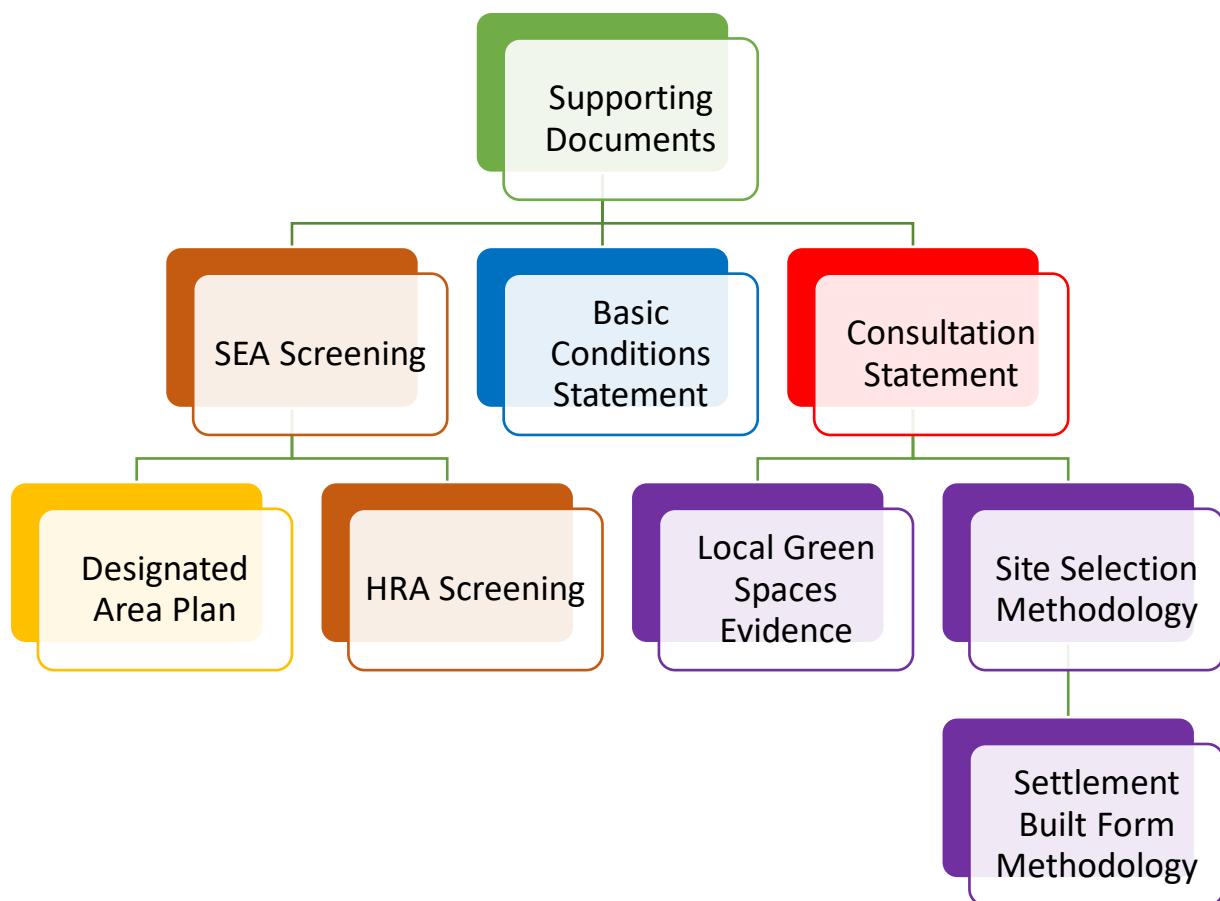
For latest contact details see the contact details on the Parish Council website

<https://claypole.parish.lincolnshire.gov.uk/>



# Claypole Neighbourhood Plan 2021-2036

## The Neighbourhood Plan



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# Contents

Foreword	Page 7
<b>Section 1 - The Neighbourhood Plan</b>	
Introduction	Page 9
The Development Plan	Page 10
<i>Map 1 - Relationship Between Claypole and Newark</i>	Page 13
Background on Claypole	Page 16
The Claypole Neighbourhood Plan Area	Page 18
<i>Map 2 - Claypole Neighbourhood Area</i>	Page 22
Vision	Page 22
Objectives	Page 23
Policy Delivery of Objectives	Page 24
<b>The Policies</b>	
<b>Built Environment</b>	
Policy 1 - Settlement Boundary	Page 25
Policy 2 - Development in the Open Countryside	Page 26
<i>Map 3 - Settlement Boundary</i>	Page 29
Policy 3 - Protected Settlement Break	Page 29
<i>Map 4 - Protected Settlement Break</i>	Page 30
Policy 4 - Newark Urban Area Buffer	Page 32
<i>Map 5 - Newark Urban Area Buffer</i>	Page 32
<i>Map 6(a) - Broad Character Areas in the Character Appraisal</i>	Page 34
Policy 5 - Design of New Development and Local Distinctiveness	Page 34
<i>Map 6(b) - Important Views and Vistas</i>	Page 37
Policy 6 - Views and Vistas	Page 38
Policy 7 - Boundary Treatment, Trees and Public Realm	Page 39
Policy 8 - Local Green Spaces	Page 40
<i>Maps 7(a) to 7(f) - Local Green Spaces</i>	Page 40
Policy 9 - Opportunities for Enhancement	Pages 41 - 46
<i>Map 8 - Opportunities for Enhancement</i>	Page 47
Policy 10 - Highway Impact	Page 48
<i>Map 9(a) - Listed Buildings and Scheduled Monuments in Claypole</i>	Page 54
Policy 11 - Heritage Assets	Page 55
Policy 12 - Non-Designated Heritage Assets	Page 59
<i>Map 9(b) - Non-Designated Heritage Assets</i>	Page 59
	Page 60
<b>Housing</b>	
Policy 13 - New Housing	Page 64
Policy 14 - Housing Allocation	Page 65
<i>Map 10(a) - Housing Allocation Ho/Cla/1</i>	Page 66
<i>Map 10(b) - Housing Allocation Ho/Cla/2</i>	Page 67
<b>Community Facilities</b>	
Policy 15 - Community Facilities	Page 68
<i>Map 11 - Community Facilities</i>	Page 70
	Page 71
<b>Natural Environment</b>	
<i>Map 12 - Flood Risk Map (Fluvial)</i>	Page 72
<i>Map 13 - Surface Water Flood Risk Map</i>	Page 72
<i>Map 14 - Ridge and Furrow Landscape</i>	Page 73
Policy 16 - Setting of Claypole Village	Page 74
	Page 75

<b>Economy and Transport</b>	<b>Page 75</b>
Implementation and Delivery	Page 79
Monitoring and Review	Page 81
Glossary	Page 82
<b>Annexe 1 - Character Appraisal</b>	<b>Page 87</b>
Purpose	Page 88
Early Historical Development	Page 88
Later Historical Development	Page 89
General Form of Claypole Today	Page 89
Broad Character Areas	Page 90
<i>Map 15 - Broad Character Areas</i>	Page 91
Character Area Profiles	Page 92
Key to the Character Area Maps	Page 93
Character Area A - Claypole Bridge	Page 94
<i>Map 16(a) - Character Area A</i>	Page 94
Character Area B - Church and Environs	Page 95
<i>Map 16(b) - Character Area B</i>	Page 95
Character Area C - The Lanes	Page 96
<i>Map 16(c) - Character Area C</i>	Page 96
Character Area D - Southern Modern Housing	Page 97
<i>Map 16(d) - Character Area D</i>	Page 97
Character Area E - Northern Modern Housing	Page 98
<i>Map 16(e) - Character Area E</i>	Page 98
Character Area F - Village Core	Page 99
<i>Map 16(f) - Character Area F</i>	Page 99
Character Area G - School and Environs	Page 100
<i>Map 16(g) - Character Area G</i>	Page 100
Character Area H - Eastern Modern Housing	Page 101
<i>Map 16(h) - Character Area H</i>	Page 101
Character Area I - Oster Fen Lane	Page 102
<i>Map 16(i) - Character Area H</i>	Page 102
Character Area J - Eastern End	Page 103
<i>Map 16(j) - Character Area I</i>	Page 103
Risks to Character	Page 104
<b>Design Guidelines</b>	<b>Page 104</b>
Design Guideline 1 - General Guidelines for All Development	Page 105
Design Guideline 2 - Additional Guidelines for New Buildings	Page 105
Design Guideline 3 - Additional Guidelines for Extensions	Page 106
Design Guideline 4 - Additional Guidelines for Alterations and Conversions	Page 107
Design Guideline 5 - Additional Guidelines for External Works	Page 107
Design Guideline 6 - Additional Guidelines for Infrastructure Works	Page 108
<b>Section 2 - Non-Land Use Planning Issues</b>	<b>Page 109</b>
Non-Land Use Planning Issues	Page 110
Traffic and Transport	Page 110

# Foreword

On behalf of Claypole Parish Council, welcome to the Neighbourhood Plan for Claypole. The Neighbourhood Plan sets out the vision, objectives and policies to ensure that the Parish of Claypole maintains its uniqueness over the period 2021 to 2036.

The Neighbourhood Plan will seek to deliver sustainable development including housing and community facilities to meet the future needs of the community; whilst also looking to protect and enhance the natural and built environment of the village and the wider parish which forms the character of where we live.

The Neighbourhood Plan has been drawn up by a Steering Group made up of Parish Councillors and local residents, working under the guidance of Claypole Parish Council which is the designated body for the plan area and provided the funding and support to enable the plan to go ahead.

We have asked for your input previously, including on the draft and submission versions of the Neighbourhood Plan. The Neighbourhood Plan takes into account your comments and feedback.

The Neighbourhood Plan has gone through a number of stages including statutory public consultation and through an Independent Examination which is now followed by a local referendum requiring a majority 'yes' vote of all those voting in the referendum for it to be accepted. In the event of a 'yes' vote, South Kesteven District Council will proceed to "make" the Neighbourhood Plan for the Parish of Claypole.

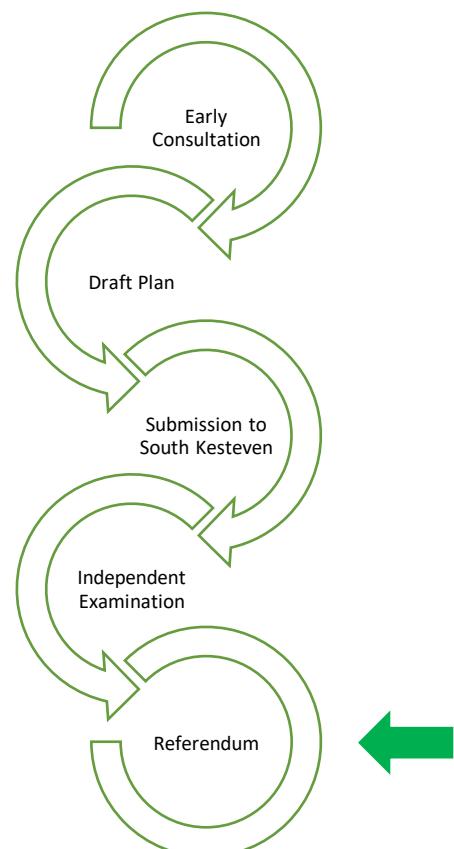
The Neighbourhood Plan sets down a series of planning policies which, once adopted by means of the local referendum, will form part of South Kesteven's wider statutory development plan, meaning that planning applications in Claypole will be determined in accordance with the Neighbourhood Plan.

It is intended that the Neighbourhood Plan will be reviewed periodically to monitor the cumulative effects of the policies and, if necessary, make changes to keep them up to date and relevant.

Claypole Parish Council would like to extend their thanks to all those who have been involved with the formation of the Neighbourhood Plan. In undergoing this process, we have seen, at first-hand, the passion that our community has for our village and how they develop over the coming years.

The Steering Group and Parish Council would like to acknowledge the support and assistance provided by Anthony Northcote, our consultant, and also the help provided by officers of South Kesteven District Council. The Steering Group and Parish Council are also grateful for the Government grant funding support provided.

Andy Hey  
Chair Neighbourhood Plan Steering Group

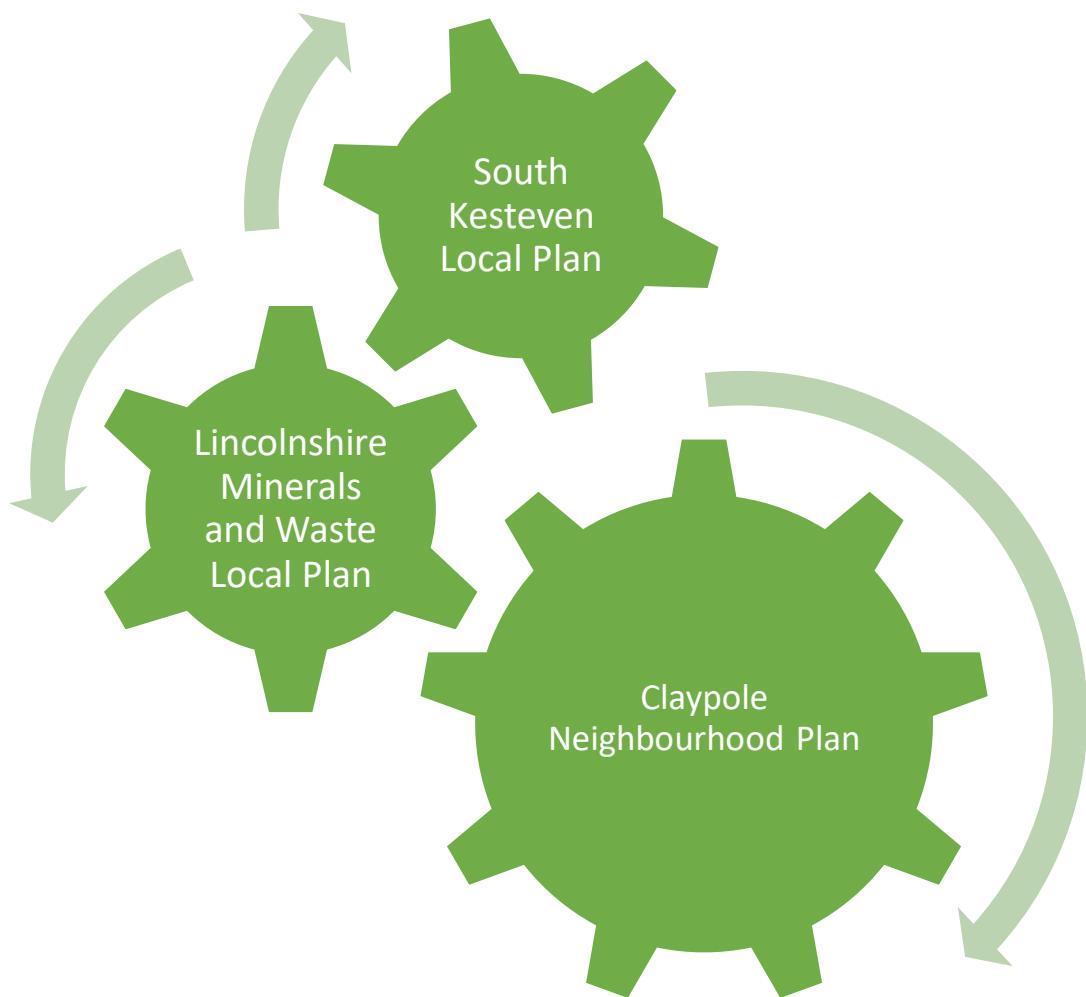


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# Section 1

## The Neighbourhood Plan

(This Section Forms Part of the  
Statutory Development Plan)



# Introduction

0.1 The Localism Act 2011 introduced a new type of Community Led Plan. Communities now have the right to produce a Neighbourhood Plan, setting out policies on the development and use of land. Developing a Neighbourhood Plan is a way for communities to play a greater role in determining the future of their area.

0.2 The Claypole Neighbourhood Plan will form part of the statutory development plan once made. This means that South Kesteven District Council will determine planning applications within the Parish of Claypole in accordance with the development plan which includes this Neighbourhood Plan unless material planning considerations indicate otherwise (see [section 38\(6\)<sup>1</sup>](#) of the Planning and Compulsory Purchase Act 2004).

0.3 This Neighbourhood Plan is a true Community Led Plan. It has been prepared by the Parish Council through a Steering Group made up of Parish Councillors and local residents. It has been informed by public consultation with the local community. The options for the Plan and the Plan itself have been shaped by the results of the previous public consultation to ensure that the Neighbourhood Plan accurately reflects the aspirations of the community.

0.4 A Neighbourhood Plan is a planning document and is about the use and development of land. Neighbourhood planning gives communities more control over the future of their area by giving local people the chance to have their say on what happens where they live. The proposals are founded on the principles of localism, which means more involvement by planning authorities, local people, businesses, house builders and developers rather than central government. The neighbourhood planning process has to be led by the town or parish council where one is established.

0.5 Neighbourhood planning provides an opportunity for local communities to engage positively in directing new development through the process of setting policies against which planning applications will be determined. This should mean that through processes such as neighbourhood planning, communities can benefit from new development.

0.6 A Neighbourhood Plan can establish general planning policies for the development and use of land in a particular area. Plans can include local priorities, planning policies, proposals for improving an area or providing new facilities or infrastructure and allocation of key sites for development.

0.7 Neighbourhood planning is a tool to promote sustainable growth and will not be able to prevent development in an area. Neighbourhood Plans can only include proposals for an



<sup>1</sup> <http://www.legislation.gov.uk/ukpga/2004/5/section/38>

equal (or greater) amount of growth than is set out in the local authority's development plan. They must also accord with national planning policy.

### Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)

0.8 Every Neighbourhood Plan needs to consider the need for a Sustainability Appraisal (incorporating a Strategic Environmental Assessment) for the Neighbourhood Plan. SA is a mechanism for considering and communicating the impacts of an emerging plan, and potential alternatives in terms of key sustainability issues. The aim of SA is to inform and influence the plan-making process with a view to avoiding and mitigating negative impacts. Through this approach, the SA where it is undertaken for the Neighbourhood Plan seeks to maximise the Neighbourhood Plan's contribution to sustainable development.

0.9 The Steering Group on behalf of the Parish Council considers that there will be no significant environmental effects arising from the Claypole Neighbourhood Plan. This is set out in the SEA Screening Assessment which demonstrates that a SEA is not required.

### National Planning Policy Framework (NPPF)

0.10 Throughout this Neighbourhood Plan reference is made to the National Planning Policy Framework (NPPF). The NPPF sets out the government's planning policies for England and how these are expected to be applied. The latest version of the [NPPF<sup>2</sup>](#) was published in July 2021 and is also supplemented by [Planning Practice Guidance<sup>3</sup>](#).

0.11 The NPPF provides a framework to produce locally distinctive Neighbourhood Plans which reflect the needs and aspirations of the community. The NPPF is clear that the planning system remains plan led. As set out in paragraph 2 of the NPPF, Section 38(6) of the Planning and Compulsory Purchase Act 2004 remains unchanged and requires that planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise. The development plan is explained later in this Neighbourhood Plan.

0.12 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs<sup>4</sup>. At a similarly high level, members of the United Nations - including the United Kingdom - have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection<sup>5</sup>.



0.13 The NPPF in paragraphs 7 to 9 explains that achieving sustainable development means that the planning system has three overarching objectives: an economic objective; a social objective; and an environmental objective. These objectives should be delivered through the preparation and implementation of plans, including Neighbourhood Plans. Guiding

<sup>2</sup> <https://www.gov.uk/guidance/national-planning-policy-framework>

<sup>3</sup> <https://www.gov.uk/government/collections/planning-practice-guidance>

<sup>4</sup> Resolution 42/187 of the United Nations General Assembly

<sup>5</sup> Transforming our World: the 2030 Agenda for Sustainable Development

development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

0.14 The Claypole Neighbourhood Plan contributes towards the achievement of sustainable development. More detail on the ways in which this Plan addresses sustainable development is included within the Basic Conditions Statement that accompanies the Plan.

### Planning Practice Guidance

0.15 The Planning Practice Guidance sets out the government's advice on how to undertake neighbourhood planning within England. This is set out in detail within Section 41 of Planning Practice Guidance.

0.16 Planning Practice Guidance highlights that: *"Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. They are able to choose where they want new homes, shops and offices to be built, have their say on what those new buildings should look like and what infrastructure should be provided, and grant planning permission for the new buildings they want to see go ahead. Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area."*

### Structure of Neighbourhood Plan

0.17 The Neighbourhood Plan includes four themed sections: Built Environment; Housing; Community Facilities; and Natural Environment.



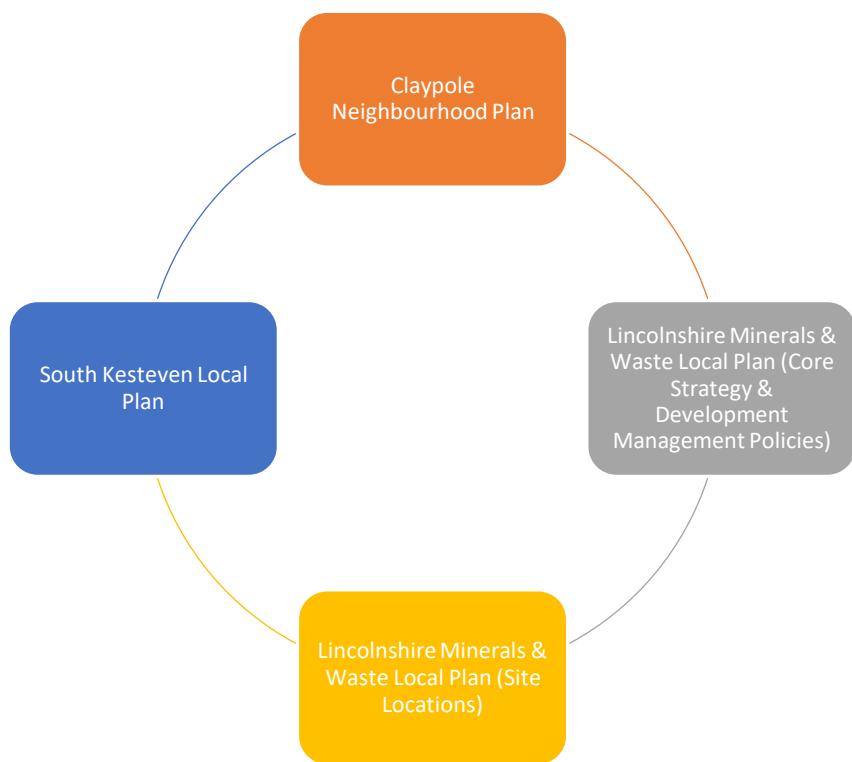
0.18 These are all issues that are important to the community and within each section policies are included to guide the development and use of land. Each Policy contains an introduction and explanatory text followed by the Policy itself in coloured text.

0.19 Following the themed sections, the Neighbourhood Plan contains an implementation and delivery section. It is important that Neighbourhood Plans are deliverable and this section includes the key projects arising from the Neighbourhood Plan and details of how they will be delivered.

0.20 Section 2 includes a list of non-land use planning issues that the community raised as being important. The Parish Council has not ignored these important issues, but as this is a statutory planning document it cannot strictly include non-land use planning issues within the statutory Section 1 that forms the actual Neighbourhood Plan. Section 2 is included in the overall document to demonstrate to the community that all of their concerns have been taken into account and will be addressed by the Parish Council outside of the statutory Neighbourhood Plan process.

# The Development Plan

0.21 The ‘Development Plan’ (including Minerals and Waste) for Claypole is made up of 4 elements as follows:

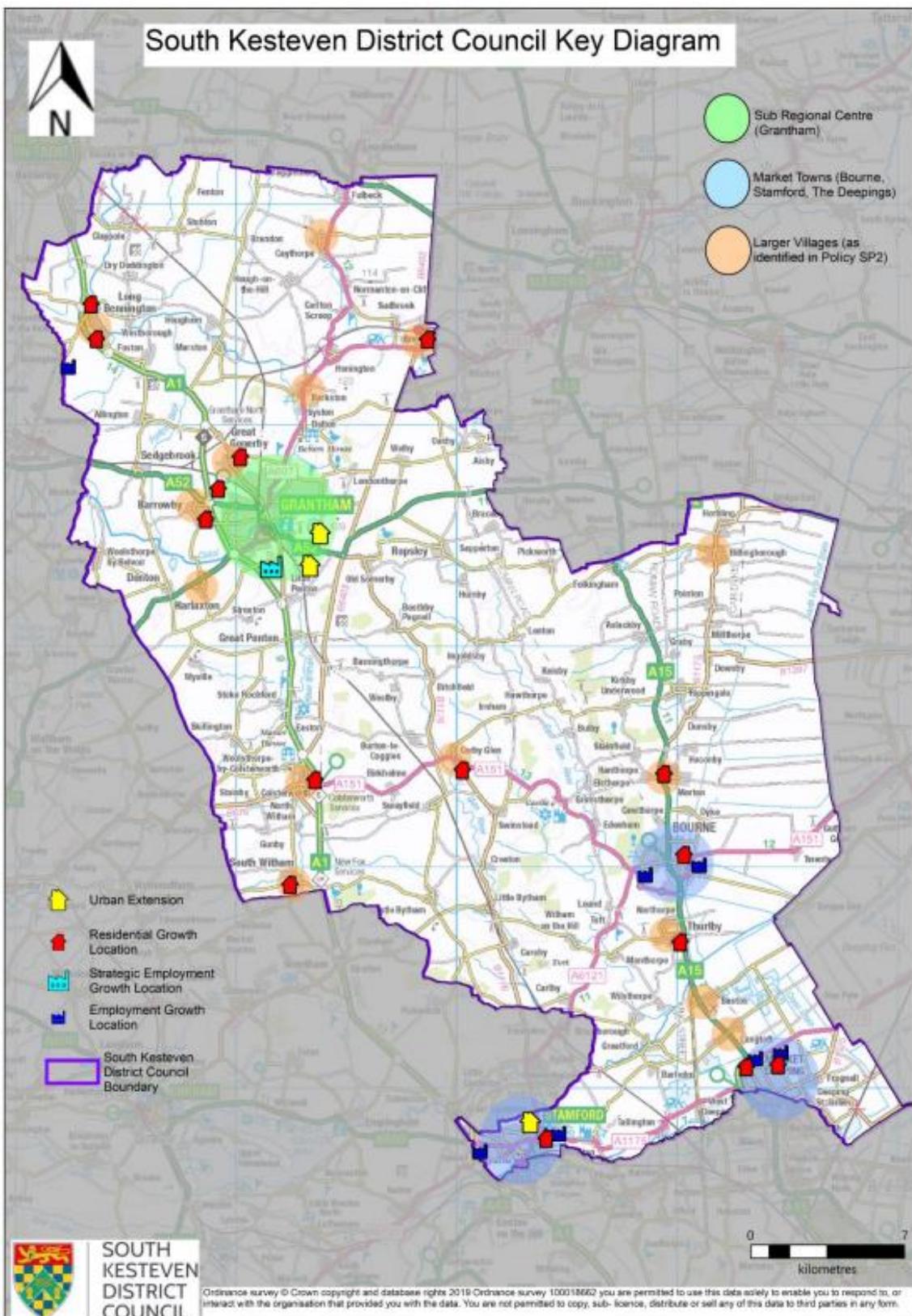


0.22 All policies within the Neighbourhood Plan should be read in conjunction with the South Kesteven [Local Plan](#)<sup>6</sup>. When determining proposals for development, no policy will be applied in isolation and account will be taken of all relevant policies.

## Relationship to South Kesteven Local Plan

0.23 The South Kesteven Local Plan sets out the vision, objectives, spatial strategy and policies for the future development of the district. It also identifies land and allocates sites for different types of development, such as housing and employment, to deliver the planned growth for South Kesteven 2036. It was adopted in January 2020. The document includes strategic planning policies to guide and control the overall scale, type and location of development including the allocation of strategic sites. It indicates the number of homes to be built by 2036.

<sup>6</sup> <http://www.southkesteven.gov.uk/index.aspx?articleid=14904>



Key Diagram from South Kesteven Local Plan

0.24 Claypole is in the north-western corner of South Kesteven. In the Local Plan, Claypole is identified as a 'smaller village' in Policy SP2 which defines the settlement hierarchy. In smaller villages Policy SP2 identifies that development will be supported in accordance with Policy SP3, SP4 and all other relevant policies, where development will not compromise the village's nature and character. Long Bennington is the nearest 'larger village' identified in

the Local Plan; however, Newark is the main location that Claypole residents look to for services and employment.

### The Emerging South Kesteven Local Plan Review

0.25 The current Local Plan for South Kesteven was adopted in January 2020 and sets out the development strategy for growth of the district to 2036. The Inspector's final report on the current Local Plan (2011 - 2036) committed the District Council to undertake an early review of the Local Plan from April 2020 with submission by the end of December 2023. The review enables necessary updates of evidence, and the Council to consider whether its local housing need has changed and needs to be re-evaluated taking into consideration changes to national planning guidance.

0.26 The timetable for the [review](#)<sup>7</sup> of the Local Plan is that South Kesteven District Council anticipate the emerging Local Plan to be subject to consultation on the draft in Winter 2023/24, followed by consultation on the publication version in Summer 2024. With submission and examination by an Inspector appointed by the Secretary of State in Winter 2024/25 with adoption then being anticipated in Spring 2026. Until the review has been undertaken and a new Local Plan is found sound and adopted by the Council; the current Local Plan (2011 - 2036) will continue to be the development plan for the district and used in determining planning applications.

0.27 The Local Plan Review will set out the planning framework for the district over the next 20 years up to 2041 and will cover issues such as; housing provision, the economy, retail and town centres, infrastructure provision and the environment. It will also set out policies by which planning applications will be determined, in addition to allocating land for housing, employment and retail uses.

### Strategic policies for the purposes of neighbourhood planning

0.28 The system of neighbourhood planning allows Parish and Town Councils to produce neighbourhood plans to guide development at a local level. One of the requirements of such plans is that they should be in line with the 'strategic policies' of the adopted development plan for the local area.



0.29 South Kesteven District Council as the Local Planning Authority defines which policies are to be considered 'strategic' with regard to the production of a Neighbourhood Plan. The Local Plan as specified in paragraph 1.23 of the Local Plan identifies 'strategic policies' as being those with the suffix 'SP' in brackets. The policies list on pages vi and vii in the Local Plan confirms which policies are strategic policies for the purposes of neighbourhood planning.

### Adjacent Local Planning Authorities

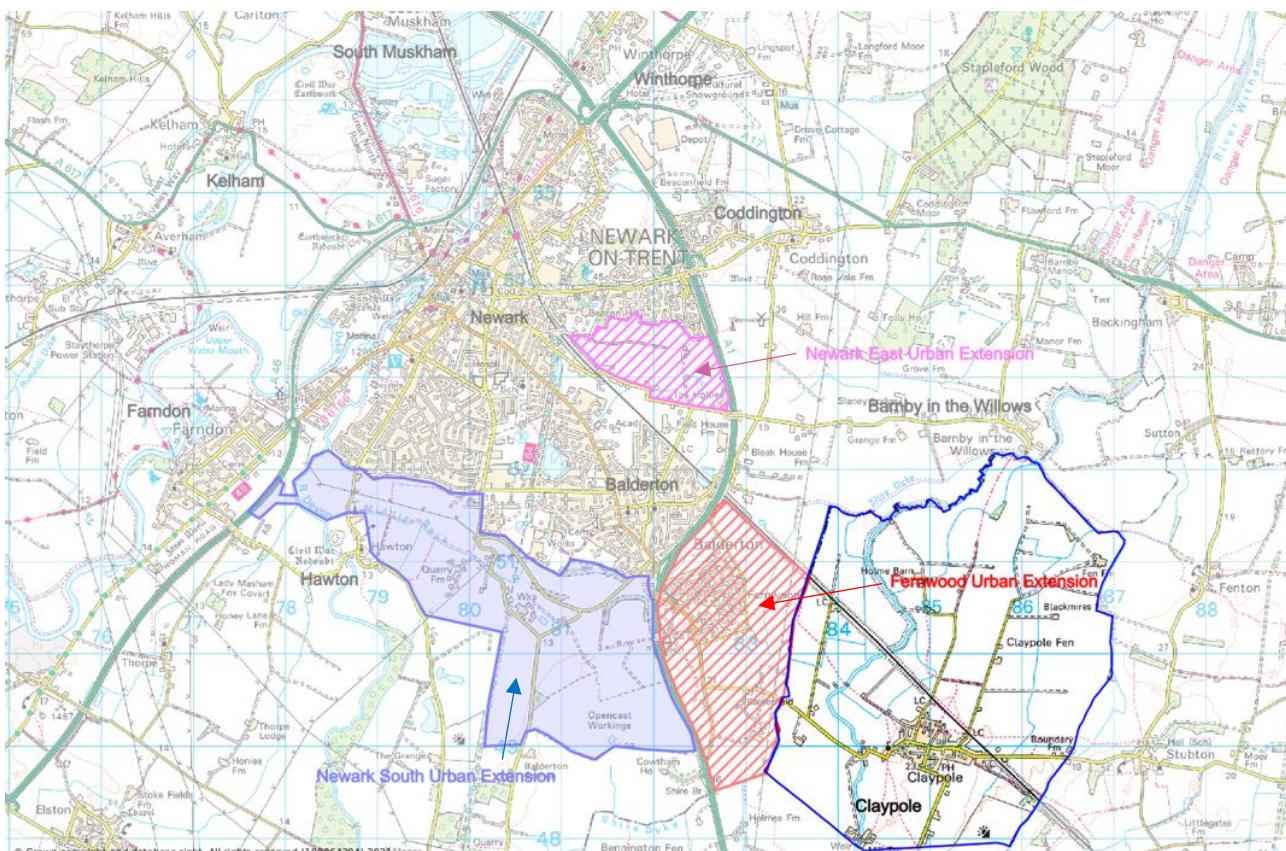
0.30 Claypole lies on the northern-western fringe of South Kesteven. The land immediately to the west and north-west of the Parish of Claypole lies within the Fernwood and Barnby in the

<sup>7</sup> <http://www.southkesteven.gov.uk/index.aspx?articleid=15133>

## Claypole Neighbourhood Plan

Willows Parishes in Newark & Sherwood District of Nottinghamshire. Also, to the north of Claypole is part of the Beckingham Parish in North Kesteven. The Newark & Sherwood Amended Core Strategy was adopted in March 2019; and its Allocations & Development Management Policies DPD was adopted in July 2013. The Central Lincolnshire Local Plan which covers North Kesteven was adopted in April 2023.

0.31 The main cross boundary implication from the Newark & Sherwood Amended [Core Strategy](#)<sup>8</sup> and the Newark & Sherwood Allocations & Development Management Policies [DPD](#)<sup>9</sup> is the designation of the Newark Urban Area and the identification of three strategic urban extensions. One of the three strategic urban extensions is 'Land around Fernwood' for some 3,200 dwellings (2,095 up to 2033 and 1,105 post 2033). This strategic allocation abuts the Claypole parish boundary. The plan below shows the inter-relationship between the Parish of Claypole; Newark and the three planned urban extensions; and the other villages around Newark.



Map 1 - Relationship Between Claypole and Newark © Crown Copyright

0.32 Of the 3,200 new homes allocated for Fernwood, around 2,150 of them will be either side of Claypole Lane (as referred to in the Newark & Sherwood Core Strategy but is actually called Shire Lane on OS maps). As such planning decisions in Claypole need to take into account the inter-relationship to Fernwood and Newark.

0.33 Newark-on-Trent is the main employment and commercial centre, and transport hub for Claypole residents. Newark is located within the adjacent district of Newark and Sherwood and it is an identified 'Sub-Regional Centre'. This relationship to Newark means that whatever happens in terms of housing in Claypole, the employment and services & facilities available in the village will continue to be impacted by the proximity to Newark. This can be seen in the other ring of villages around Newark; for example, Farndon and Coddington

<sup>8</sup> <https://www.newark-sherwooddc.gov.uk/amendedcorestrategy/>

<sup>9</sup> <https://www.newark-sherwooddc.gov.uk/adm/>

which are larger than Claypole have a similar lack of employment and only limited services and facilities. In the Newark and Sherwood Amended Core Strategy, Farndon and Coddington are classified as 'Other Villages' which is a similar status to Claypole being a 'Smaller Village' in the South Kesteven Local Plan. None of the villages around Newark are therefore specifically identified for any major development.

### Surrounding Neighbourhood Plans

0.34 The Claypole Neighbourhood Plan cannot be developed without consideration of other Neighbourhood Plans being developed or already in place who share a boundary with the Parish. Within South Kesteven, Claypole shares a boundary with the Parishes of Fenton, Stubton and Westborough & Dry Doddington. Within North Kesteven the adjoining Parish is Beckingham; whilst within Newark & Sherwood the adjoining Parishes are Fernwood, Balderton and Barnby in the Willows.

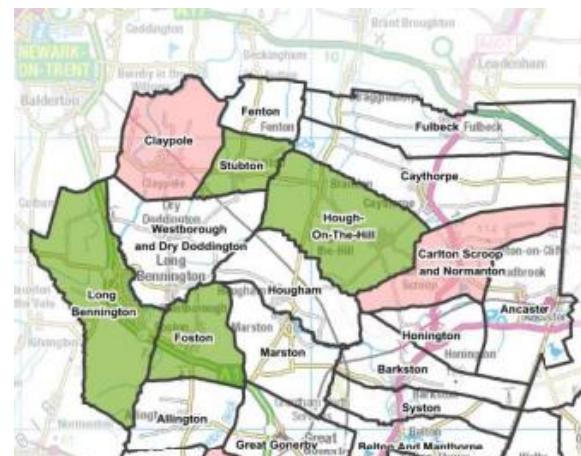
0.35 The **Stubton Neighbourhood Plan** was 'made' in July 2015. The Stubton [Neighbourhood Plan](#)<sup>10</sup> doesn't contain any proposals with cross boundary implications for the Claypole Neighbourhood Plan

0.36 The **Fernwood Neighbourhood Plan** was 'made' in September 2017, it covers the whole of the Parish of Fernwood and sets out planning policies for the period from 2016-2031. The policies in this [Neighbourhood Plan](#)<sup>11</sup> are intended to ensure that:

- a) *development enhances the existing settlement;*
- b) *the design of development is to the highest standards and reflects the best of that which has been built in Fernwood so far;*
- c) *access, car parking and street layout is designed based on the experience of what has worked and what hasn't in Fernwood;*
- d) *every opportunity is taken to improve links with the open countryside including the provision of footpaths and cycle routes to Balderton and Newark;*
- e) *the additional community facilities complement those that already exist in Fernwood;*
- f) *where possible, proposals that will improve existing car parking and access issues within Fernwood are also supported.*

0.37 The Fernwood Neighbourhood Plan doesn't itself contain any proposals with cross boundary implications for the Claypole Neighbourhood Plan. There are cross boundary issues that arise from the inter-relationship between Fernwood as part of the Newark Urban Area and Claypole in the Newark and Sherwood Amended Core Strategy. This is explained later in Policy 4.

0.38 To date there are no proposals to develop a Neighbourhood Plan for the Parishes of Barnby in the Willows, Balderton, Fenton, Beckingham or Westborough & Dry Doddington.



### Designation of Claypole Parish as a Neighbourhood Planning Area

0.39 A formal application was made by Claypole Parish Council on 21 July 2013 as a 'relevant body' under Section 61G of the Town and Country Planning Act 1990 (as amended) for the

<sup>10</sup> <http://www.southkesteven.gov.uk/index.aspx?articleid=8958>

<sup>11</sup> <https://www.newark-sherwooddc.gov.uk/fernwoodneighbourhoodplan/>

designation of a neighbourhood area in order to develop a neighbourhood plan. The area of the Neighbourhood Plan is based upon the parish boundary, which was seen as appropriate as this area is recognised as the distinct community of Claypole. The request was that the Parish Council be recognised as a Neighbourhood Area for the purpose of producing a neighbourhood plan, in accordance with the Neighbourhood Planning Regulations 2012.

0.40 South Kesteven District Council publicised this application to produce a Neighbourhood Plan as required by statute. South Kesteven [designated<sup>12</sup>](#) the Parish of Claypole as a neighbourhood area on 19 March 2014.

### Consultation with the Local Community

0.41 Since the designation of Claypole as a neighbourhood area, various elements of consultation have been undertaken regarding the future planning of the Parish. Details of the consultation undertaken to date are set out in the Consultation Statement that accompanies this Plan.

### Associated Documents

0.42 The Neighbourhood Plan has a number of associated supporting documents as follows:

- Designated Area Plan
- Consultation Statement
- Basic Conditions Statement
- SEA Screening
- HRA Screening
- Housing Site Selection Methodology
- Local Green Spaces Evidence
- Settlement Built Form Methodology

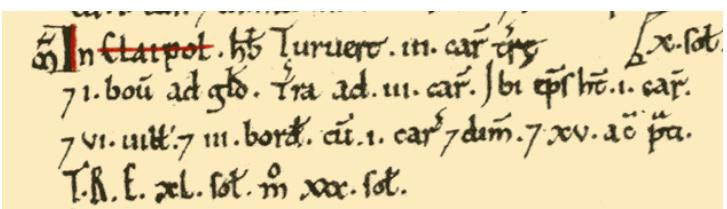


## Background on Claypole

### Historical Development

0.43 There is evidence of iron age and Roman occupation of the area now occupied by Claypole. Various archaeological surveys during land development over the past 30 years have unearthed a range of artefacts including brooches, coins and pottery fragments.

0.44 The village is detailed in several entries in the Domesday Book of 1086. It shows that the Manor (land) of "Claipol" at that time was owned by William the Conqueror's half-brother Bishop Odo of Bayeux. The Domesday Book records the existence of a church and a mill in addition to the two tracts of land (both valued at two pounds) and their ownership.

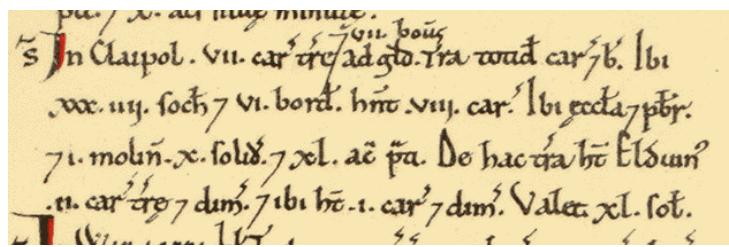


<sup>12</sup> <http://www.southkesteven.gov.uk/index.aspx?articleid=8397>

0.45 A Survey and Terrier of 1729 held in the Lincolnshire Archives records the ownership of land around the village. Many of the landowners' names are identifiable in later Parish Church burial records and even continue to modern day Claypole families.

0.46 The Acts of Enclosure of 1769 formally identified owners of land that was previously held by individuals as strips of land within a meadow or field. Over the centuries many of the identified areas of land have been sold and merged to become the land map known today.

0.47 St. Peter's Church is prominent in both the history and physical layout of Claypole. Originally designated as St. Peter and St. Paul, the Parish Church existed in Saxon times, as evidenced by the Domesday Book, which states "*In Claiopol... there is a church and a priest*"; in its earliest form it was probably a wooden construction. The church stood in this early form for about 150 years and was replaced early in the 13<sup>th</sup> century by a small stone church. Over the next two centuries the church was developed in stages, by adding the nave, north and south transepts and the tower. In the late 14th century, the spire was added to the tower and a porch and nave battlements added. Many of the church features such as the porch door, the font and the pulpit are dated to 14th century.



0.48 St. Peter's is listed in Simon Jenkins book '1000 Best Churches', as a fine example of a Lincolnshire Parish Church with a number of excellent features. In the graveyard can be found the remains of a 14th century cross which is now used as a war memorial.

0.49 The railway (now known as the East Coast Main Line) came through the village in 1852, dividing the village from about two thirds of the land in the parish. A station and several crossings were constructed. The station opened on 1<sup>st</sup> August 1852 and was closed to passengers as part of the rationalisation of the railways on 16<sup>th</sup> September 1957 and for goods traffic in 1967. It was later demolished. Until closure there were 5 stopping trains per day starting with the milk train at 7am. Children would use the train to attend school in Newark and Grantham.



HARRY COULBY

0.50 The early 20<sup>th</sup> century saw a range of businesses and retail premises appear in the village, although these are now much reduced in number. There were four public houses over the last century, now reduced to only one. There was an engineering works - which manufactured the bridge over the river in the centre of Lincoln by the shopping centre. There was a small manufacturing plant making concrete paving slabs and other items. Both have since been demolished and replaced by housing developments.

0.51 The current village store was originally a butcher's shop where beasts were slaughtered on the premises and later became a Co-Op store for over 40 years. A succession of owners has continued to operate a general store there and it is now the only such convenience store in the village. The village does benefit from a separate butcher's shop. A hairdresser's salon now occupies premises that used to be a greengrocer.

0.52 There was a flax mill in the village for over 900 years making use of the river to power the mechanism. The mill was subsequently used for grinding corn until that ended in 1947 following a severe frost that damaged the water wheels beyond economic repair.

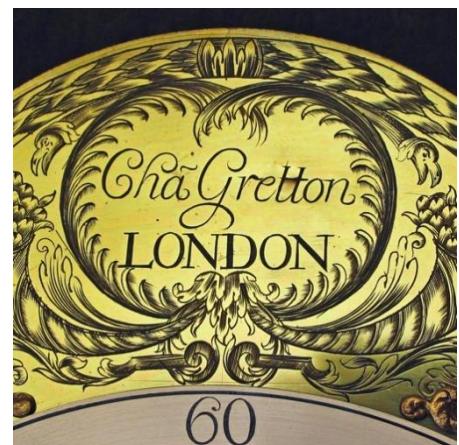
0.53 Claypole has had its share of famous villagers. Many became benefactors of the parish in their lifetimes and are celebrated in street names or through commemorative inscriptions. The Village Hall, the old school (now replaced by a modern building), a large house and refurbishment of the Parish church, as well as the funding of the nurses' home in Newark are all due to the benefaction of Mr Harry Coulby. He was raised in the village before settling in the United States and finding his fortune as a businessman in the early 20<sup>th</sup> century. He ultimately became Chairman of the Great Lakes Shipping Company, owning over 60 large ships transporting timber and coal. His home in Wickliffe Ohio employed over 100 gardeners. Harry Coulby returned to Claypole many times during his life, and it was after one of these visits when he sadly passed away in the Ritz Hotel in London, aged 64. Coulby Close is named in his honour.

0.54 Sir Robert Heron was Lord of the Manor and lived at nearby Stubton Hall. He served as an MP for over 40 years. He established a workhouse at Claypole from 1817 to 1838. Located by the River Witham the "House of Industry" was enlarged in 1838 to become the Newark Union Workhouse and was well regarded in being able to take care of paupers. A local farmer bought and converted the workhouse into twenty cottages in 1938 which served a useful purpose at a time of acute housing shortage. As the housing situation improved the cottages became surplus to requirements and were demolished in 1978. Eventually the site became Gretton Close, named after Charles Gretton of Claypole.



0.55 Charles Gretton rose from lowly origins to become a watchmaker to the King and President of the Watchmakers' Guild, dying in 1731. Examples of his watches are held in the British Museum. Over a 54-year working life he made more than 2,000 watches. His greatest impact on Claypole was the funding of education for children of the village for over a hundred years, providing in his estate the substantial sum of £10 per annum for the teaching of ten poor boys of Claypole. Over the centuries education in Claypole has been located in five different sites, but all can be traced back to the benefaction of Charles Gretton.

0.56 The population of Claypole seems to have remained fairly static over several centuries. The first significant change coincided with the coming of the railways. It is only in the last forty years that population has grown exponentially with the change of use of previous farmland and industrial premises into housing developments. The increase accelerated in the last twenty years as the density of housing in new developments was increased.



0.57 In the 1960s, a consortium of community groups successfully raised funds to create a large sports field and with additional funding constructed a Chance to Share Hall. Prior to this the land was used as a site for allotments and 'prefabs' built post-war and later demolished. The Chance to Share Hall became the basis of the current Claypole School as the County Council extended the hall to become the school.

0.58 Another post-war housing development was the 'Swedish Cottages' on Barnby Lane. These wooden constructed semi-detached cottages are still in use and being updated by current owners.

0.59 There was a 14<sup>th</sup> century stone bridge crossing the River Witham on the approach to Claypole from Newark. This was replaced in the early twentieth century and later updated to its current modern form. In recent times the river has risen to almost road level in periods of

prolonged rain but no significant flooding has taken place. Adjacent to the bridge was the former Newark Union Workhouse which was sited where Gretton Close now lies. The Workhouse served 20 Parishes, 5 in Nottinghamshire and 15 in Lincolnshire. The Workhouse has an attached 60-acre farm and 1 acre kitchen garden in which the inmates worked.

### Claypole Today

0.60 Claypole was largely a linear village, oriented east-west along its main street with lanes off to the north and south. Over time through modern development the village has become nucleated although it hasn't particularly extended the overall geographical extent. The style of housing varies widely because the buildings range in age and reflect the changing style of architecture and building materials used over time.

0.61 The older buildings, a small number of which are listed, are typical of the Lincolnshire red brick and pantile vernacular; although there is some use of white render. Individual buildings stand out because of construction in other materials such as Cromwell House (Blue Lias stone) and The Old Rectory (Buff brick and render). Unlike some nuclear village which appear to radiate outward from a centre, such as a village green, because it was historically a linear village there is no sense of a natural 'heart' to the village. The village hall and associated gardens do lie in the centre of the village, providing a green space and a centre to the village. A coffee shop now operates from the village hall making use of the gardens.

0.62 The character of the older parts of Main Street through the village is generally of buildings facing the road from each side in a linear manner. Modern growth has taken place along various cul-de-sacs. Claypole has in recent decades more than doubled in size from around 250 dwellings in the early 1980s to around 570 dwellings at the present time. This has principally been through three large-scale housing developments Moore Close, Swallow Drive and Wickliffe Park.



### Role in South Kesteven

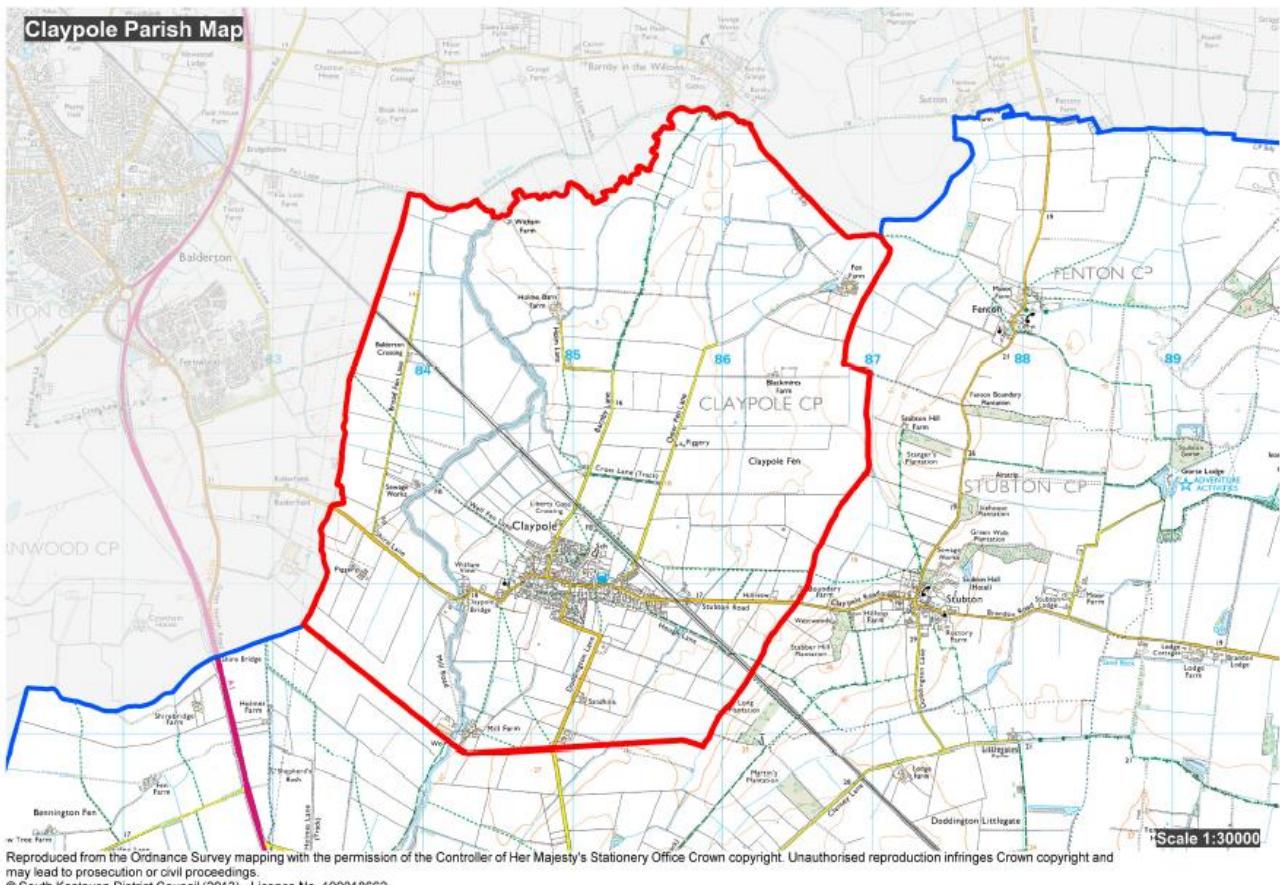
0.63 Claypole is designated as one of sixty 'small villages' in the South Kesteven Local Plan. Claypole is in the extreme north-west of South Kesteven and has little relationship with the larger villages and towns in South Kesteven. Instead, due to its proximity to the Newark Urban Area which abuts the parish boundary of Claypole; it looks to Newark in adjacent Nottinghamshire and Newark & Sherwood District to provide local services and facilities.

0.64 Over the South Kesteven Local Plan period to 2036, approximately 360 new homes will be provided in the sixty 'small villages' during the plan period. There is no figure ascribed to Claypole in the Local Plan. Growth in Claypole will be directed through the Neighbourhood Plan alongside the Local Plan.



# The Claypole Neighbourhood Plan Area

0.65 The plan below identifies the designated Neighbourhood Area:



Map 2 - Claypole Neighbourhood Area © South Kesteven District Council - OS Licence 100018662



*Claypole Parish Boundary / Claypole Neighbourhood Area*



*South Kesteven District Border*



# Vision

0.66 The following vision has been developed for the Claypole Neighbourhood Plan:

**To provide a planning framework and policies that will result in proportionate and sustainable growth for the local community, ensuring that appropriate services, facilities and infrastructure are provided whilst also conserving the village and countryside environment.**

# Objectives

0.67 The following objectives have been set out for the Claypole Neighbourhood Plan:

**(A) Promote sustainable development**

- Allocate an appropriate scale site(s) well related to the village fabric for new housing which will allow the opportunity for additional market housing to be provided to meet the needs of the local community
- Locate development within easy walking distance of local services and facilities and public transport infrastructure; ensure that new development integrates into the existing village including linking all developments to the rest of the village with footpaths, where appropriate
- Locate new development such that current problems with congestion, parking and road safety are not exacerbated and, if possible, reduced
- Continue to work with Newark & Sherwood District Council and South Kesteven District Council to ensure that the cross-boundary inter-relationship between Claypole and the Newark Urban Area is reflected in planning policies and planning decision making
- Ensure that new development is of high-quality design, is built to a high sustainability standard and reinforces local distinctiveness; supporting the improvement of poor quality and energy inefficient housing stock within the village



**(B) Conserve and enhance Claypole's natural environment**

- Conserve and enhance the environment of the village and the parish countryside including protecting local green space, improved landscaping, access to open spaces, footpath routes, and the encouragement of green infrastructure and initiatives

**(C) Protect and develop the community of Claypole**

- Protect and preserve important village assets including its local services and facilities by encouraging the retention and growth of community facilities
- Continue to improve the facilities on offer to support the local community

**(D) Protect and enhance Claypole's built environment**

- Enhance the character and appearance of the village, including the historic character arising from the heritage assets present and the historic built form of the village
- Ensure that new development respects or enhances the character and appearance of the streetscene
- Ensure that transport infrastructure and transport movements do not adversely affect the historic character of the village whilst seeking to improve accessibility and transport choices

## Policy Delivery of Objectives

0.68 The following table demonstrates how the policies set out in the Neighbourhood Plan meet the objectives contained within the previous chapter. The policies that have been developed seek to address at least one of the objectives.

Objective A	Objective B	Objective C	Objective D
<b>Built Environment</b>			
Policy 1 - Settlement Boundary	✓	✓	✓
Policy 2 - Development in the Open Countryside	✓	✓	✓
Policy 3 - Protected Settlement Break	✓	✓	✓
Policy 4 - Newark Urban Area Buffer	✓	✓	✓
Policy 5 - Design of New Development/Local Distinctiveness	✓	✓	✓
Policy 6 - Views and Vistas	✓	✓	✓
Policy 7 - Boundary Treatment, Trees and Public Realm	✓	✓	✓
Policy 8 - Local Green Spaces	✓	✓	✓
Policy 9 - Opportunities for Enhancement	✓	✓	✓
Policy 10 - Highway Impact	✓	✓	✓
Policy 11 - Heritage Assets	✓		✓
Policy 12 - Non-Designated Heritage Assets	✓		✓
<b>Housing</b>			
Policy 13 - New Housing	✓	✓	✓
Policy 14 - Housing Allocation	✓	✓	✓
<b>Community Facilities</b>			
Policy 15 - Community Facilities	✓	✓	✓
<b>Natural Environment</b>			
Policy 16 - Setting of Claypole Village	✓	✓	✓

## The Policies



# Built Environment

## 1. Background

1.1 The name 'Claypole' is derived from the Anglo-Saxon and means 'settlement on clay'. The parish of Claypole is located at the north-western fringe of South Kesteven and lies on the western edge of the defined Newark Urban Area in neighbouring Nottinghamshire and Newark & Sherwood District. The parish contains just a single settlement, Claypole village. The settlement lies approximately 0.6 miles to the east of the edge of the Fernwood sustainable urban extension in the Newark Urban Area. The B6326 road which provides a road link to Newark and the A1 is about 1.1 miles to the west; Newark Town Centre is about 4 miles by road to the north-west; and Grantham is around 12 miles to the south by road. The River Witham runs through the parish as does the East Coast mainline railway.

1.2 Claypole is a village that sits on a minor road that begins at the Great North Road (B6326) and continues to Stubton and villages beyond. The road starts out as Shire Lane, and as it passes through Claypole it becomes Main Street, a street that has changed little in more than 100 years. Claypole was originally predominantly a linear village, oriented east-west along its main street, with some development on lanes running north and south off the main street. Over time the built form of the village has become more nucleated; and the village has remained contained within the River Witham to the west and the East Coast mainline to the east. As the name suggests Claypole lies on clay, whilst the bedrock is largely Claypole Limestone. The parish remains largely agricultural and it contains a large solar farm at Copley Farm south-east of the village.



1.3 The style of housing varies widely both because the buildings range in age from hundred years old to the present day. They reflect the changing style of architecture and building materials used over that period. The older buildings, a small number of which are listed, are typical of the Lincolnshire red brick and pantile vernacular; although there is some use of white render. Individual buildings stand out because of construction in other materials such as Cromwell House (Blue Lias stone) and The Old Rectory (Buff brick and render). Unlike some nuclear village which appears to radiate outward from a centre, such as a village green, because it was historically a linear village there is no sense of a natural 'heart' to the village. The village hall and associated gardens do lie in the centre of the village, providing a green space and a centre to the village.

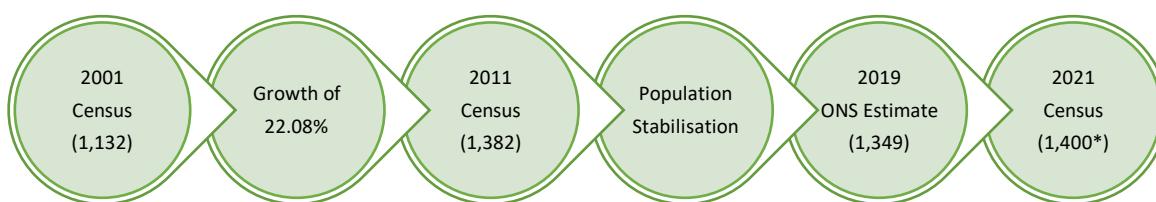


1.4 One of the obvious advantages of village life is access to the countryside, as well as a network of thriving local services and facilities including a Church; primary school; village shop; local inn; village hall; playing fields; and a children's play area. The village has a close relationship with the open countryside around it. This is helped by a network of public footpaths, whilst several of the minor dead-end lanes are suitable for quiet lane walking and cycling.

1.5 Claypole now includes buildings from many periods and in many styles. Notwithstanding the position of Claypole in the fourth and lowest tier of the settlement hierarchy the South Kesteven Local Plan; Claypole has not been immune to housing development. In recent

decades the village has more than doubled in size from around 250 dwellings in the early 1980s to around 570 dwellings at the present time.

- 1.6 The East Coast Mainline runs through the parish but there is no station. The nearest stations are Newark Northgate and Newark Castle, both about 4 miles distance by road. From Newark Northgate station direct train services can be taken to London Kings Cross, Edinburgh, Leeds and stations between. London Kings Cross can be reached in as little as 1 hour 12 minutes, as such daily commuting to London is undertaken by residents in the villages around Newark. The station at Newark Castle links to Nottingham and Lincoln.
- 1.7 The A1 whilst not lying within parish runs just to the west and provides direct road connections to Newark, Grantham, Leicester and Doncaster amongst many other places. The A1 also links to the A46 giving a direct road connection to Lincoln. Land to the west of the A1 is being used for active mineral extraction involving Gypsum.
- 1.8 The Parish population has grown substantially over the few decades since 1991 linked to housing growth. Over the last forty years the village has more than doubled in size whilst conversely the number of services and facilities has declined. More recently the population has stabilised as follows:



- 1.9 The ONS mid-year estimates have to be viewed with some caution; since 2011 the mid-year estimates have fluctuated between 1,349 and 1,407 with the average being 1,379. It suggests that the population has stabilised following a number of previous decades of significant growth. *(Note \* - The results of the 2021 Census area profiles have recently been released and give a more accurate population figure, albeit rounded to the nearest 100 so is not a precise figure)*

## 2. Settlement Boundary, Settlement Built Form and Relationship to Newark Urban Area

- 2.1 The South Kesteven Local Plan does not propose any settlement boundaries for the towns and villages across the district. The Local Plan uses various terms such as 'within the main built-up part of the settlement'; 'not extend the pattern of development beyond the existing built form'; and 'development on the edge of a settlement'. However, it does not define any form of boundary, line or other notation to help explain these terms.
- 2.2 Policy SP3 indicates that the Council is preparing a Design Supplementary Planning Document (SPD) to assist with the submission of applications against the above criteria. The Rutland &

South Kesteven Design [SPD](#)<sup>13</sup> was adopted in November 2021. The SPD does not however help to explain how the existing built form or the main built-up part of a settlement will be interpreted or applied in decision making.

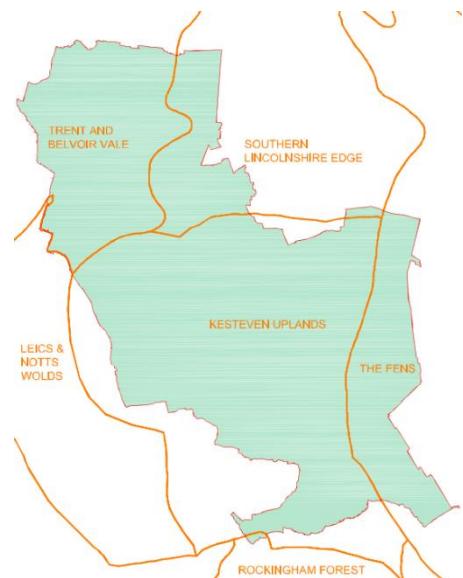
2.3 As the South Kesteven Local Plan does not set out a comprehensive definition of ‘main built-up area’ or ‘existing built form’; then the Neighbourhood Plan does this for Claypole. For ease the Neighbourhood Plan uses the term ‘existing built form’ when meaning the form of the existing settlement. A settlement boundary has been drawn as a line using the criteria set out within the Settlement Built Form Methodology document published alongside this Neighbourhood Plan. Consideration has been given to the proposed allocations in the Neighbourhood Plan which have been included in the area defined; as has land which has been granted planning permission for development. The settlement boundary therefore defines the existing and planned built form of Claypole.

2.4 The Neighbourhood Plan uses a settlement boundary to define the settlements existing and planned built form as a policy tool for ensuring the right type of development in the right place. National planning policy encourages sustainable patterns of development and resists inappropriate development in locations where it might cause harm to the local area. These are key underlying principles that will need to be borne in mind when developing the relevant boundary.



2.5 The South Kesteven Local Plan does not define what is meant by ‘main built-up area’ or ‘existing built form’. However, it is apparent in how the Local Plan Policy SP3 has been applied in recent decision making that it is intended to apply these definitions around the existing built form of the village as it now exists. It is considered that Claypole as a settlement is in two parts: the main village; and the area adjacent to the River Witham that can be colloquially referred to as Claypole Bridge.

2.6 The Neighbourhood Plan seeks to define the ‘settlement existing & planned built form’ for Claypole through use of a settlement boundary. To ensure consistency and general conformity with the strategic policies of the South Kesteven Local Plan, it is based on the principles together with the inclusion and exclusion criteria as set out in the Settlement Built Form Methodology document.



2.7 The countryside of the Parish falls into the Trent and Belvoir Vale landscape character area. The South Kesteven [Landscape Character Assessment](#)<sup>14</sup> describes the landscape character area as: *“This area lies to the northwest of the District. It is described as a gently undulating landform, with shallow ridges dropping down gently to broad river valleys. It is an open, arable or mixed, farmed landscape, strongly rural in feel, with trimmed hedges and few hedgerow trees; woodlands are only locally significant. These are frequent nucleated villages with red brick houses, roofed with pantiles, and spired churches prominent in long views.”*

2.8 Within the Trent and Belvoir Vale landscape character area, the gentle landform, and open or arable or mixed farmland, creates a strongly rural feel. The landscape is medium to large

<sup>13</sup> <http://www.southkesteven.gov.uk/index.aspx?articleid=15311>

<sup>14</sup> <http://www.southkesteven.gov.uk/CHandler.ashx?id=2117&p=0>

in scale, with relatively simple regular fields, frequently enclosed by hawthorn hedgerows. The hedgerows are in places fragmented. There are relatively few hedgerow trees and virtually no woodlands. Tree cover in the landscape character area is most noticeable around the villages, which are typically situated on slightly rising ground. Claypole has virtually no tree cover across the parish. Churches are a prominent feature in the village landscapes in this landscape character area. St Peter's Church in Claypole is a prominent feature in the landscape, assisted by the remaining open land between the main village; and Claypole Bridge.



2.9 National Planning Policy in the NPPF seeks to protect the countryside from inappropriate development. In particular in paragraph 80 it states: *“Planning policies and decisions should avoid the development of isolated homes in the countryside unless one or more of the following circumstances apply:*

- a) there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside;*
- b) the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets;*
- c) the development would re-use redundant or disused buildings and enhance its immediate setting;*
- d) the development would involve the subdivision of an existing residential building; or*
- e) the design is of exceptional quality, in that it:*
  - is truly outstanding, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and*
  - would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.”*

### Policy 1 - Settlement Boundary

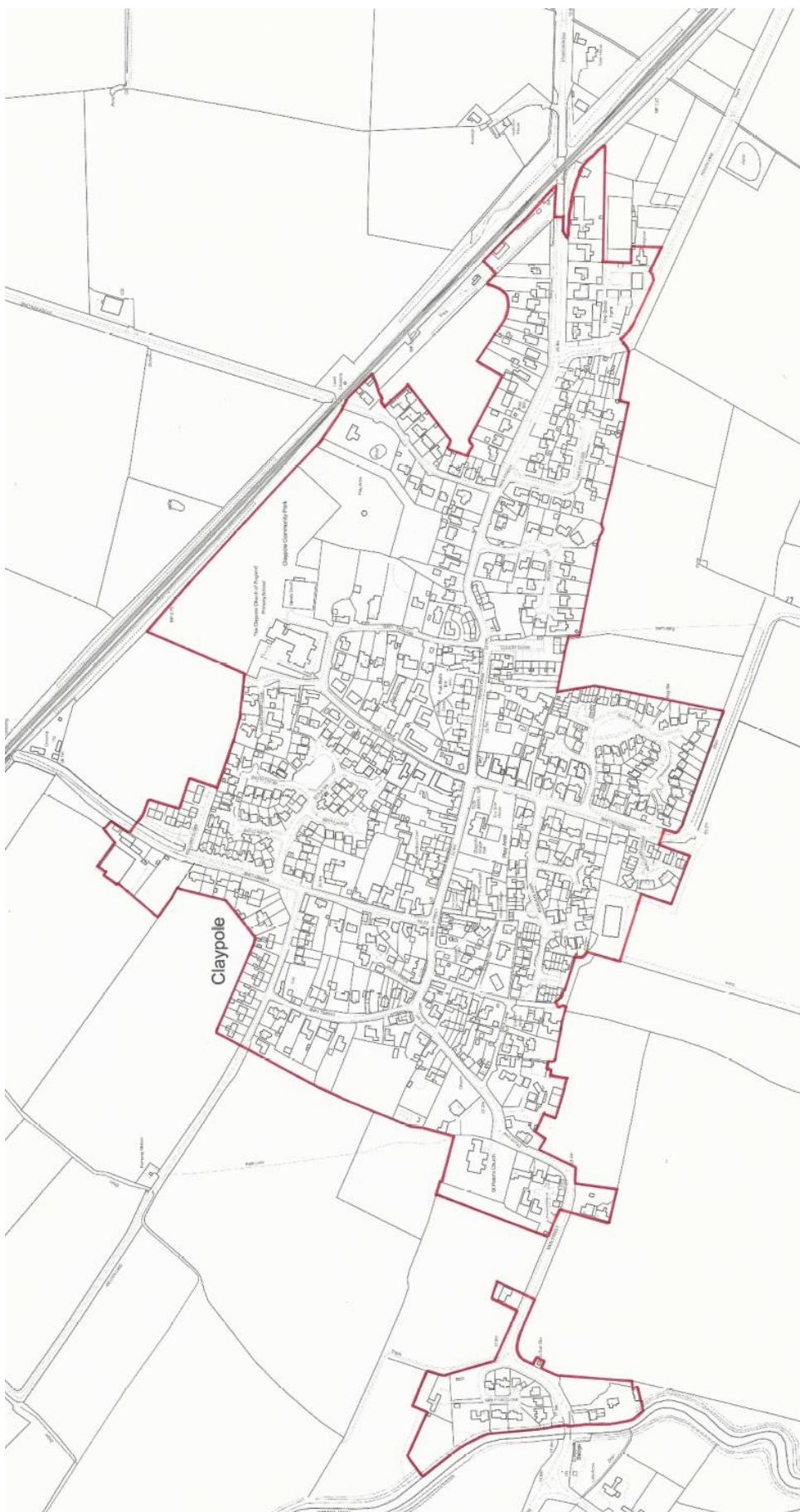
The settlement boundary of Claypole is defined on the Map 3. It serves the purpose of containing the growth of the settlement and protecting the countryside from encroachment.

Within the settlement boundary proposals for small-scale development will be supported which respond positively to the structure and form of the existing settlement, respect its landscape setting and the undeveloped nature of the surrounding rural areas and respect the amenities of residential properties in the immediate locality.

### Policy 2 - Development in the Open Countryside

Development proposals outside the settlement boundary will only be supported where they require a countryside location and/or would deliver appropriate community, leisure, or recreation use.

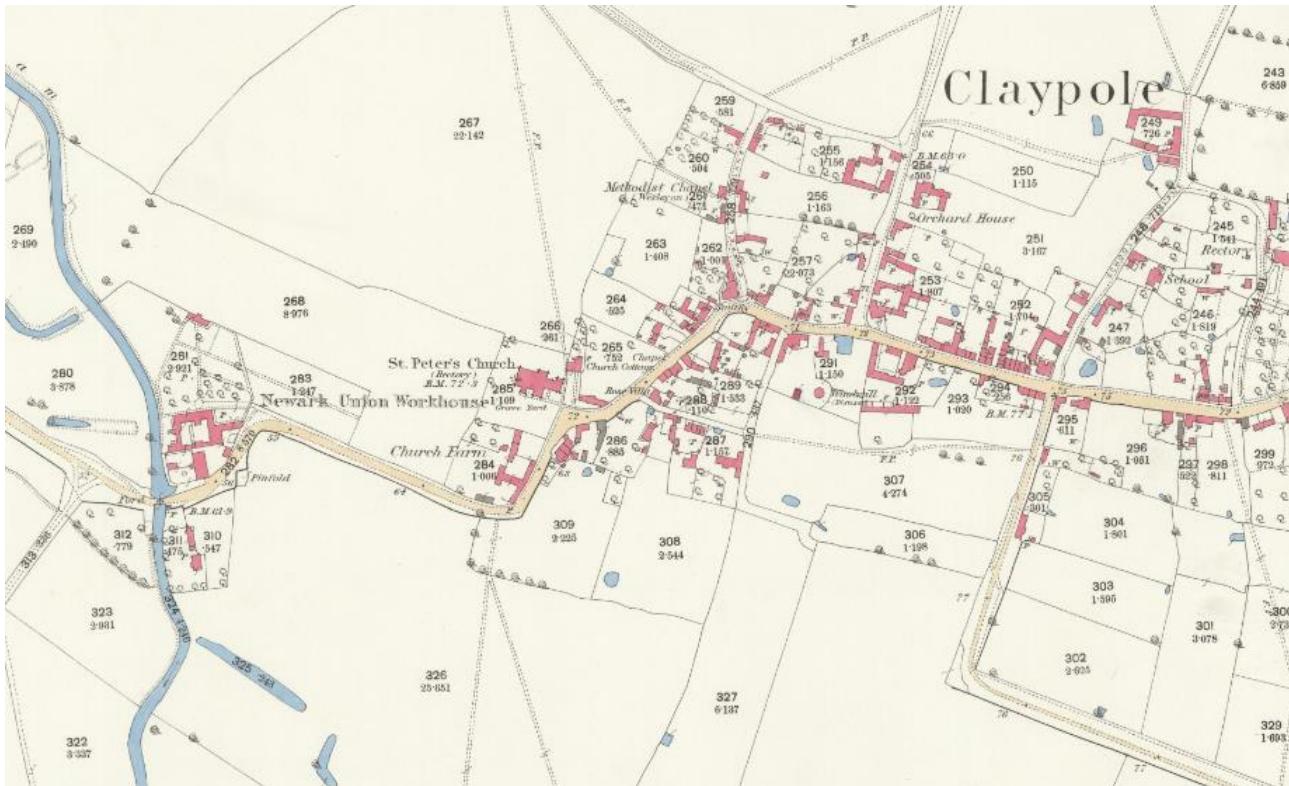
Proposals for residential development outside the settlement boundary will only be supported where they are consistent with either Policies SP4 and SP5 of the South Kesteven Local Plan or are the specific residential types identified in National Planning Policy.



Map 3 - Settlement Boundary © Crown Copyright

 Settlement Boundary

2.10 Claypole is a settlement in two parts: the main village; and the area adjacent to the River Witham that can be colloquially referred to as Claypole Bridge. The area of Claypole Bridge was historically the part of the village where the Newark Union Workhouse was located; this was redeveloped and is where Gretton Close now lies. The fact that the main village and Claypole Bridge have remained visually and spatially distinct from each other has allowed the historic settlement form to be retained with a gap between these two areas.



1887 OS Map © Crown Copyright

2.11 Some limited development Nos.7, 18 & 20 Main Street has taken place within the historic gap between the main village and Claypole Bridge. This has not yet led to coalescence between the two parts of the settlement; but additional development such as agricultural built development could threaten the historic settlement form and lead to coalescence between the main village and Claypole Bridge. This would harm the important character of Claypole.



2.12 The Settlement Built Form Methodology document explains the rationale behind the concept of a protected settlement break between the two parts of the village. The extent of the Settlement Break was modified as an outcome of the examination of the Plan.

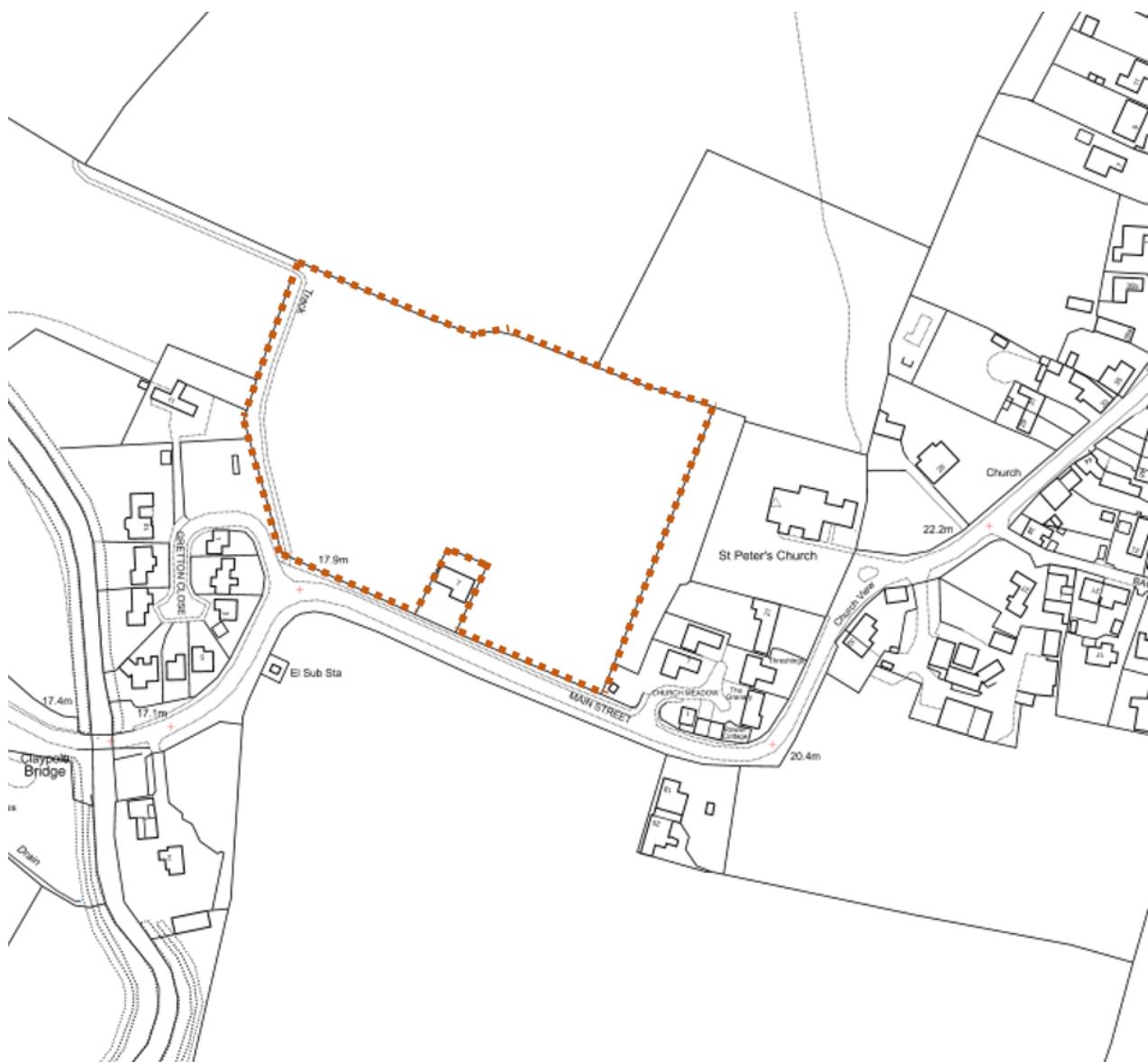
2.13 Despite being in the countryside, there is a real threat that unchecked growth could lead to further coalescence between the main village and Claypole Bridge. The South Kesteven Local Plan does not include any policy to prevent the coalescence of the two areas of the settlement; as such the Neighbourhood Plan needs to secure this important community objective. It is proposed that no built development would be acceptable within the protected settlement break.

### Policy 3 - Protected Settlement Break

The area of land shown on Map 4 is identified as a protected settlement break to prevent the coalescence of the main village of Claypole with Claypole Bridge.

Proposals for built development within the protected settlement break should retain the spatial, physical, and visual separation and openness between the main village of Claypole and Claypole Bridge.

Proposals for built development within the protected settlement break which would unacceptably reduce the separation and openness between Claypole and Claypole Bridge, and/or result in their coalescence, will not be supported.



Map 4 - Protected Settlement Break © Crown Copyright

 Protected Settlement Break Between Claypole and Claypole Bridge

2.14 To the west of Claypole, located some 5 miles away, is the town of Newark on Trent, the main employment and commercial centre, and transport hub for Claypole residents. Newark

is located within the adjacent district of Newark and Sherwood and it is an identified ‘Sub-Regional Centre’. It is identified for strategic growth which includes three strategic urban extensions all on the Claypole side of Newark which have been identified in their 2019 Core Strategy as being phased to cater for housing need up to 2033 and indeed beyond.

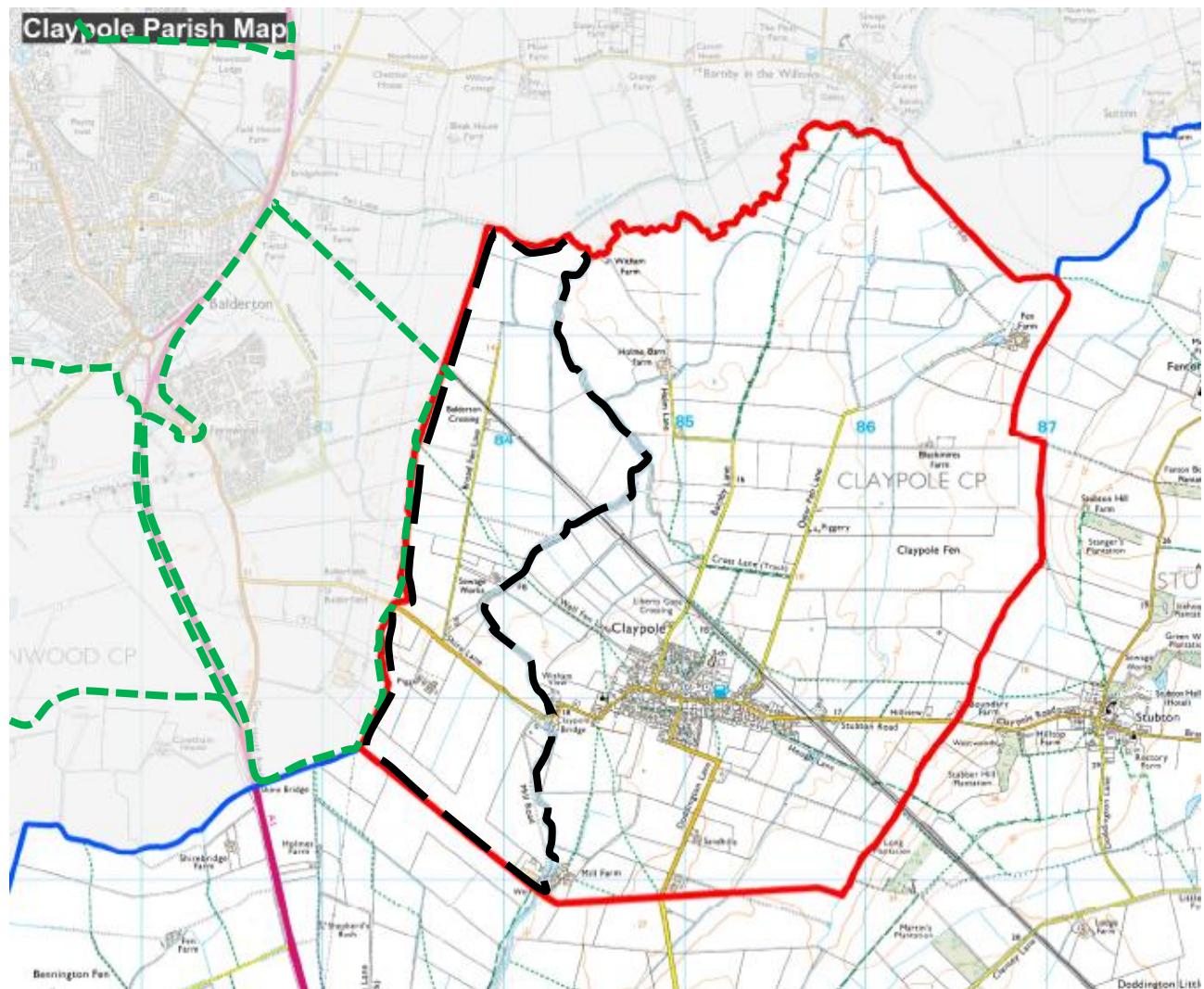
- 2.15 During the plan period the three strategic urban extensions will deliver 4,885 dwellings, with a further 2,465 dwellings phased for post 2033. In strategic terms therefore the Newark area has an oversupply of allocated housing for current requirements.
- 2.16 One of the three strategic urban extensions is ‘Land around Fernwood’ for some 3,200 dwellings (2,095 up to 2033 and 1,105 post 2033). This strategic allocation abuts the Claypole parish boundary as shown on the plan below. Of the 3,200 new homes allocated for Fernwood, around 2,150 of them will be either side of Claypole Lane (as referred to in the Newark & Sherwood Core Strategy but is actually called Shire Lane on OS maps). As such planning decisions in Claypole need to take into account the inter-relationship to Fernwood and Newark.
- 2.17 The expansion of Fernwood is central to Newark & Sherwood housing strategy and numerous planning permissions have been granted for the expansion. The development of ‘Land around Fernwood’ will impact on the rural and village nature of Claypole, bringing the village physically closer to the Newark conurbation with only 1km between the eastern edge of Fernwood and the western edge of Claypole.
- 2.18 Given this strategic development immediately adjacent to the parish boundary which is proposed to be developed in the Plan period, the Parish Council wishes to safeguard the village from any potential risk of coalescence with the Newark urban area and against unchecked growth between the western side of Claypole and the planned eastern edge of the Fernwood strategic housing allocation.
- 2.19 The South Kesteven Local Plan does not include any policy to prevent the coalescence of Claypole and the Newark Urban Area. In these circumstances the Parish Council has decided to include a specific policy in this Plan. It is proposed that development within a buffer zone to the west of the River Witham would only be permitted where it individually or cumulatively with existing or proposed development will not lead to a loss of the visual or spatial gap between Claypole and the Newark Urban Area.
- 2.20 There are some existing farm and other building complexes within this buffer; development of an appropriate scale within these existing built complexes is not intended to be prevented. However, this part of the landscape is considered to be highly sensitive to potential change and therefore inappropriate development has the potential to irrevocably harm the rural setting of Claypole. The Settlement Built Form Methodology document explains the rationale behind the concept of the Newark Urban Area Buffer.



### Policy 4 - Newark Urban Area Buffer

The area of land shown on Map 5 identified as the Newark Urban Area Buffer is to protect the spatial and visual separation of Claypole from the Newark Urban Area and to preserve the rural setting of Claypole.

Proposals for built development within the Newark Urban Area Buffer which would individually or cumulatively result in an unacceptable reduction of the visual or spatial gap between Claypole and the Newark Urban Area will not be supported.



Map 5 - Newark Urban Area Buffer © Crown Copyright



*Claypole Parish Boundary / Claypole Neighbourhood Area*



*South Kesteven District Border*



*Newark Strategic Housing Allocations*



*Newark Urban Area Buffer Zone*

### 3. Design of New Development and Local Distinctiveness

3.1 The Neighbourhood Plan aims to ensure that any new development or change to buildings should respond to local character and the history and identity of local surroundings. Maintaining local distinctiveness includes ensuring that the form of a vernacular building is respected. This includes architectural detailing and the nature of the locally available construction materials.



3.2 Claypole was historically a linear village, oriented east-west along its main street, with some lanes running north and south off the main street. Over time modern development has resulted in the built form of the village becoming nucleated. The style of housing varies widely both because the buildings range in age and because they reflect the changing style of architecture and building materials used over that period.

3.3 The older buildings, a small number of which are listed, are typical of the Lincolnshire red brick and pantile vernacular; although there is some use of white render. Individual buildings stand out because of construction in other materials such as Cromwell House (Blue Lias stone) and The Old Rectory (Buff brick and render). Unlike some nuclear village which appears to radiate outward from a centre, such as a village green, because it was historically a linear village there is no sense of a natural 'heart' to the village. The village hall and associated gardens do lie in the centre of the village, providing a green space and a centre to the village.

3.4 Traditionally buildings were two-storey with few buildings such as the Old Rectory having a garret space (rooms in the roofspace). There was only one building in Claypole visually taller than two storeys, St Peter's Church. Two storey cottages are the dominant building type. Bungalows are also a commonly found modern dwelling type in certain parts of the village.



3.5 Some modern properties, notably on Wickliffe Park and Peacocks Launde are more visually three-storey which doesn't reflect the traditional built form particularly well. Whilst many properties are detached, pairs of semi-detached houses are quite common. Groups of traditional buildings, converted former farms are also present.

3.6 The character of the older parts of Main Street through the village is generally of buildings facing the road from each side in a linear manner. Modern growth has taken place along various cul-de-sacs. Claypole has in recent decades more than doubled in size from around 250 dwellings in the early 1980s to around 570 dwellings at the present time. This has principally been through three large-scale housing developments Moore Close, Swallow Drive and Wickliffe Park.

3.7 The South Kesteven Landscape Character Assessment for the Trent and Belvoir Vale landscape character area suggests how development can reflect settlement form. It states: *"any new development in the villages should be consistent with established character. This*

*should be sympathetic to the generally low density of development, and provide a varied edge to the settlement, including some tree planting.”* It is important for the Neighbourhood Plan to protect the existing character of the built form of Claypole.

3.8 The village has parts which retain an informal character arising in part from narrow lanes without any footways. In many areas boundaries to properties in the village involve very strongly defined brick walls or hedges.



3.9 The Neighbourhood Plan embraces the expressed need to maintain and enhance the traditional character of the village and its environs. All new development should therefore respect the local character of the area, ensuring that the building height, size, layout, siting, orientation and choice of external materials complement the existing fabric and do not obscure important views into and out of the village. The Character Appraisal in Annex 1 describes what makes up the character of Claypole. It also identifies areas for enhancement which are also listed in the policy itself.

3.10 A high quality public realm made up of well-designed streets, pavements and other publicly accessible areas, together with the boundary treatments to local properties and front gardens, make a positive contribution to how Claypole looks. Within the village the public realm is seen by local people as being an important element of the overall urban design of the settlement. A high-quality public realm contributes to a high quality of life which can help to maintain healthy living, prevent anti-social behaviour and encourage high standards of property maintenance. Policy 7 addresses this important issue. Important boundaries in the form of walls and hedges are illustrated on the character profile Maps 16(a) to 16 (j) in the Character Appraisal in Annex 1.

3.11 The potential for extensions to dwellings and other buildings could erode the quality of the built environment where they are not well-designed. The inter-relationship between the public realm and the traditional built form of the village has the potential to be eroded through inappropriate siting of extensions and outbuildings. In most cases it is unlikely that extensions to front elevations or outbuildings set forward of the host property will be acceptable.



3.12 Additional design guidance and details of the character of Claypole is set out in the Character Appraisal included in Annex 1 which forms part of the suite of Policies on Design and Local Distinctiveness. The village has been divided into broad character areas in the Character Appraisal as follows:

## Claypole Neighbourhood Plan



Map 6(a) - Broad character areas in the Character Appraisal © Crown Copyright

## Policy 5 - Design of New Development and Local Distinctiveness

Development proposals should demonstrate good quality design that reinforces local distinctiveness, complements the fabric of the existing built-up area, uses good quality harmonious materials, and ensures that the height, scale, density, layout, siting, and orientation of new buildings respect views around the village.

Development proposals should respond positively to the relevant design guidelines in the Character Appraisal (Annexe 1 of the Plan).

New development should be integrated into the street scene and include appropriate landscape design and suitable green buffers and planting (including trees).

As appropriate to their scale, nature and location, development proposals on the edge of the settlement boundary should incorporate a transition from the countryside to the village through use of landscaping, layout, and design features such as varied building heights.

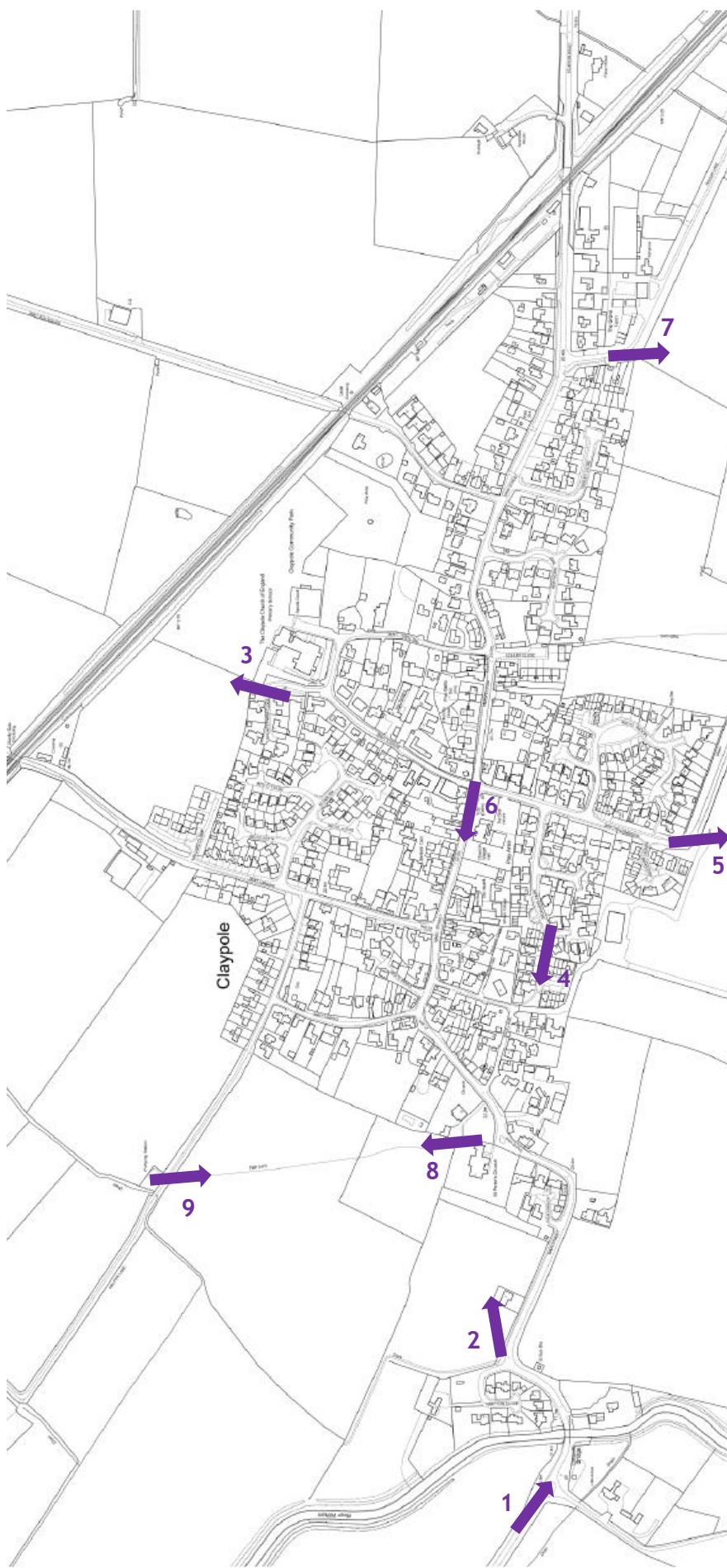
Development proposals which would introduce an abrupt or harsh urban edge on the important road gateways into the village identified in the Character Appraisal in Annexe 1 will not be supported.

Proposals should not result in the loss of gaps and spaces between buildings which make a positive contribution to the character and appearance of the streetscene.

As appropriate to their scale, nature and location proposals for residential extensions, extensions to other buildings, and outbuildings should:

- respond positively to the original building in terms of scale/size and positioning/design;
- be constructed of materials which reflect the materials of the original building or those found in the surrounding area;
- not result in the loss of existing boundary features;
- make a positive contribution to the streetscene; and
- not adversely affect the inter-relationship between the front of the original building and the public realm.





Map 6(b) - Important Public Views and Vistas © Crown Copyright

### Policy 6 - Views and Vistas

The Plan identifies the following important public views and vistas (as shown on Map 6b):

- Shire Lane - Looking East to Claypole Bridge 'Village Gateway' (1)
- Main Street/Gretton Close Junction - Looking North-east to Church (2)
- School Lane/Brunts Farm Close - Looking North (3)
- Wickliffe Park - Looking West towards Church (4)
- Doddington Lane - Looking South (5)
- Main Street (by Village Hall) - Looking West (6)
- Hough Lane - Looking South (7)
- Church Footpath - Looking North (8)
- Welfen Lane - Looking South towards Church (9)

The design, layout, scale, and massing of development proposals should respond positively to the significance of the identified views and vistas.

Development proposals which would enhance or promote the important views and vistas will be supported.

Development proposals which would result in the loss of or unacceptable harm to an important public view and vista will not be supported.

### Policy 7 - Boundary Treatment, Trees and Public Realm

As appropriate to their scale, nature and location, development proposals should demonstrate the way in which they will contribute to the delivery of high-quality streets, pavements, and other publicly accessible areas within Claypole.

Development proposals which would have an unacceptable impact on boundary treatments, landscaping or trees which make a positive contribution to the public realm will not be supported.

3.13 In 2012, the Government introduced a new designation of Local Green Space through the NPPF allowing local communities to put forward green areas of particular importance to them for protection. Once designated, planning permission will only be granted for the development of the sites in very special circumstances or if the development clearly enhances the Local Green Space for the purposes it was designated.

3.14 Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:

- where the green space is in reasonably close proximity to the community it serves;
- where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- where the green area concerned is local in character and is not an extensive tract of land.



3.15 A total of 18 potential sites were identified by the Steering Group for possible designation as Local Green Space. The assessment process is explained in the Local Green Spaces Evidence document. That assessment led to a total of 6 proposed Local Green Spaces for designation in the Neighbourhood Plan. Policy 8 designates a series of local green spaces. The District Council will be able to assess any development proposals based on the contents of paragraph 103 of the NPPF.

3.16 As part of the Character Appraisal consideration was given to areas of the village where there is opportunity for enhancement to improve the existing character and appearance of the village.

### Policy 8 - Local Green Spaces

The following sites are designated as Local Green Spaces and are identified on Maps 7(a) to 7(f):

- Wickliffe Park (West/Central/East)
- Moore Close
- Swallow Drive
- Western Gateway on Main Street
- Claypole Bridge Common Area & Sheepwash
- Hough Lane

The sites listed above and shown on the plans below are designated as areas of Local Green Space, which will be protected in a manner consistent with the protection of land within Green Belts. Proposals which actively enhances or promotes the Local Green Space consistent with the designation will be supported.

**Local Green Space Name:** Wickliffe Park (West/Central/East)



Map 7(a) - Local Green Space © Crown Copyright

**Owner:** Original Developer (understood not taken over by council due to dispute)

Close Proximity	Demonstrably Special Significance					Local in Character
	Beauty	Historic Significance	Recreational Value	Tranquillity	Wildlife Richness	
✓			✓	✓		✓

There are three green spaces within the Wickliffe Park development. Although understood to be owned by the original developer, these are maintained by residents.

The eastern area is a small corner plot, grassed and with hedges forming the boundary to the adjoining properties then wrought iron rails to roads, with a path and bench. This is towards the entry into Wickliffe Park. It is used to meet neighbours / dog walkers and chat.

The central area is a formally laid out area of grass designed as a focal point along the streetscene. The western area is at the further point from the entry road and has a path which gives access to back lane, this path is the only other way into Wickliffe Park than the road. It is a smaller grassed area with a footpath leading from Wickliffe Park to Back Lane. It has a bench and is used by those on foot to pass the time of day.



**Local Green Space Name:** Moore Close



Map 7(b) - Local Green Space © Crown Copyright

**Owner:** Lincolnshire County Council

Close Proximity	Demonstrably Special Significance					Local in Character
	Beauty	Historic Significance	Recreational Value	Tranquillity	Wildlife Richness	
✓			✓			✓

## Claypole Neighbourhood Plan

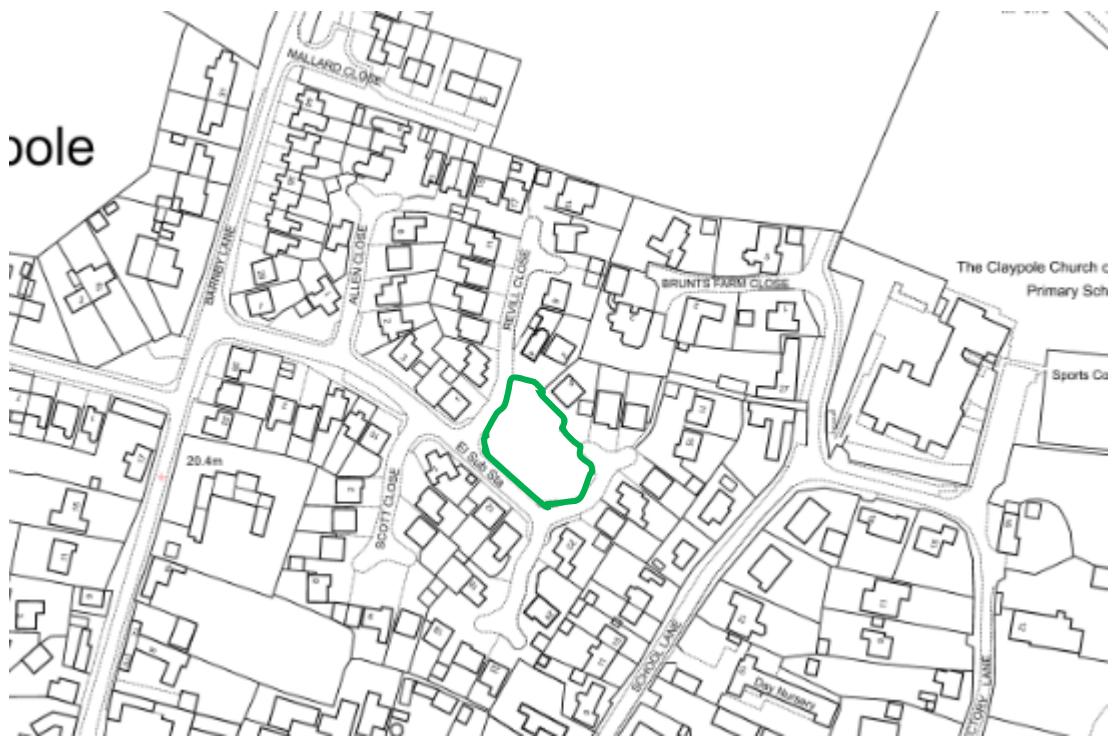
Historically the green has always been mown and kept by Moore Close residents as a space for smaller children to play and socialise, whilst being within sight of the neighbours. In 2012 the residents erected a marquee and held a Queen's 60<sup>th</sup> Jubilee party. The green was within the initial phase of Moore Close so has been played on for approximately 28 years.



Residents believed the green belonged to the parish council until January 2020, when Lincolnshire County Council planted 5 saplings in it and the community was informed it was classified as highway verge and owned by LCC. Objection was raised as the play area would be lost and the Parish Council decided with LCC that the saplings will be moved towards outer edge to allow for the playing (football etc).

Since the Covid pandemic the green has not been played on and the grass has not been cut by LCC it is slowly becoming overgrown. A survey of 6 households who overlook it found that 5 households wanted it to be a recreational area again and 1 household preferred its current more natural disposition. One elder resident (of 23 years) explained how the green has allowed her to get to know the children and now older those same children offered to run errands for her during the pandemic.

### *Local Green Space Name: Swallow Drive*



Map 7(c) - Local Green Space © Crown Copyright

**Owner:** South Kesteven District Council

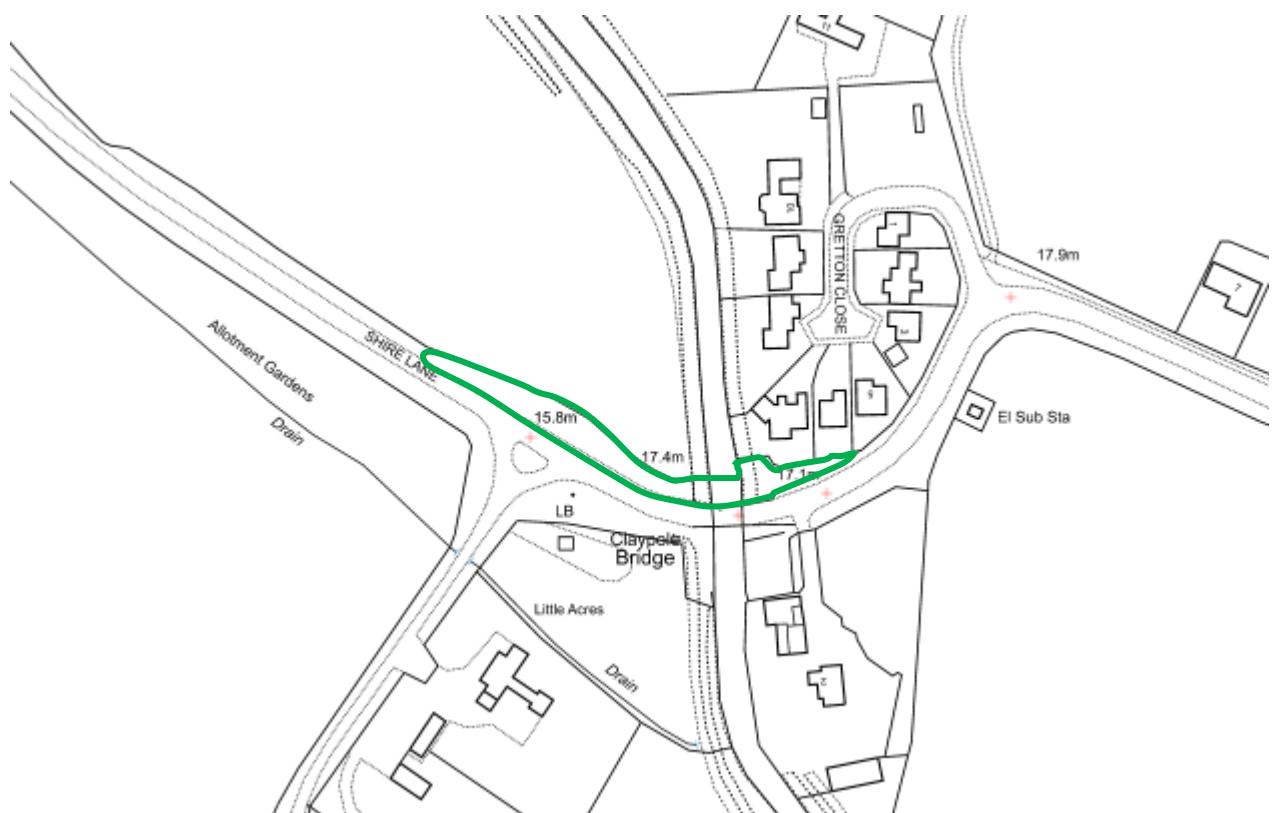
Close Proximity	Demonstrably Special Significance					Local in Character
	Beauty	Historic Significance	Recreational Value	Tranquillity	Wildlife Richness	
✓			✓	✓		✓

This is an expansive grassed space which forms a central village green style area for Swallow Drive and the surrounding streets. It is a sizeable area that provides an opportunity for quiet reflection or an informal area for children to play. The topography is not flat; however, this adds to the prominence of the area.

The green provides an open aspect for surrounding households to look out on and it provides a green core to this modern housing area. It is maintained by South Kesteven District Council.



**Local Green Space Name:** Western Gateway on Main Street



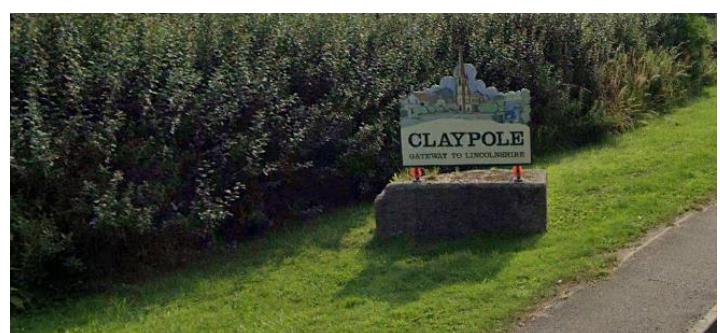
Map 7(d) - Local Green Space © Crown Copyright

**Owner:** Lincolnshire County Council

Close Proximity	Demonstrably Special Significance					Local in Character
	Beauty	Historic Significance	Recreational Value	Tranquillity	Wildlife Richness	
✓	✓	✓	✓	✓	✓	✓

The western gateway into the village is the Claypole Bridge across the River Witham. The combination here of the open verges, the river bridge, former sheepwash and small common area form an important gateway into the village and the County of Lincolnshire.

On approaching Claypole from the Great North Road and Newark the grassed area



## Claypole Neighbourhood Plan

to the north of the road proclaims Claypole 'The Gateway to Lincolnshire' with an artisan sign showing some of the significant village buildings, the sign is set on a stone dais. This green area forms a distinctive gateway into Claypole from the west.

The banks of the River Witham and with the Bridge defines the village curtilage. The brick bridge stoically defines the entrance to the village and is of note in itself for its traditional construction, a bridge has crossed the river here for many centuries.

The Witham at this point has always been a draw for children to wade in during the summer months. This gateway is maintained by the Parish Council. The open spaces to the east and west of the bridge are important for the safety of the children playing, space for bicycles to be put down and visibility of the safe swimming place to the north of the bridge.

**Local Green Space Name:** Claypole Bridge Common Area & Sheepwash



Map 7(e) - Local Green Space © Crown Copyright

**Owner:** Lincolnshire County Council, Claypole Parish Council and Private Owner

Close Proximity	Demonstrably Special Significance					Local in Character
	Beauty	Historic Significance	Recreational Value	Tranquillity	Wildlife Richness	
✓	✓	✓	✓	✓	✓	✓

The western gateway into the village is the Claypole Bridge across the River Witham. The combination here of the open verges, trees, the river bridge, former sheepwash and small common area form an important verdant gateway into the village and the County of Lincolnshire.

A smaller grassed area just over the bridge on the village side is a common area cared for by the parish council. This together with land on the opposite bank of the river was traditionally known as the sheepwash or sheep dip. This grassed area has picnic tables and is a natural habitat. It forms the bank of the Witham and will flood in high water, it is a place to watch wildlife and feed

the ducks although it can be used as a picnic area and has steps into the river, it is gradually being allowed to be taken back into the natural environment also providing an opportunity for tranquillity and wildlife richness.

On the eastern and southern bank is an area also prone to flooding and the other side of the sheep dip drive. This land was possible once part of the Union workhouse site. A map showing the workhouse and the ford is set out below, as is an undated photograph of the original bridge and the workhouses.

All of the land around the bridge has therefore historical interest as well as currently wildlife and local interest. Otters have been seen near the bridge on the south-eastern side for example.

**Local Green Space Name:** Hough Lane



Map 7(f) - Local Green Space © Crown Copyright

**Owner:** Lincolnshire County Council

Close Proximity	Demonstrably Special Significance					Local in Character
	Beauty	Historic Significance	Recreational Value	Tranquillity	Wildlife Richness	
✓	✓	✓	✓	✓	✓	✓

Hough Lane is a bridleway and is a highway route which appears to have mixed responsibility for maintenance between LCC and others. It is a well-kept route which has recreational value and offers natural beauty as a quiet road.

As the Lane turns a corner around the farm it has a wide grassed verge to the right that gives this quiet agricultural lane an open feel. The Lane is known for being mown by the Lane residents. Beyond the last house the Lane maintains its width but runs into a footpath that winds through a

dense woodland of deciduous trees and bushes on either side with an abundance of flora and fauna.

The LGS is identified as ending where the Lane crosses past the adjacent field boundaries where it is considered that the Lane starts to relate to the countryside rather than the settlement edge.

Hough Lane is a well-kept route which has recreational value and offers natural beauty as a quiet road. It has followed the same alignment since before the 1880s OS Maps and has a traditional alignment, form and width that suggests that it may have been a Drovers Road or Enclosure Road that were typically between 40 feet and 90 feet in width. It has kept this form since at least the 1880s and does therefore also have historic significance.



### Policy 9 - Opportunities for Enhancement

Development proposals which would enhance the built and historic environment in the following areas will be supported subject to compliance with other development plan policies:

- Common Land South-east of Claypole Bridge (including safer access improvements)
- Land adjacent to Railway Line and signal Box, north of Main Street
- Northern end of Hough Lane
- Car Park at Village Hall

These areas for enhancement are illustrated on Map 8 below and in more detail on the character profile Maps 16(a) to 16 (j) in the Character Appraisal in Annex 1.





Map 8 - Opportunities for Enhancement © Crown Copyright

#### 4. Highway Impact

- 4.1 Traffic has been identified as a major issue of concern to the parish residents in consultation that has been undertaken. It is the volume and nature of inappropriate through traffic that are the primary concerns. The character of Claypole comes from its narrow informal lanes which either have a single narrow footway or have no footway, as such the safety of pedestrians and cyclists is a key consideration. Main Street has changed little over decades and due to the nature of the cottages along it, the road requires substantial on-street car parking. The Parish is reasonably well served with footpaths and bridleways, which mostly perform a recreational role.
- 4.2 Due to the perfectly reasonable desire of existing residents of terraced properties along Main Street to park their cars outside their homes, a significant stretch of Main Street on a daily

basis effectively becomes the equivalent of a single-track road. This is particularly the case from Bes Cottage, 59 Main Street to Birchtree Cottage, 83 Main Street. This problem is exacerbated by parking changing to the opposite side of the road at numbers 70 to 76 Main Street at the junction with Barnby Lane, and again changing sides as cars park for the village shop.

- 4.3 Main Street is therefore a pinchpoint for traffic movements, as the majority of households in Claypole are located to the eastern and southern part of the village - specifically the Wickliffe Park and Moore Close developments, dwellings on Doddington Lane, dwellings on School Lane and Rectory Lane, the continuation of Main Street, and the further roads branching off (Coulby Close, Redthorn Way, Tinsley Close, Osterfen Lane and Hough Lane). The pinchpoint part of Main Street is therefore routinely used by the vast majority of Claypole residents.
- 4.4 The on-street parking restricts visibility for pedestrians crossing Main Street and for vehicles emerging from side roads. For example, vehicles emerging from Barnby Lane, whether to turn left or right, have their vision obstructed and have to negotiate their turn to move across queuing traffic with obvious risk.
- 4.5 At the Doddington Lane crossroads, there is particular concern at appropriate times of day for the safety of young school children walking from Wickliffe Park and from Moore Close to the primary school on School Lane. Parents have made repeated representations to the Parish Council for safety measures that are beyond our capacity to provide. There are additional safety concerns at Doddington Lane in the early morning and late afternoon when the school buses taking children to secondary schools stop to pick up or drop off children. At these times, especially during dark winter months, and with generally dark-coloured school uniforms, there are very real concerns for the safety of children as they negotiate cars and other vehicles using Doddington Lane and as they cross Main Street.
- 4.6 Developments west of the village at the Land Around Fernwood strategic urban extension will create a major source of traffic movements which has the potential to have a detrimental effect on life in the village. Unfortunately, traffic management is not an issue over which the Parish Council has direct control; particularly where the traffic originates outside the parish. As a consequence, traffic management cannot be addressed by this Neighbourhood Plan.
- 4.7 Local residents are concerned about the scale of the traffic in Claypole, this is best understood by examining traffic volumes. The Parish Council had previously installed a speed monitor which provides a count of vehicles that pass by.
- 4.8 Charts 1 and 2 record vehicle movements into Claypole from the direction of Stubton. From that direction almost all vehicles can be assumed to be through traffic for Claypole, heading to the A1 or Newark. The weekly average of through traffic from this direction can be seen to be 4,295 vehicles.



## Stubton Road - Weekly data - Number of vehicles compared to the average

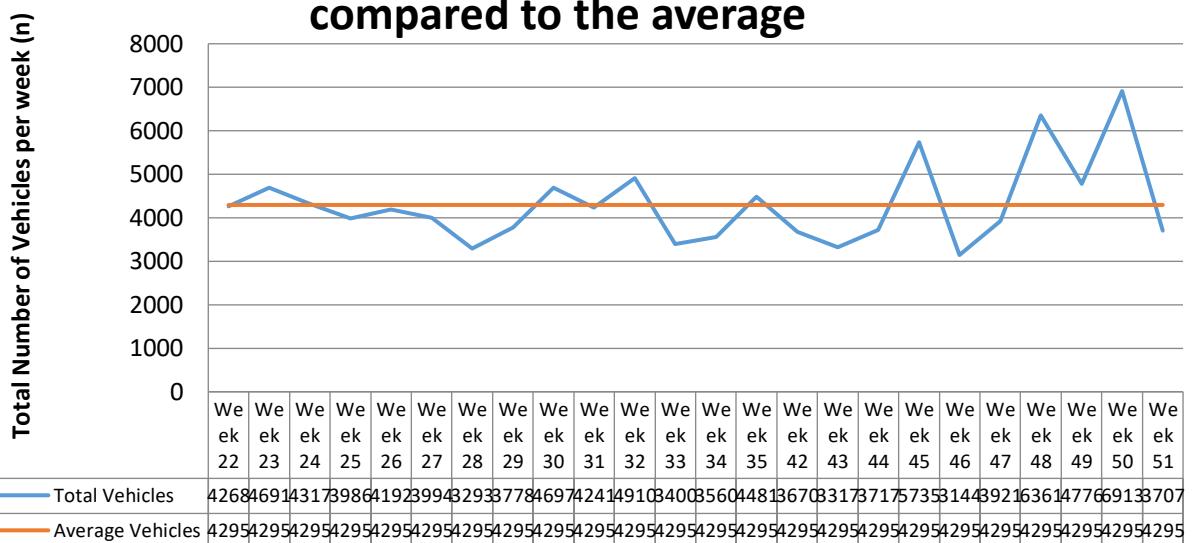


Chart 1 shows an average of approximately 4,200 per week vehicle movements into Claypole from Stubton, with a highest recorded 7,000 vehicles entering Claypole in a week

## Stubton Road - Minimum, Maximum & average number of vehicles per hour

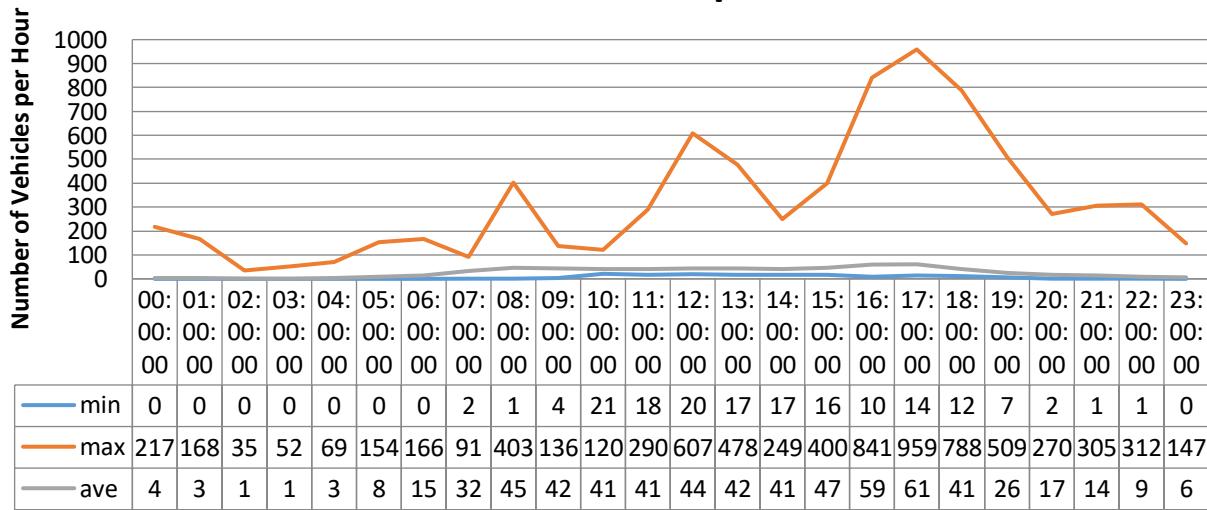


Chart 2 shows average daily traffic numbers entering Claypole from Stubton, peaks times and impact of diversions through the village

4.9 However, it will be noted from these charts that vehicle numbers in this one direction has been as high as 6,913 vehicles, including 2,958 vehicles in a single day. During the normal peak hours of 7-10am, on average, approximately 113 cars each day arrive into the village from Stubton and supplement peak hour 'travel to work' traffic from Claypole towards Newark, although this has been as high as 502 vehicles. In the normal peak hours of 3-7pm the number of vehicles increases to 195 (but has been as high as 2,567 vehicles) arriving into Claypole from the east, travelling in the opposite direction to 'return from work' Claypole traffic and thereby adding to the vehicular conflict through the pinchpoint on Main Street.

4.10 Charts 3 and 4 show vehicle movements into Claypole from the Newark end of the village (Shire Lane), and a much larger volume of traffic travelling into Claypole from Newark and the A1. In this direction, the average number of vehicles entering during the morning peak

hours 7-10am is 212, although this has risen to 551; and during 3-7pm there is an average of 638 vehicles in the 4-hour period, although that has risen to 1,065 vehicles.

### Shire Lane - Total number of vehicles by full weeks data

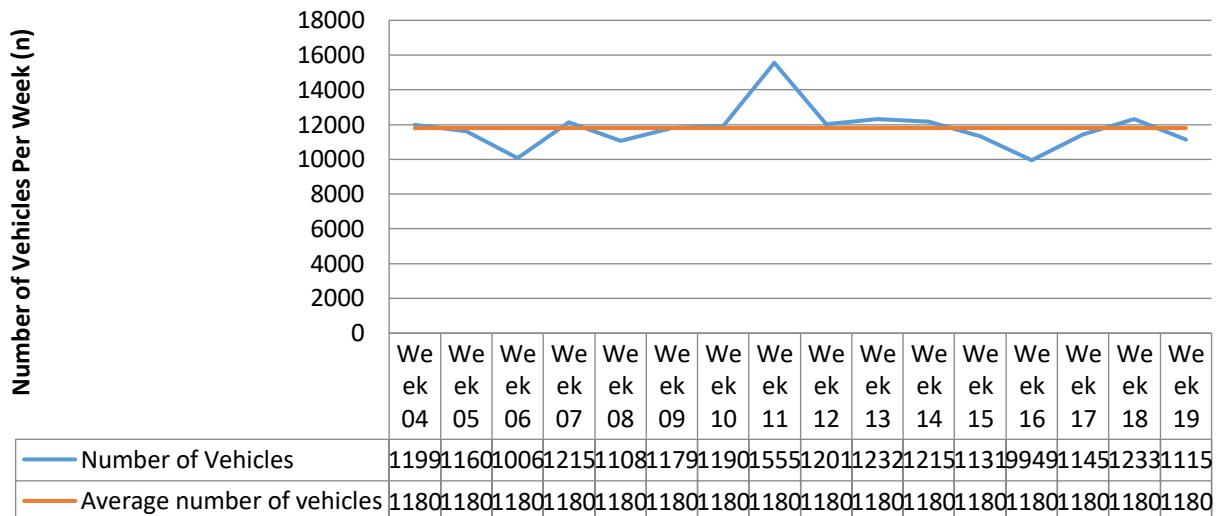


Chart 3 shows an average of approximately 12,000 per week vehicle movements into Claypole from Newark with a high of almost 16,000 vehicles entering Claypole in a week

### Shire Lane - Average, minimum & maximum number of vehicles per hour

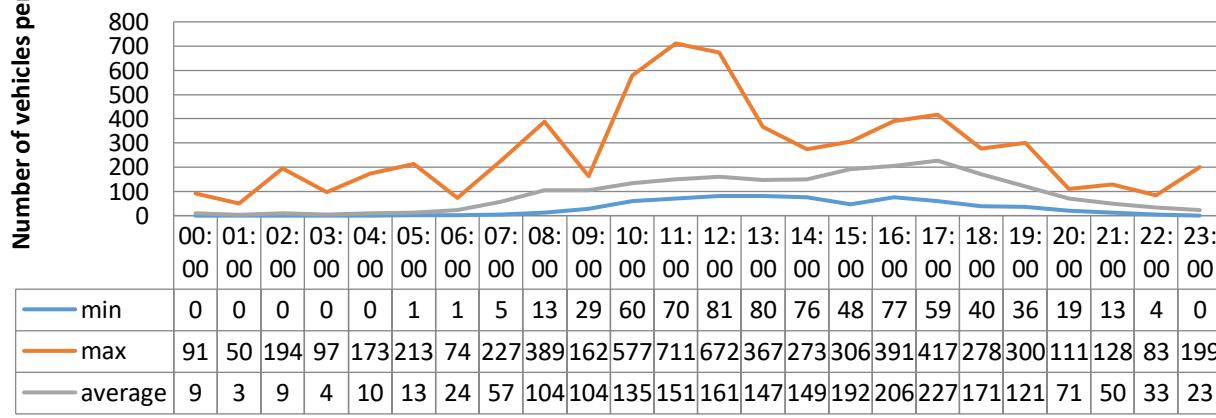


Chart 4 shows average daily traffic numbers entering Claypole from the Newark direction, peaks times and impact of diversions through the village.

- 4.11 The combined effect of these two sets of figures show that, routinely, between the hours of 3-7pm, along the pinchpoint stretch of Main Street, and at peak times for children leaving primary school or arriving into Claypole from secondary school, more than 600 vehicles travelling eastwards, meet almost 200 vehicles travelling in a westward direction, causing conflict and presenting significant road safety concerns for local residents.
- 4.12 The Parish Council has liaised with Lincolnshire County Council Highways with a view to identifying measures that might in any way ameliorate this issue, although it is accepted that the issue cannot be fully resolved.

4.13 Access to and from any development would be governed by the design standards set out by Lincolnshire County Council as the Highway Authority. These standards set out the requirements for highway infrastructure for new development in terms of access and internal layout. Policy 10 of the Plan addresses the wider impact of new developments on the overall capacity of the highways network. Proposals for major development which impacts on traffic volume or safety must be supported by a transport assessment which considers the impact of traffic movements on the highway network across the Parish of Claypole.



4.14 Where development proposals would have a significant impact on the highway network, developers will be required to mitigate those impacts in an appropriate way by highway improvements or contributions towards their mitigation. Any such contributions will be used to mitigate the impacts associated with the development to ensure there is no unacceptable detriment in terms of congestion or highway safety. Proposals for commercial, industrial or other forms of HGV generating development which will otherwise result in additional HGV movements through the centre of Claypole village should be accompanied by routing agreements in order to avoid the social and environmental impacts of HGV movements through the centre of Claypole village.

4.15 It is common for families to now have a requirement for several cars for parents and older children. Similarly, refuse and recycling bins now occupy a significant amount of space and need to be both accessible but screened. Some developments have provided inadequate space for parking and refuse bins which has resulted in a clutter of cars and bins that spoil the character of the area and can be unsafe for pedestrians. The purpose of this Policy is to improve safety and maintain the character of the area.

4.16 Policy ID2 of the South Kesteven Local Plan seeks to minimise the use of travel by car and maximise sustainable transport modes. The policy also requires development proposals not to result in any unacceptable highway safety impacts or result in severe cumulative traffic impacts. The NPPF states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.



4.17 In setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

4.18 The South Kesteven Local Plan contains no actual car parking standards and relies upon informal parking advice produced by the Highway Authority, although these cannot actually be found on the South Kesteven website. A cross reference is indicated in the South Kesteven

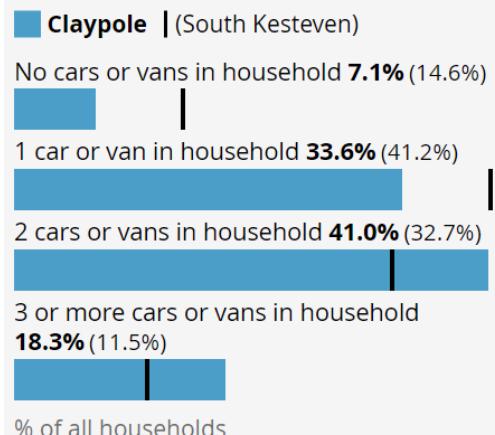
and Rutland [Design Guide](#)<sup>15</sup>, somewhat confusingly the Highway Authority advice on car parking is contained in a [document](#)<sup>16</sup> called ‘Lincolnshire Development Roads and Sustainable Drainage Design Approach’ which is buried on the Lincolnshire County websites with no reference to parking.

4.19 The Highway Authority standards have not undergone public consultation and are not in the development plan or SPD. As such they have no formal planning status; they suggest parking provision as: 2 spaces for a dwelling with 3 or less bedrooms and 3 spaces for dwellings with 4 or more bedrooms. The difference between this advice and the Neighbourhood Plan standards relates to dwellings with 3 bedrooms where the Neighbourhood Plan requires 3 car parking spaces.

4.20 The information in the 2021 Census area profiles identifies that the largest proportion of households (41.0%) in Claypole own 2 vehicles, followed by 1 vehicle (33.6%). Overall, a total of 92.9% of households own a vehicle. Vehicle ownership at 92.9% is considerably higher than the South Kesteven average at only 85.4%. This recognises the rural nature of Claypole and the lack of sustainable alternative transport that results in an over-reliance on the use of the private car in Claypole.

4.21 Full data from the 2021 Census is not yet available. In the 2011 Census Claypole car ownership is 1.72 vehicles per household compared with 1.37 vehicles per household on average in South Kesteven. These higher vehicle rates in Claypole also equate to greater numbers of households in the 2021 Census with 3 or more vehicles at 18.3%; compared to 11.5% for South Kesteven. Parking demand in Claypole is therefore greater than for South Kesteven. This can be seen through the levels of on-street car parking that exist in the village. The provision of adequate parking in line with expected future car ownership levels is a priority of the Neighbourhood Plan. If adequate parking provision is not delivered in new developments, then inappropriate parking will occur causing inconvenience, road safety issues and unattractive street scenes.

### Number of cars or vans



4.22 Claypole is a rural village with poor levels of public transport. The 2011 Census identifies that the largest proportion of trips are made by private vehicles (71.5% driver and 4.7% passenger) which reflects the rural character of the local area. A significant proportion of those that travel (80.9% driver and 5.9% passenger) travel by private car. There is a reliance on use of the private car in Claypole. The 2021 Census has shown a shift to 36.8% home working in Claypole but of those that travel to work the private car still dominates at 53.8% driver and 2.4% as passenger. Only 0.1% of journeys to work are done in Claypole by bus.

4.23 Claypole sits adjacent to Newark and shares characteristics with the other villages around Newark in relation to commuting and travel to work patterns. Newark and Sherwood has recently adopted up-to-date car parking [standards](#)<sup>17</sup>. Although these do not strictly apply in Claypole, they do provide a useful context for the standards applied to the similar villages around Newark. In particular these apply different standards in the urban and rural areas. These identify for rural areas that 1-bedroom = 1-car parking space; 2-bedroom = 2-car parking spaces; and 3-bedroom or above = 3-car parking spaces.

<sup>15</sup> <http://www.southkesteven.gov.uk/CHttpHandler.ashx?id=27135&p=0>

<sup>16</sup> <https://www.lincolnshire.gov.uk/downloads/download/62/development-road-and-sustainable-drainage>

<sup>17</sup> <https://www.newark-sherwooddc.gov.uk/media/newark-and-sherwood/images-and-files/planning-policy/pdfs/supplementary-planning-documents/Parking-Standards-Final.pdf>

4.24 These Newark & Sherwood standards take into account higher levels of car ownership in the rural villages, including higher levels of 3 and 4 car households and the lack of public transport alternative in rural areas. For example, the wards around Newark in Newark and Sherwood range from 1.55 to 1.81 vehicles per household; giving an average of 1.68 vehicles per household, slightly below that of Claypole at 1.72 vehicles per household. Given the commonality of context between Claypole and the rural area around Newark the Neighbourhood Plan considers that these standards are more appropriate to Claypole than the one-size-fits-all approach of the Lincolnshire advice that applies generally across South Kesteven.

4.25 It is important to note that in rural areas where car ownership per household is significantly higher, there is also generally a greater percentage of households with a 2 or more cars and vans under their ownership. Therefore, it would be inappropriate to apply prescribed parking standards to a whole district and a more targeted approach as proposed in the Neighbourhood Plan is appropriate. The move towards electric vehicles over the plan period will also increase the need for off-street car parking to facilitate the availability of garage/driveway electric vehicle charging points that will be necessary to support the transition to low carbon vehicles.

4.26 Evidence suggests that average car or van ownership increases alongside an increase in the number of bedrooms a dwelling has. Therefore, it would be appropriate for future parking standards to differentiate by number of bedrooms. This should apply for new residential developments but also proposals which increase the number of bedrooms a dwelling has to ensure street parking is not impacted upon as a result.

4.27 The Neighbourhood Plan uses the parking standards in the policy as the basis against which to judge whether 'adequate' on-site parking provision has been provided for new dwellings and other forms of development as appropriate. Given the narrowness of much of the road network within Claypole and the lack of suitable on-street parking opportunities, proposals which rely upon on-street parking or result in the displacement of off-street parking to on-street will be resisted.

4.28 Parking provision should be well-designed to reflect the local distinctive characteristics of Claypole as identified in Policy 5. The South Kesteven and Rutland [Design Guide](#)<sup>18</sup>, provides advice in section 5Q on how car parking can be successfully integrated into a development layout.



### Policy 10 - Highway Impact

#### Highways Capacity

Development proposals should be designed to ensure that they are capable of being incorporated into the local highways network. Where development proposals would have a significant impact on the highway network, developers will be required to mitigate those impacts in an appropriate way by highway improvements or contributions towards their mitigation.

#### Vehicle Parking and EV Charging

Development proposals should incorporate adequate on-site provision for car parking to the following standards:

<sup>18</sup> <http://www.southkesteven.gov.uk/CHtpHandler.ashx?id=27135&p=0>

1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms	Visitors
				For any major development to be determined on a case-by-case basis

Development proposals which would result in the displacement of car parking provision from off-street to on-street will not be supported.

As appropriate to their scale, nature and location, development proposals should incorporate space suitable for secure cycle parking and electric vehicle charging points

#### Refuse Provision

Development proposals should incorporate on-site provision for the storage of refuse collection bins and which are accessible to the collection point. The storage of the collection bins should be appropriately screened from the public highway and from other properties.

## 5. Protection of Heritage Assets

5.1 There are 10 Listed Buildings within the Parish of Claypole; 9 Grade II Listed Buildings, no Grade II\* Listed Building and one Grade I Listed Building. In addition, there is one Scheduled Monument (SAM). There is no Conservation Area in Claypole. These are illustrated on Map 9(a) below and are identified by the letters shown in brackets in the list:



Map 9(a) - Listed Buildings and Scheduled Monuments in Claypole  
Extract Taken from the Historic England website © Historic England

*Note - the letters on the map match the letters in brackets in the list to aid identification*

**Grade I**

Church of St. Peter, Main Street (A)

**Grade II**

Cross in Churchyard, Main Street (B)  
 Woolpack Public House (Now 33) Main Street (C)  
 Barn to Rear of Station Farmhouse, Main Street (D)  
 The Nook, Chapel Lane (E)  
 Fen Farmhouse, Main Street (F)  
 Station Farmhouse and Attached Cottage, Oster Fen Lane (G)  
 The Paddocks and Attached Outbuilding, School Lane (H)  
 Church View Cottages, 1-3 Main Street (I)  
 The Old Rectory, Rectory Lane (J)



**Scheduled Monuments**

Churchyard Cross, Main Street, Claypole (B)

5.2 There is evidence of iron age and Roman occupation in the village as evidenced by various archaeological surveys during land development over the past 30 years. A range of artefacts including brooches, coins and pottery fragments have been found. The village is detailed in several entries in the Domesday Book of 1086. It shows that the Manor (i.e. land) of Claypole at that time was owned by William the Conqueror's half-brother Bishop Odo of Bayeux. The Domesday Book records the existence of a church and a mill in addition to the tracts of land and their ownership.

5.3 A Survey and Terrier of 1729 held in the Lincolnshire Archives records the ownership of land around the village. Many of the landowner names are identifiable in later Parish Church burial records and even continue to modern day Claypole families. The Acts of Enclosure of 1769 formally identified owners of land that was previously held by individuals as strips of land within a meadow or field. Over the centuries many of the identified areas of land have been sold and merged to become the land map known today.

5.4 The Parish Church existed in the Saxon times and was probably made of wood. The church recorded in the Domesday book stood for about 150 years and was replaced by a small stone church. Over the next two centuries the church was developed in stages, by adding the nave, aisles and the tower. In the late 14th century, the spire was added to the tower and a porch and nave battlements added.

5.5 Many of the church features such as the porch door, the font and the pulpit are dated to 14th century and the church itself is listed in Simon Jenkins book '1000 Best Churches', as being a fine example of a Lincolnshire Parish Church with a number of excellent features. In the graveyard there is the remains of a 14th century cross now used as a war memorial.

5.6 The railways (now known as the East Coast Main Line) came through the village in 1852, dividing the village from about two thirds of the land in the parish. A station and several crossings were constructed. The station opened on August 1st 1852 and was closed to passengers as part of the rationalisation of the railways on 16th September 1957 and for goods traffic in 1967. It was later demolished. Until closure there were 5 stopping trains per day starting with the milk train at 7am. Children would attend school in Newark and Grantham using the train.



5.7 The early twentieth century saw a range of businesses and retail premises in the village, although these are now much reduced in number. There were four public houses over the last century and now only one exists. There was an engineering works - which manufactured the bridge over the river in the centre of Lincoln by the shopping centre. There was a small manufacturing plant making concrete paving slabs and other items. Both have since been demolished and replaced by housing developments.

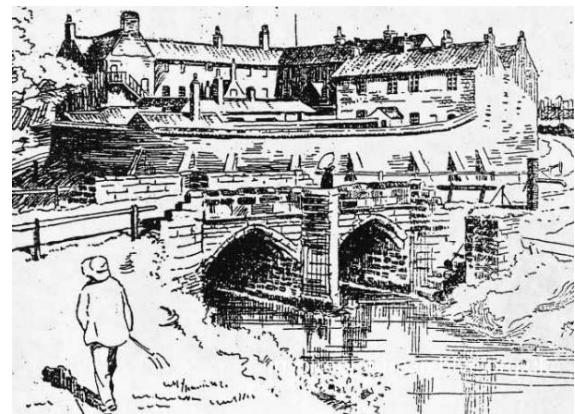
5.8 There was a flax mill in the village for over 900 years making use of the river for powering the mechanism. The mill was subsequently used for grinding corn until that ended in 1947 following a severe frost that damaged the water wheels beyond economic repair.

5.9 The Village Hall, the school (now replaced by a modern building), a large house and refurbishment of the Parish church, as well as the funding of the nurse's home in Newark are all due to the benefaction of Mr Harry Coulby. He was raised in the village and ultimately became the Chairman of the Great Lakes Shipping Company in America, owning over 60 large ships transporting timber and coal. His home in Wickliffe Ohio employed over 100 gardeners. Coulby Close is named in his honour.

5.10 Sir Robert Heron was Lord of the Manor and lived at nearby Stubton Hall. He was an MP for over 40 years. He established a [Workhouse](#)<sup>19</sup> at Claypole from 1817 to 1838. Located by the River Witham the 'House of Industry' was enlarged in 1838 to become the Newark Union Workhouse and was well regarded in being able to take care of paupers. A local farmer bought and converted the workhouse into twenty cottages in 1938 which served a useful purpose as there was an acute housing shortage. As the housing situation improved, they gradually became unwanted and were demolished in 1978. Eventually the site became Gretton Close, named after Charles Gretton of Claypole.

5.11 Charles Gretton came from a lowly background to become a watchmaker to the King and President of the Watchmakers Guild, dying in 1731. Examples of his watches are held in the British Museum. His greatest impact on Claypole was the funding of education for children of the village for over a hundred years. Education in Claypole has been located in five sites over the centuries to accommodate changes of requirement and provision.

5.12 An unusual style of post-war housing development involved the 'Swedish Cottages' on Barnby Lane. These wooden constructed semi-detached cottages are still in use and being updated by current owners. There was a fourteenth century stone bridge crossing the River Witham on the approach to Claypole from Newark. This was replaced in the early twentieth century and later updated to its current modern form. In recent times the river has risen to almost road level in periods of prolonged rain but no significant flooding has taken place. The adjacent property Cromwell House can be traced back to the family of Oliver Cromwell who was a prominent character in the English Civil War of the seventeenth century.



<sup>19</sup> <http://www.workhouses.org.uk/Newark/>

5.13 Heritage assets are buildings, monuments, sites, landscapes and townscapes which have historic or architectural significance; collectively they help make the historic environment. The protection of individual heritage assets is important not only to safeguard the significance of the asset itself but also to protect the wider historic environment. Heritage assets not only include designated assets such as Listed Buildings, Scheduled Monuments and the Conservation Area but also non-designated assets such as archaeological sites and locally important buildings which are not listed. The Neighbourhood Plan identifies 'Locally Important Buildings' as non-designated heritage assets in the Character Appraisal included at Annex 1 and in Policy 12.

5.14 Claypole has a number of architecturally valuable and important old buildings or buildings which are important historically which are not statutorily listed. These include the Village Hall; Cromwell House, the Old School, the Old Methodist Chapel and the 'Swedish Cottages'. Interestingly No.25 Main Street was built by Harry Coulby in the 1920s as a replica of his United States house.



5.15 The Lincolnshire Historic Environment Record ([HER<sup>20</sup>](#)) lists numerous properties as having some heritage interest. These include: Witham Farm, Holme Barn Farm, Odd House Farm Fen Farm, Blackmires Farm, Mill Farm, Old Barn and Southfield House identified as 19<sup>th</sup> century farmsteads in the 2015 English Heritage Farmsteads Project.

5.16 The medieval village of Claypole itself is identified in the HER. Various archaeological finds have been located over time including three sherds of post-medieval pottery were recovered from dumped deposits, excavated in October 1999, during archaeological monitoring of new development at Church Farm. The sherds were pieces of Red Painted Earthenware, dating from the late 18th to early 19th centuries.

5.17 Remains of probable settlement activity were recorded during a detailed earthwork survey, conducted in September 2015, prior to the construction of a new playing field on land between Rectory Lane and Oster Fen Lane. The remains were identified as a number of earthwork hollows, plateaus and linear features, interpreted as the remains of former ditches, possible building platforms, ponds or quarry pits. These earthworks lie immediately beyond the eastern boundary of the gardens associated with the 17<sup>th</sup> century Old Rectory on Rectory Lane, and it is possible that they pre-date its construction, although an exact date for their origin could not be confirmed.



5.18 Earthworks of medieval ridge and furrow are found to almost all sides of the village as identified in the HER. This historic landscape form is important to the setting of Claypole and is protected under Policy 16 of the Neighbourhood Plan.

5.19 The historic environment contributes to:

<sup>20</sup> <https://www.heritagegateway.org.uk/gateway/chr/herdetail.aspx?crit=&ctid=94&id=4754>

- a sense of place, by providing local distinctiveness in terms of building styles and materials and providing landmark features;
- the local economy, by attracting visitors to specific heritage assets;
- quality of life, by creating attractive places to live and work including the provision of accessible recreation space and opportunities for community involvement in restoration work; and
- an understanding of the history of the United Kingdom, by offering physical links to the past

### **Policy 11 - Heritage Assets**

Development proposals which would affect the designated heritage assets and their settings as identified in paragraph 5.1 and shown on Map 9(a) should respond positively to Section 16 of National Planning Policy Framework and relevant policies in the South Kesteven Local Plan.

### **Policy 12 - Non-Designated Heritage Assets**

The Neighbourhood Plan designates the following buildings as shown on Map 9(b) as non-designated heritage assets:

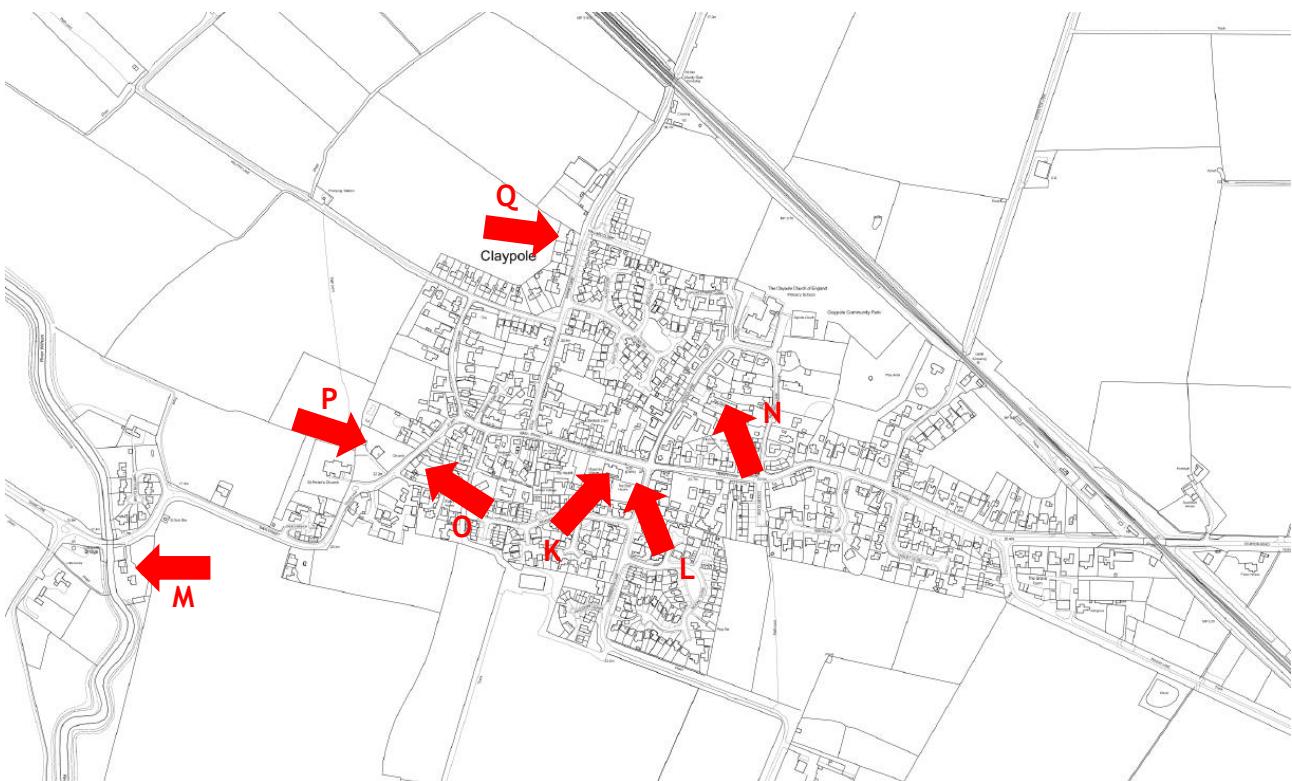
- Village Hall, Main Street \*# (K)
- Village Hall Gardens, Main Street + (L)
- Cromwell House, 2 Main Street \*# (M)
- The Old School, 10 School Lane \*# (N)
- The Old Methodist Chapel, Main Street # (O)
- 25 Main Street # (P)
- The 'Swedish Cottages', Barnby Lane \* (Q)

The effect of an application on the significance of an identified non-designated heritage asset as shown on Map 9(b) should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

(Key - \* Architectural significance      # Historic significance      + Aesthetic significance)

*Note - the letters on the map match the letters in brackets in the list to aid identification*





Map 9(b) - Non-Designated Heritage Assets © Crown Copyright

# Housing

## 6. Background

6.1 Housing is at the very heart of the future of Claypole. The Neighbourhood Plan will address how many homes should be built, where and when. The Site Selection Methodology document explains in detail how the Neighbourhood Plan came to the conclusions on the allocation of a site(s) for residential development.

6.2 The number of homes that is being proposed in this Plan is drawn from a number of factors:

- Planning for 'zero' growth (i.e. no development) is not considered to be a viable option, as although Claypole is designated as a 'Small Village' in the South Kesteven Local Plan; some level of modest growth is envisaged to come from the 60 'Small Villages';
- The outcome of consultation on the Neighbourhood Plan to date which has demonstrated support for the provision of small-scale housing in the Parish;
- Local need and demand can be assessed from historical growth patterns and responses to consultation;
- An appreciation of the community desire for housing to be plan-led rather than reacting to planning applications.

6.3 The Neighbourhood Plan must reflect both wider strategic pressures and local needs or demand whilst also restricting potential excessive and inappropriate development.



6.4 Notwithstanding the position of Claypole in the fourth and lowest tier of the settlement hierarchy the South Kesteven Local Plan; Claypole has not been immune to housing development. In recent decades the village has more than doubled in size from around 250 dwellings in the early 1980s to around 570 dwellings at the present time.

6.5 The number of dwellings in Claypole has increased principally through three large-scale housing developments (Moore Close, Swallow Drive and Wickliffe Park) together with to a lesser degree several infill sites. These newer dwellings have included starter homes and affordable housing including a rural exceptions scheme for 10 dwellings on Barnby Lane approved under S12/1374.

6.6 Data provided by South Kesteven demonstrates that from 1991 to 2018/2019 that a total of 291 dwellings have been completed in Claypole. This represents an increase of over 104% during that 28-year period, representing around 10.4 dwellings growth every year. Although the delivery of housing was not equally spread across that period.



## 7. New Housing and Housing Allocation

7.1 Early public consultation on the Neighbourhood Plan was delayed as a consequence of the COVID-19 pandemic restrictions; however, a questionnaire was circulated in February 2021. This has attracted a high response rate for a questionnaire of 30%. Some 93% of respondents would recommend Claypole as a place to live, so long as it's allowed to retain its essential village characteristics. Of the other 7%, the majority cite concerns regarding over-development. In terms of responses 72% point to the need for limited (or no development) and the need to preserve the village character.

7.2 The Neighbourhood Plan proposes to explore the provision of allocating land for residential development consistent with its status as a 'smaller village' over the plan period to 2036. From the public consultation 63% want to see new development located on a number of smaller sites within the current built-up area of the village; with 22% wanting development on 2 or 3 small sites. Conversely only 7% of those responding wanted to see future housing provided on a single site on the edge of the village. In terms of the number of houses those responding considered would be appropriate for Claypole over the plan period; the median figure was 11-15 dwellings.

7.3 The Neighbourhood Plan has undertaken a site selection exercise; this builds on the previous work undertaken by South Kesteven District Council in the [Strategic Housing Land Availability Assessment](#)<sup>21</sup>. In addition, the Neighbourhood Plan has considered sites which have been



<sup>21</sup> <http://www.southkesteven.gov.uk/index.aspx?articleid=8491>

suggested during early consultation on the Neighbourhood Plan. The site selection process is detailed in full in the accompanying document ‘Housing Site Selection Methodology’.

7.4 Claypole also has a number of planning permissions granted for net additions in housing numbers or completed since the 2018/2019 year which was the last in the South Kesteven table of completions. Proposals for replacement dwellings such as S20/1955 at 120 Main Street are not included as these do not result in a net additional dwelling. A total of 11 dwellings are already permitted under the above 6 planning permissions. The above approvals for windfall development would increase the village by a further 1.9% which although a modest amount is on top of the village experiencing substantial growth in recent decades. These approvals are also only from a 3-year period; which if replicated across the plan period would amount to a significant increase in dwelling numbers.

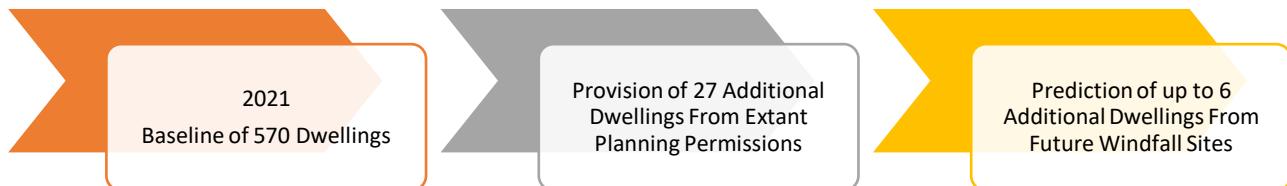


7.5 At the South Kesteven Planning Committee on the 26<sup>th</sup> August 2021, a resolution to grant planning permission s21/0415 was made for the erection of 16 affordable dwellings and associated infrastructure. Due to legal issues the Planning Committee had to reconsider this matter on the 18<sup>th</sup> November 2021 and made a second resolution to grant planning permission. The actual permission was issued subsequently on the 14<sup>th</sup> December 2021. This increases the number of approved dwellings to a total of 27 which would increase the village by 4.7%.

7.6 In addition to the above windfall development (i.e. housing not planned for on allocated sites but has come forward unexpectedly); further windfall development is likely to come forward over the plan period 2021 to 2036. Recent planning permissions have been at a level which is higher than historic rates so are unlikely to continue at that level in the future. Completions from 2014/2015 to 2018/2019 amounted to just 2 dwellings over a 5-year period. That would amount to a predicted windfall allowance of just 6 dwellings over the plan period; a further 1.0% growth, giving a predicted 5.7% growth in dwelling numbers before any sites are allocated in the Neighbourhood Plan.



7.7 There has been no completions recorded since the 2018/2019 figure so the 2021 baseline position remains 570 existing dwellings. Accordingly, the baseline position for housing growth over the plan period up to 2036 before any land is allocated for housing, assuming all sites with planning permission are delivered would therefore be:



7.8 As indicated earlier, in terms of the number of houses those responding to the consultation considered would be appropriate for Claypole over the plan period; the median figure was 11-15 dwellings. The extant planning permissions plus the estimations for future windfall would already exceed that median figure quite significantly. Any site allocation for a large number of dwellings would result in a future growth rate far in excess of the level of growth supported by local residents.

7.9 The Newark Urban Area immediately to the west of Claypole is identified for strategic growth which includes three strategic urban extensions all on the Claypole side of Newark which have been identified in their 2019 Core Strategy as being phased to cater for housing need up to 2033 and indeed beyond. One of the three strategic urban extensions is 'Land around Fernwood' for some 3,200 dwellings (2,095 up to 2033 and 1,105 post 2033).

7.10 This strategic allocation abuts the Claypole parish boundary as shown on the plan below. Of the 3,200 new homes allocated for Fernwood, around 2,150 of them will be either side of Claypole Lane (as referred to in the Newark & Sherwood Core Strategy but is actually called Shire Lane on OS maps). As such planning decisions in Claypole need to take into account the inter-relationship to Fernwood and Newark.

7.11 As indicated earlier, Claypole is a designated 'Smaller Village' in the settlement hierarchy in Policy SP2 of the South Kesteven Local Plan. The Local Plan does not allocate any sites in the 60 identified 'smaller villages' instead it identifies in Policy H1 an overall windfall allowance for these smaller villages being a total of 30 dwellings per annum. If this were to be spread evenly across each of the 60 settlements this would equate to only 0.5 dwellings per annum in each. However, windfall supply cannot be precisely predicted at an individual settlement level due to its unpredictable nature.

7.12 Therefore, we have based the estimated windfall allowance on the historical completions over the 5-year period from 2014/2015 to 2018/2019. As that amounted to just 2 dwellings, taking a similar low figure for the 15-year plan period equates to just 6 windfall dwellings. In overall terms the South Kesteven Local Plan identifies only 4% of the housing supply coming from the 'smaller villages'. Although the supply for the 'smaller villages' is based on a windfall allowance; then any allocations in Neighbourhood Plans for any of these settlements would contribute to the figures for the 'smaller villages' in the South Kesteven Local Plan.

7.13 Through policies SP3 and SP4 of the Local Plan, there is already a framework for infill development under Policy SP3 and for development on the edge of settlements such as a rural exception site for affordable housing under Policy SP4. Consequently, the Neighbourhood Plan should not really seek to duplicate the Local Plan by allocating land for infill development that could already be potentially supported by Policy SP3 of the Local Plan. Therefore, infill sites for 1 or 2 dwellings put forward have been discounted from potential allocation where they may at face value be capable of being assessed against Policy SP3 of the Local Plan.

7.14 During the plan period there may be opportunities within the settlement boundary that could come forward for windfall housing comprising redevelopment or regeneration schemes or involve the re-use of sites where the current use is no longer required. These may be of a scale larger and arrangement that would not fall within the scope of small-scale infill proposals; nonetheless they may be worthy of support. Such examples could include farmyards within the settlement boundary where new built development could reflect the existing built footprint of the village without harming the character or appearance of the

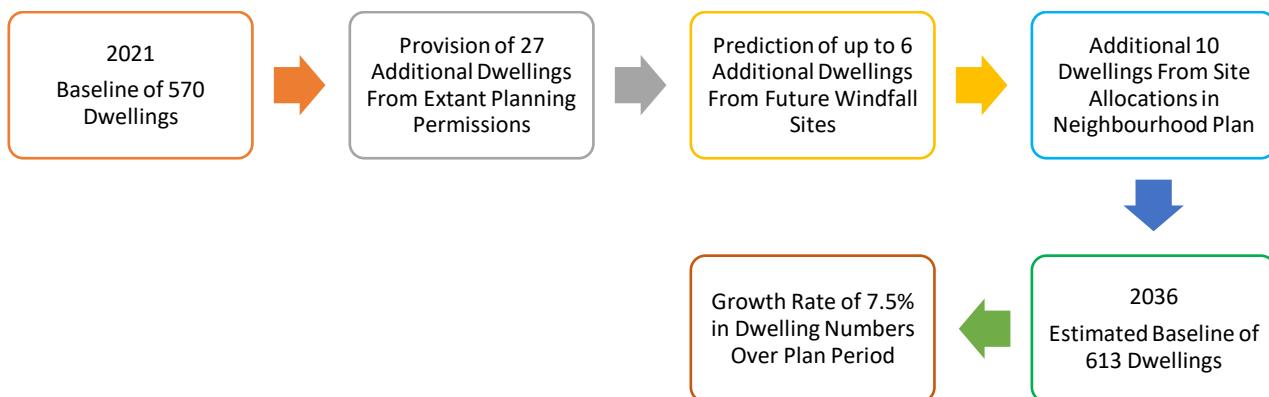


surrounding area. Policy 13 can set out a positive policy framework that would support redevelopment of such sites coming forward as 'windfall' sites during the plan period.

7.15 The accompanying document 'Site Selection Methodology' describes in detail the site selection exercise undertaken. The scoring mechanism and steps followed developed a shortlist of sites. This was followed by analysis indicates that the 'Site C - Rear of 29-33 Main Street & Rear of 35 Main Street' was the most appropriate site when assessed. Consequently, it has been taken forward as the housing site allocation in the Neighbourhood Plan referred to as Site Ho/Cla/1; allocated for around 7 Dwellings. In addition, a second housing site allocation referred to as site Ho/Cla/2 has been allocated on Barnby Lane for around 3 Dwellings.



7.16 The baseline position for housing growth over the plan period up to 2036 from all sources including land allocated for housing, assuming all sites with planning permission are delivered would therefore be:



7.17 The two housing allocations will also make a positive contribution towards delivery of the housing requirement for the 'smaller villages' in Policy SP2. Whilst supporting housing development in principle the goal of this plan is to ensure that the site and form of any housing comply with the Plan as a whole including the character appraisal and design guidelines detailed throughout this plan. Any future allocation of new dwellings to meet future needs in a future plan period will be addressed through a formal revision of the Neighbourhood Plan.

### Policy 13 - New Housing

Development proposals should respond positively to the characteristics and local distinctiveness of the relevant Character Area profile detailed in the Character Appraisal in Annex 1 and the design guidelines included in the Annex.

Small-scale infill residential development within the settlement boundary that respond positively to the character and appearance of the surrounding area and the living conditions of their eventual residents and the residential amenities of residential properties in the immediate locality will be supported.

Development proposals within the settlement boundary that involve redevelopment or regeneration schemes or involve the re-use of sites will be supported where they of a scale appropriate to the size of the site and the density of the surrounding area. The layout and design of such proposals should respond positively to the existing built footprint of the village and the character or appearance of the surrounding area.

### Policy 14 - Housing Allocation

The Plan allocates two sites for residential development as follows:

#### Site Ho/Cla/1 - Main Street

Land at the Rear of 29-33 Main Street & Rear of 35 Main Street shown on Map 10(a) is allocated for a comprehensive residential scheme for around 7 dwellings. Proposals for residential development will only be supported where it provides for the delivery of the site as a whole or if brought forward in phases allows for the latter phase to come forward without the constraint of any ransom strip or similar.

Proposals for this allocated site should reflect the development principles set out below:

1. Access to Main Street - Retain the existing shared surface and informal character of the access which contributes to the traditional streetscene. Provide a short section of sealed surface on the access to the rear of the footway to prevent the deposition of deleterious material onto the highway.
2. Materials - The material palette should reflect the traditional red brick and pantile character of the area.
3. Housing - Provide a mixed development, including market housing of a size and style suitable for small/medium family provision.
4. Parking - Provide adequate off-street parking to serve the new housing in accordance with the requirements in Policy 10.
5. Landscaping - Existing hedges and trees to the countryside site boundaries and the southern boundary should be retained and enhanced with additional planting to help assimilate the new development into the settlement edge.
6. Heritage - Respect the existing enclosed setting of the Grade II Listed Former Woolpack Inn at 33 Main Street and the treed boundary setting of 25 Main Street which is a non-designated heritage asset.

#### Site Ho/Cla/2 - Barnby Lane

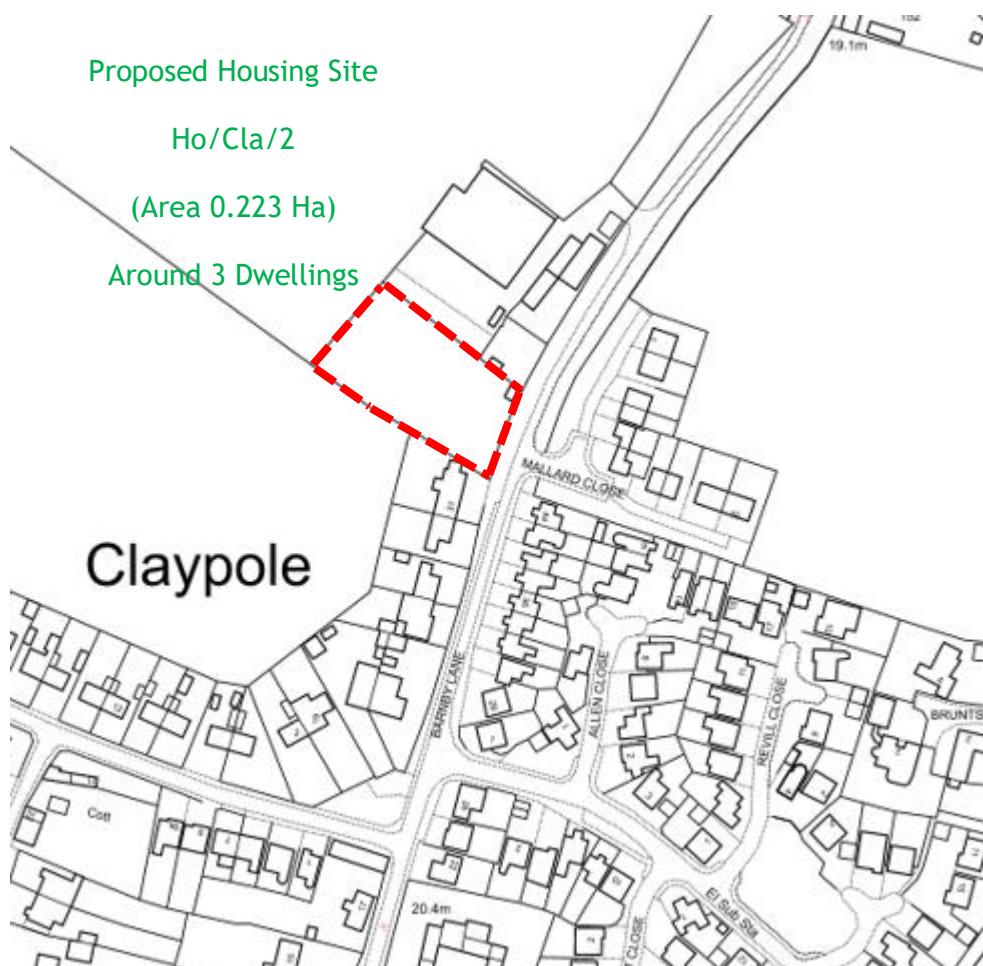
Land on Barnby Lane opposite Mallard Close shown on Map 10(b) is allocated for a residential scheme for around 3 dwellings. Proposals for residential development will only be supported where it provides for the delivery of the site as a whole or if brought forward in phases does not prejudice the delivery of the remainder of the site.

Proposals for this allocated site should reflect the development principles set out below:

1. Access to Barnby Lane - Provide a single shared access utilising the existing access point and minimise the amount of new footway to the western side of Barnby Lane between the site access and the existing footway.
2. Materials - The material palette should reflect the traditional red brick and pantile character of the area.
3. Parking - Provide adequate off-street parking to serve the new housing in accordance with the requirements in Policy 10.
4. Landscaping - The existing hedge to the roadside site boundary should be retained; the existing hedge to part of the southern boundary should be retained and enhanced with additional planting. A new countryside hedge boundary should be planted with new planting to help assimilate the new development into the settlement edge.
5. Heritage - Respect the character of the adjacent Swiss Cottages which are identified as a non-designated heritage asset.



Map 10(a) - Housing Allocation Ho/Cla/1 © Crown Copyright



Map 10(b) - Housing Allocation Ho/Cla/2 © Crown Copyright

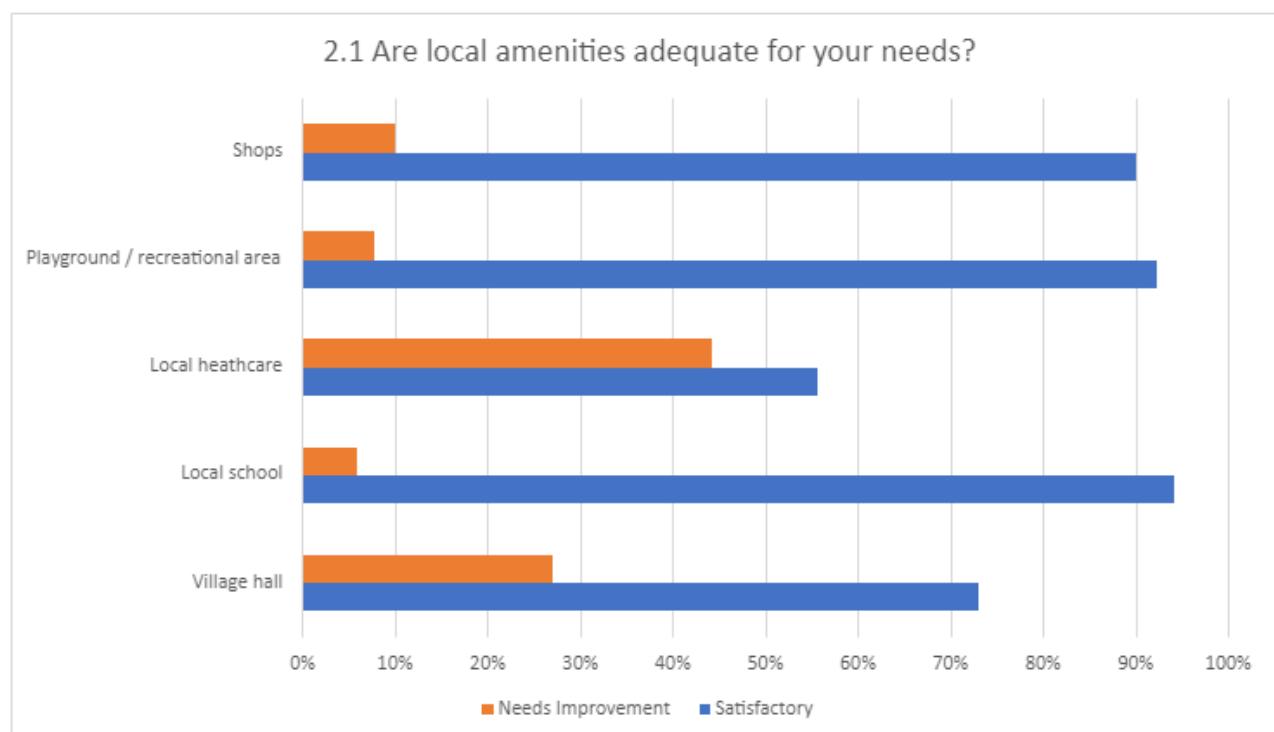
# Community Facilities

## 8. Background

8.1 People in Claypole have a strong sense of community, in the Neighbourhood Plan survey 93% would recommend Claypole as a place to live, so long as it's allowed to retain its essential village characteristics. Amenities that people would like to be introduced to the village include a post office, GP surgery and restaurant; facilities more characteristic of a large rather than small village. In common with the other villages around Newark residents are dependent upon Newark for most of the higher order services and facilities including alongside the availability of public transport and employment. This inter-dependency on Newark means that Claypole in common with the other settlements around Newark has less services and facilities than other settlements of the same size; and does not perform any role as a service centre.



8.2 The main exception to the inter-dependency on Newark is in relation to secondary education. As Lincolnshire still operates Grammar Schools, in fact many pupils from Newark travel to Grammar Schools in Grantham. The Claypole Church of England [Primary School](#)<sup>22</sup> has a roll of 175 pupils and takes admissions from both Lincolnshire and Nottinghamshire. It is popular because it is both a high-quality village school and is a gateway to the Lincolnshire Grammar Schools.



8.3 Claypole is fortunate to host some excellent community facilities. In the Neighbourhood Plan survey 94% of respondents thought the Primary School was suitable for the needs and

<sup>22</sup> <https://www.claypoleprimary.org/>

92% thought the recreational facilities were suitable for their needs. The village hall had a lower rating at only 73% thinking it was suitable for their needs. The village hall<sup>23</sup> is run by a trust and not by the Parish Council. Some 44% of respondents thought that local health services require improvement; residents are reliant upon going to the Newark Urban Area or Long Bennington or Caythorpe/Ancaster for local health facilities.

## **9. Community Facilities**

9.1 The retention of community facilities is considered to be integral to ensuring that Claypole remains a sustainable and balanced community. The retention of appropriate facilities to meet the needs of the local community is considered to be important to retain the identity of the village. In addition, the Neighbourhood Plan will support the extension or expansion of the existing community facilities subject to certain criteria. Policy 15 sets out the Plan's approach to these matters. Proposals which look to develop existing community facilities as a broader package of enabling development on part of the land or buildings will be supported where it can be demonstrated through viability evidence that all the surplus or developer contributions are being reinvested in the development of enhanced or additional community facilities.

9.2 Claypole Village Hall is an early 20<sup>th</sup> century arts and crafts style building with beautiful vintage features, making it a great venue for community groups, activities, parties, fairs, events and family celebrations. As well as the impressive main hall, which features a stage & servery/bar area, there are lovely outside features including beautiful formal gardens, a large paddock area, suitable for a marquee or bouncy castles, ample parking and a children's play area. It is regularly used by a number of community groups.

9.3 Claypole Community Park<sup>24</sup> comprises land wholly owned by the Parish Council and dedicated for community use. The Parish Council is committed to providing amenities suitable for all residents irrespective of age or gender, and made accessible to all; and is happy to work with residents and providers willing and able to make available new sporting opportunities. The Parish Council works to ensure that capital expenditure for the development of new amenities is funded mainly through grants support from external providers; and that maintenance costs are supported by fees from users.

9.4 The four elements of the Community Park include a sports field, principally used for cricket and football; a Multi-use Games Area providing facilities for tennis, five-aside football, netball, and basketball practice; a leisure park that includes a public footpath, tree planting, picnic tables and adventure play equipment for children up to their mid-teens; and a public carpark. Adjacent to the Community Park is glebe land, presently leased to the Parish Council to provide additional parking for cars when needed.

9.5 The Parish Council is committed to developing these amenities further subject to securing the necessary financial grant support. Plans are currently in hand to provide accessible toilets and changing facilities for users of the sports fields and MUGA. The development plan for the leisure park, supported by the community following public consultation, includes the provision of a bmx/skateboard park and an expansion of adventure play amenities and additional play equipment for younger children; the Parish Council would hope to be able to locate the bmx/skateboard park on the glebe land.



<sup>23</sup> <https://www.claypolevillagehall.org/>

<sup>24</sup> <https://www.claypolecommunitypark.org/>

9.6 The glebe land is allocated for community use in order to safeguard its availability for this expansion; the Parish Council has a funding stream which means that this expansion will be deliverable during the plan period. The supporting 'Site Selection Methodology' document explains the rationale for this allocation.

9.7 A range of other facilities are available in the Parish for use by the community including the small village shop, butchers, coffee shop, public house and hairdressers. The loss of community facilities will be resisted unless it can be demonstrated that the facility is no longer viable or that adequate alternative provision is available.

9.8 Policy SP6 of the South Kesteven Local Plan requires proposals for the loss of a community facility to be accompanied by evidence which addresses economic viability. Where the Parish Council receives community infrastructure levy arising from new development it will prioritise spending this on ensuring that publicly owned community facilities are supported and improved.



## Policy 15 - Community Facilities

Land at Rectory Lane shown on Map 11 is identified for community use and proposals to create new or enhanced community facilities relating to Claypole Community Park will be supported. Proposals to use this land for any alternative use will not be supported.

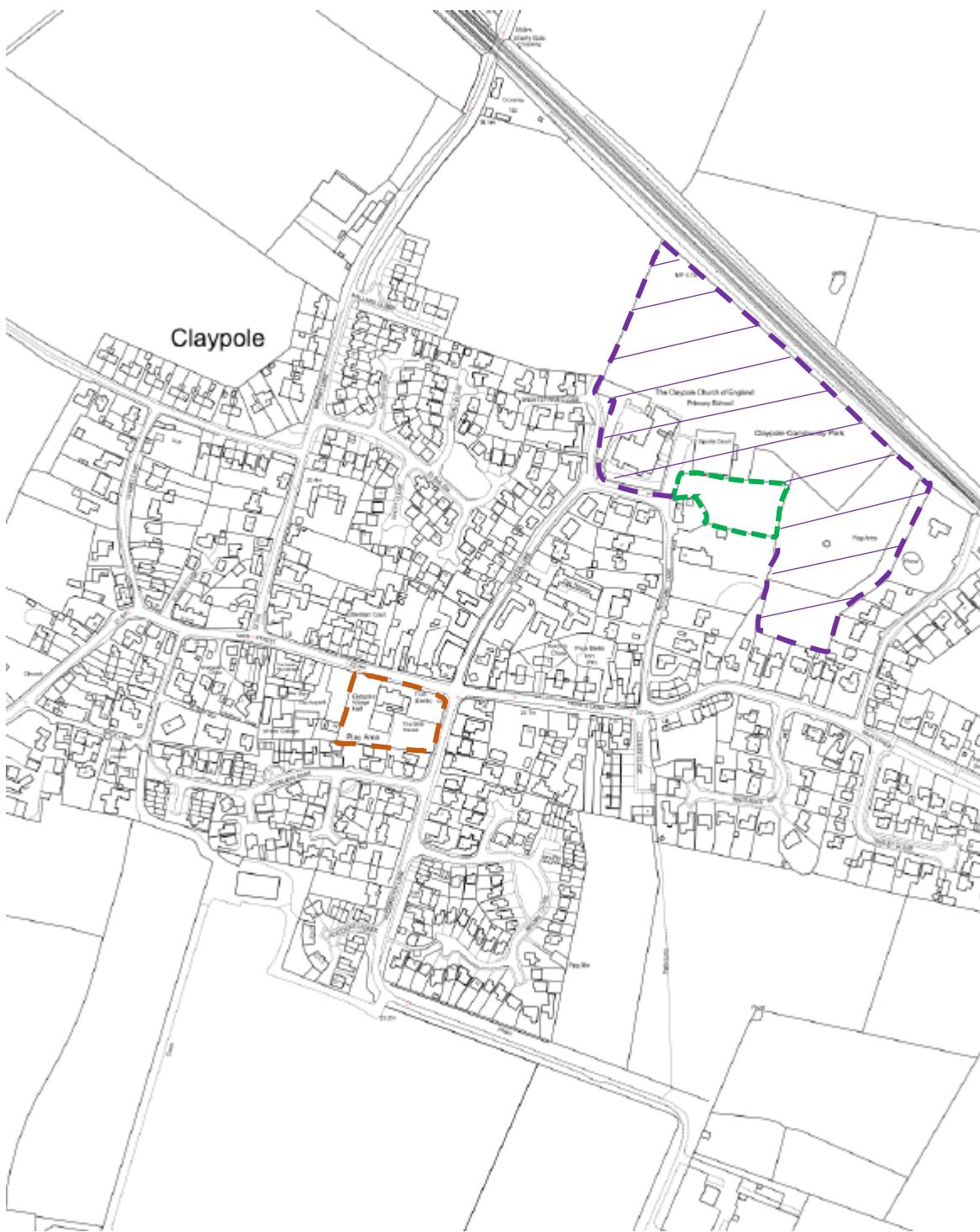
Development proposals that result in the improvement and expansion of community facilities or the provision of new community facilities will be supported subject to the following criteria being met:

- The proposal will not unacceptably affect residential amenity or the living conditions of the occupiers of neighbouring properties;
- The proposal can be satisfactorily accommodated in the local highways network; and
- Safe access arrangements and off-street parking can be satisfactorily provided.

Development proposals that would result in the loss of community facilities will not be supported unless it can be demonstrated that:

- the facility is under-used; or
- the facility is not commercially viable, or
- an appropriate and conveniently-located replacement facility is provided as part of the wider proposal.





Map 11 - Existing Main Community Facilities (Village Hall and Primary School/Community Park) and Land at Rectory Lane Allocated for Community Use © Crown Copyright

## Proposed Allocation for Community Use

## Existing Village Hall

## Existing Community Park and Primary School

# Natural Environment

## 10. Background

10.1 Most of the Parish of Claypole is rural, and contains substantial areas of farmland which contributes significantly to the character of the Parish and the setting of the village. A large land area, on the southern side of the village is occupied by a solar park. This is an artificial type of land use and at present detracts somewhat from the rural entrance to the village, accentuated by the fencing and infrastructure buildings. Any development which meets the locational requirements of being located in the open countryside should reflect the landscape character and not seek to impose itself on the landscape.

10.2 Earthworks of medieval ridge and furrow are found to almost all sides of the village as identified in the Lincolnshire Historic Environment Register (HER). This historic landscape form is important to the setting of Claypole and is protected under Policy 16 of the Neighbourhood Plan.

10.3 The western part of the Parish of Claypole is subject to potential flood risk from the River Witham. Large areas of the village are at risk of surface water flooding, particularly south of Claypole Bridge; around Tinsley Close; on Hough Lane and to the rear of Main Street and Oster Fen Lane. There are no nature conservation designations within the Parish of Claypole.





Extent of flooding from surface water

● High ● Medium ● Low ○ Very low

Map 13 Surface Water Flood Risk © Environment Agency

10.4 The River Witham is a main river; as such any development proposed within 8 metres of the River Witham would in addition to any planning permission also require consent<sup>25</sup> from the Environment Agency under the Environmental Permitting (England and Wales) Regulations 2016.

## 11. Setting of Claypole Village

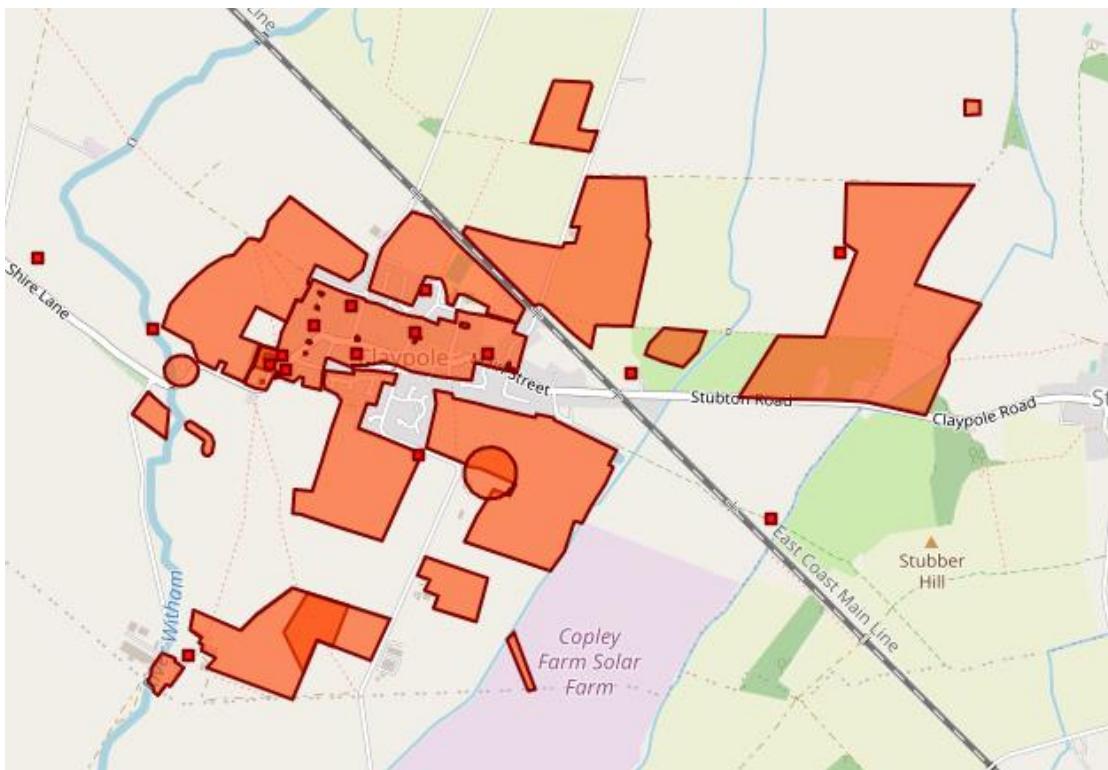
11.1 The River Witham and the East Coast Mainline form the gateways into the village from the west and east respectively. In both cases a sudden edge of development is present; although from the west Claypole Bridge gives a false start to the village with the open field gap then separating the Claypole Bridge area from the main village. From the south the farmland incorporating the medieval ridge and furrow landscape form the approach. The alignment of Doddington Lane means that the built form forms a sudden urban edge to the village as you turn the corner by Peacocks Launde.



11.2 The countryside of the Parish falls into the Trent and Belvoir Vale landscape character area. The South Kesteven Landscape Character Assessment describes the landscape character area as: *"This area lies to the northwest of the District. It is described as a gently undulating landform, with shallow ridges dropping down gently to broad river valleys. It is an open, arable or mixed, farmed landscape, strongly rural in feel, with trimmed hedges and few hedgerow trees; woodlands are only locally significant. These are frequent nucleated villages with red brick houses, roofed with pantiles, and spired churches prominent in long views."*

<sup>25</sup> <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>

11.3 Within the Trent and Belvoir Vale landscape character area, the gentle landform, and open or arable or mixed farmland, creates a strongly rural feel. The landscape is medium to large in scale, with relatively simple regular fields, frequently enclosed by hawthorn hedgerows. The hedgerows are in places fragmented. There are relatively few hedgerow trees and virtually no woodlands. Tree cover in the landscape character area is most noticeable around the villages, which are typically situated on slightly rising ground. Claypole has virtually no tree cover across the parish. Churches are a prominent feature in the village landscapes in this landscape character area. St Peter's Church in Claypole is a prominent feature in the landscape; assisted by the remaining open land between the two parts of the village, namely the main village; and the area adjacent to the River Witham that can be colloquially referred to as Claypole Bridge.



Map 14 Extract from Lincolnshire Heritage Explorer © Lincolnshire County Council

 Ridge and Furrow Landscape

11.4 The Plan seeks to maintain the traditional landscape views and historic open character of the village and the surrounding area. Any new structures that would obtrude into such views would seriously prejudice the character of the Plan area. The Plan seeks to enhance the environment of the village wherever possible and there are areas where additional landscaping and planting could make the area more attractive. Appropriate landscaping proposals will be expected as part of any new development.

11.5 The setting of Claypole is reliant on its countryside character and the urbanising form of development needs to be carefully managed. Proposals to enhance the village and surrounding areas through appropriate



landscaping and planting, especially around any new developments, will be encouraged. The Parish Council will also look to work with landowners to reinstate hedgerows within the village where these have been removed, or create hedgerows and tree plantations as new strong boundaries to fields where fences currently exist.

11.6 The following areas and features are considered important to the overall setting of Claypole Parish:

- The River Witham corridor;
- The ridge and furrow landscape around the village;
- The tree planting along the eastern end of Hough Lane then running southwards along the East Coast Mainline into Long Plantation;
- The tree planting around Claypole Bridge; and
- The agricultural landscape.

### Policy 16 - Setting of Claypole Village

The Neighbourhood Plan will support proposals which protect and enhance the natural features that are a key component of the landscape and provide habitat for biodiversity enhancement, including:

1. Measures to protect and enhance the natural environment and landscape character and to maintain tree cover and hedgerows and to increase tree and woodland cover will be promoted wherever possible;
2. Proposals that provide favourable conditions for biodiversity including maintenance and enhancement of habitat connectivity and landscape scale conservation. Mitigation measures will be sought where any loss would be unavoidable and cause significant harm;

Development proposals which would unacceptably affect the character, appearance, setting, and tranquillity of the River Witham corridor will not be supported.

Development which results in harm to or loss of the areas and features considered important to the overall setting of Claypole Parish including the medieval ridge and furrow landscape around the village and the agricultural landscape will not be supported unless it can be demonstrated that the benefits of the proposed development outweigh the harm which would be caused to the wider setting of the parish.

Proposals which result in the loss of the tree planting along the eastern end of Hough Lane and then running southwards along the East Coast Mainline into Long Plantation or the tree planting around Claypole Bridge will not be supported.

Proposals to enhance the village and surrounding areas through appropriate landscaping and planting, especially around any new developments, will be supported.

# Economy and Transport

## 12. Economy

12.1 Although Claypole has grown significantly in housing numbers, it has no industrial estate, business park or similar and no land for employment development is allocated in Claypole. That is not to say that there is not some small-scale local employment in the village; albeit not on any significant scale. Laffeys have a modest sized haulage yard at the western end of the Parish; an equestrian centre is located to the south of the village; and an Animal Hotel

lies to the eastern end of the Parish. The economy has not been a locally distinctive issue identified through consultation on the Neighbourhood Plan. It is considered that the policies in the South Kesteven Local Plan already provides the necessary planning policy context and that any policies in the Neighbourhood Plan would merely duplicate the Local Plan.



12.2 In the 2011 Census some 75.9% of residents were economically active and 24.1% were economically inactive, most of whom were retired or students. In the 2021 Census this had changed to 65.5% of residents being economically active and 34.5% were economically inactive, this change in trend reflects a national change in the 2021 Census. In the 2011 Census the main industries that people are employed in are:

- Wholesale and retail trade; repair of motor vehicles and motor cycles - 14.6%
- Education - 12.2%
- Human health and social work activities - 10.7%
- Manufacturing - 10.6%
- Construction - 8.9%
- Public administration and defence; compulsory social security - 7.5%

12.3 Other local employment is available at the Village Store; the Public House; Church of England Primary School; Butchers; and Coffee Shop. Agriculture still provides an important part of the rural economy in the local area. To the west of the Neighbourhood Plan area lies Fernwood Business Park where a number of businesses are based. The rail station at Newark Northgate allows some residents of Claypole to commute to London at least on a part of the week basis.

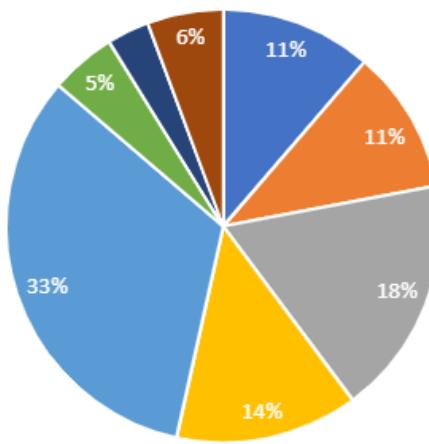
12.4 The village suffers from very poor public transport provision. In terms of timetabled bus services, the 24 Newark - Grantham bus service provides 3 daytime bus services to Grantham (Mon - Fri) and 4 daytime bus services to Grantham on Saturday. It also provides 3 daytime bus services to Newark (Mon - Fri) and 4 daytime bus services to Newark on Saturday. This bus service does not operate at peak hours, nor does it provide any early morning, late afternoon, evening or Sunday services. As such it is unsuited to use for accessing work or education.



12.5 The 22A Claypole - Walton Academy bus service provides a school orientated term-time only service to and from the Kings School, the Kesteven and Grantham Girls School and the Walton Academy which are all secondary schools in Grantham. The SLE4 Fernwood - Sleaford bus service provides a school orientated term-time only service to and from the William Robertson Academy Secondary School in Welbourn and the Carre's Grammar School in Sleaford. There is no bus service to get pupils to and from the Suthers School, which is a new secondary school in Fernwood.

12.6 Consultation on the Neighbourhood Plan explored the use of public transport as follows:

2.3 Use of public transport- which statement best reflects your position?



- The bus doesn't run when I need to get to work
- I don't use the bus because it doesn't run to the railway station
- I use the bus to go shopping in Newark / Grantham
- The bus service is not regular enough
- Would use the bus if I needed to
- I would not use the bus whatever the service
- The bus doesn't run at the times I need
- I don't use the bus because it doesn't go to the places I need

12.7 The Kesteven area of Lincolnshire does have the 1K CallConnect demand responsive bus service available; this has a number of localised demand areas and Claypole falls within the 'Newark demand area'. As a demand responsive bus service any trips must be booked 24 hours in advance. Pre-bookable demand responsive bus services do not suit many potential bus users and would appear to be why so few local residents use bus services. Services of this sort are generally considered not to contribute to the accessibility of a settlement. For example previously at appeal in APP/B3030/W/18/3193863 in South Scarle; the appointed Inspector came to the view that demand responsive bus services can only be considered to be an irregular bus service that doesn't contribute to the suitability of the village being an appropriate location for housing.



12.8 The 2011 Census identifies that the largest proportion of trips are made by private vehicles (71.5% driver and 4.7% passenger) which reflects the rural character of the local area. A significant proportion of those that travel (80.9% driver and 5.9% passenger) travel by private car. There is a reliance on use of the private car in Claypole.

12.9 Walking and cycling around Claypole does take place; albeit the narrow pavements and lack of dedicated footways on some of the lanes does limit use amongst more vulnerable groups such as older persons and younger children. The rural informal and shared surface character of many of the older lanes in the village are important and the introduction of highway infrastructure improvements such as dedicated footways would adversely harm the character. The Parish Council will explore with Lincolnshire County Council whether some parts or all of the village may be suitable for a 20mph speed limit to allow for 'living streets' to be prioritised.

12.10 Despite the proximity to the Newark Urban Area the road towards Fernwood, Shire Lane is largely unlit and without footways. It is subject to the national speed limit, and would not be conducive to safe pedestrian movements. The strategic allocation of 'Land Around Fernwood' does not include any proposals to create a footway or cycleway between Claypole and the strategic allocation. The Parish Council will continue to work with Newark and Sherwood District Council and Lincolnshire and Nottinghamshire County Councils to see if improved footway and cycleway provision can be secured to improve the uptake of sustainable travel modes for the shorter journeys. The lack of a footway crossing over the river bridge is a potential constraint to achieving a continuous footway or cycleway. It would appear that sufficient land may be available within the northern highway verge to create a pedestrian bridge or pedestrian walkway addition to the existing bridge. The Parish Council will work with Lincolnshire County Council to explore the potential for such bridge improvements.



12.11 Within Claypole Bridge there are some community facilities that cannot be easily accessed safely by foot. The common area to the south of the bridge has no safe crossing across Main Street; its proximity to the bend and the river bridge limits visibility and has the potential to lead to pedestrian and vehicle conflict. The Parish Councils wants to improve the common area to encourage its greater use, however work on facilitating safer crossing of Main Street needs to be worked on in parallel.



12.12 The allotments are to the west of the river bridge; as highlighted above the lack of a footway crossing over the river bridge means that there is no continuous footway to the allotments. The footway on the northern side of Main Street and Shire Lane ends on either side of the bridge; the footway then finishes opposite Mill Road and doesn't actually reach the allotments. The alignment of the bridge limits visibility and makes it unsuited to shared use without leading to pedestrian and vehicle conflict.

# Implementation and Delivery

13.1 The implementation and delivery section sets out what actions are required to turn this Neighbourhood Plan into reality on the ground.

13.2 The Parish Council needs the help of public and private partners to create a sustainable community and deliver the policies set out in this Neighbourhood Plan. The Parish Council will work with a number of partners, including the following, to implement the Plan:

## Local Partners

Claypole Parish Council (PC)  
 South Kesteven District Council (SK)  
 Lincolnshire County Council (LCC)  
 Adjoining Local Authorities - Newark & Sherwood DC and Notts County Council (ALA.)  
 Local Businesses (B)  
 Private Developers (PD)  
 Local Schools (LS)  
 Local Bus Operators (LBO)  
 Community Groups (CG)  
 Local Residents (LR)

13.3 New development creates a need to provide new infrastructure, facilities and services to successfully incorporate new development into the surrounding area to benefit existing, new and future residents. As provided for within national planning policy, appropriate financial contributions will be obtained from developers to combine with public funding to deliver the necessary facilities in infrastructure. The table below sets out the relevant implementation partners for the Neighbourhood Plan policies.

13.4 The Neighbourhood Plan provides a positive framework to ensure that development in Claypole will bring positive benefits to the village.

Policy	Delivery Partners	Implementation Method
<b>Built Environment</b>		
Policy 1 - Settlement Boundary	PC, SK, PD & LR	Determination of Planning Applications
Policy 2 - Development in the Open Countryside	PC, SK, PD & LR	Determination of Planning Applications
Policy 3 - Protected Settlement Break	PC, SK, PD & LR	Determination of Planning Applications
Policy 4 - Newark Urban Area Buffer	PC, SK, ALA, PD & LR	Determination of Planning Applications
Policy 5 - Design of New Development and Local Distinctiveness	PC, SK, LCC, PD, LR, LS & CG	Determination of Planning Applications or Community Initiatives
Policy 6 - Views and Vistas	PC, SK, PD, LR, LS & CG	Determination of Planning Applications or Community Initiatives
Policy 7 - Boundary Treatment, Trees and Public Realm	PC, SK, LCC, ALA, PD, LR, LS & CG	Determination of Planning Applications or Community Initiatives
Policy 8 - Local Green Spaces	PC, SK, LCC, PD, LR, LS & CG	Determination of Planning Applications or Community Initiatives

Policy	Delivery Partners	Implementation Method
Policy 9 - Opportunities for Enhancement	PC, SK, LCC, PD, LR, LS & CG	Determination of Planning Applications & Planning Obligations or Community Initiatives
Policy 10 - Highway Impact	PC, LCC, SK, PD, LR, LBO, LS & CG	Determination of Planning Applications & Planning Obligations or Community Initiatives
Policy 11 - Heritage Assets	PC, SK, LCC, PD, LR, LS & CG	Determination of Planning Applications or Community Initiatives
Policy 12 - Non-Designated Heritage Assets	PC, SK, LCC, PD, LR, LS & CG	Determination of Planning Applications or Community Initiatives
<b>Housing</b>		
Policy 13 - New Housing	PC, SK, PD, LR & CG	Determination of Planning Applications
Policy 14 - Housing Allocation	PC, SK, PD, LR & CG	Determination of Planning Applications
<b>Community Facilities</b>		
Policy 15 - Community Facilities	LR, PC, SK, LCC, LS, & CG	Determination of Planning Applications & Planning Obligations or Community Initiatives
<b>Natural Environment</b>		
Policy 16 - Setting of Claypole Village	PC, SK, LCC, ALA, PD, LR, B, LS & CG	Determination of Planning Applications or Community Initiatives

13.5 Claypole Parish Council is committed to Localism and bringing greater locally informed influence over planning decisions and it will be the key organisation in the implementation, monitoring and review of the Neighbourhood Plan. The Council will build upon its excellent track record in engaging in planning decisions (reactively through being consulted and proactively through promoting the policies and proposals of this Plan), and by delivering projects and infrastructure for the local community. However, the Council recognises the need to involve a range of other organisations if the potential of this plan is to be realised.



13.6 In England, communities that draw up a Neighbourhood Plan and secure the consent of local people in a referendum, which is then legally 'Made', benefit from 25% of the Community Infrastructure Levy (CIL) revenues arising from development that takes place in their area. However, this only applies in areas where the relevant District Council has chosen to bring CIL into effect. Unfortunately, South Kesteven unlike its neighbours in Newark & Sherwood and North Kesteven has not chosen to bring CIL into effect so the Parish Council cannot benefit from receipt of a share of CIL.

13.7 In addition, the Parish Council will seek to influence annual and other budget decisions by South Kesteven District Council and/or Lincolnshire County Council on housing, open space

and recreation, economic development, community facilities and transport, through respective plans and strategies. The Parish Council will also work with the appropriate agencies and organisations to develop funding bids aimed at achieving Neighbourhood Plan policies and objectives. This might include the Lottery, UK Government programmes and Local Enterprise Partnership programmes.

## Monitoring and Review

- 13.8 Continual plan review is a fundamental element of the planning system. It is important to check that the plan is being implemented correctly, ensure that outcomes match objectives and to change the plan if they are not. This Neighbourhood Plan will be carefully monitored and reviewed if it becomes apparent that the aim and objectives of the Plan are not being met.
- 13.9 The Neighbourhood Plan has been prepared to guide development up to 2036. This is in line with the adopted South Kesteven Local Plan, the documents which provides the strategic context for the Neighbourhood Plan. It is unlikely that the Neighbourhood Plan will remain current and entirely relevant for the entire plan period and may, in whole or in part, require some amendments before 2036.
- 13.10 The Neighbourhood Plan will be reviewed as necessary following the review of the South Kesteven Local Plan to 2041. This future Neighbourhood Plan review will consider at that time whether or not it is necessary to allocate any additional housing sites to meet the requirements of a longer plan period.
- 13.11 There are a number of circumstances under which a partial review of the plan may be necessary, in accordance with best practice, Claypole Parish Council and its partners will consider undertaking a partial review of the Neighbourhood Plan no later than 5 years following its finalisation.



# Glossary

13.12 The majority of the glossary is copied from the NPPF to ensure consistency.

**Affordable housing:** housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.
- c) Discounted market sales housing: is sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
- d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

**Ancient Woodland:** Land that has had continuous woodland cover since 1600AD as designated by Natural England.



**Annual position statement:** A document setting out the 5-year housing land supply position on 1st April each year, prepared by the local planning authority in consultation with developers and others who have an impact on delivery.

**Archaeological interest:** There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

**Climate change adaptation:** Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

**Climate change mitigation:** Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

**Conservation (for heritage policy):** The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

**Deliverable:** To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:

- a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).
- b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.

**Design code:** A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.



**Design guide:** A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority.

**Designated heritage asset:** A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

**Developable:** To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.

**Development plan:** This includes adopted Local Plans and Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

**Economic development:** Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

**Ecological networks:** These link sites of biodiversity importance.

**Entry-level exception site:** A site that provides entry-level homes suitable for first time buyers (or equivalent, for those looking to rent), in line with paragraph 72 of the NPPF.

**Green infrastructure:** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**Heritage asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Historic environment:** All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

**Historic environment record:** Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

**Housing Delivery Test:** Measures net homes delivered in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.

**Inclusive design:** Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.



**International, national and locally designated sites of importance for biodiversity:** All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

**Local housing need:** The number of homes identified as being needed through the application of the standard method set out in national planning guidance (or, in the context of preparing strategic policies only, this may be calculated using a justified alternative approach as provided for in paragraph 61 of the NPPF).

**Local planning authority:** The public authority whose duty it is to carry out specific planning functions for a particular area. The local planning authority for Claypole is South Kesteven District Council.

**Local Plan:** The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

**Major development:** For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**Neighbourhood plans:** A plan prepared by a Town or Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

**NPPF:** National Planning Policy Framework, this forms the overall planning policy produced by the Government to inform the making of Development Plans including Neighbourhood Plans and decision making on planning applications.

**Older people:** People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for

those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.

**Open space:** All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

**People with disabilities:** People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

**Permission in principle:** A form of planning consent which establishes that a site is suitable for a specified amount of housing-led development in principle. Following a grant of permission in principle, the site must receive a grant of technical details consent before development can proceed.

**Planning condition:** A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

**Planning obligation:** A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Policies Map:** A document which illustrates on a base map all the policies and proposals contained in this Neighbourhood Plan or another document which forms part of the Development Plan.

**PPG:** Planning Practice Guidance, this forms the overall national planning practice guidance and advice produced by the Government to inform the making of Development Plans including Neighbourhood Plans and decision making on planning applications.



**Previously developed land:** Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

**Renewable and low carbon energy:** Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

**Rural exception sites:** Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.

**Scheduled Ancient Monument (SAM) or Scheduled Monument:** Those monuments that are given legal protection by being scheduled by Historic England.

**Self-build and custom-build housing:** Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

**Setting of a heritage asset:** The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

**Settlement Boundary:** The boundary drawn around various towns and villages to limit new development and outside of which is deemed the countryside.

**Significance (for heritage policy):** The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.



**Strategic Environmental Assessment:** A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

**Supplementary planning documents:** Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

**Sustainable transport modes:** Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

**Transport assessment:** A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

**Transport statement:** A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

**Travel plan:** A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

**Wildlife corridor:** Areas of habitat connecting wildlife populations.

**Windfall sites:** Sites not specifically identified in the development plan.

# Claypole Neighbourhood Plan 2021-2036



## Annexe 1 Character Appraisal

# Purpose

A.1 The purpose of this Character Appraisal is to examine the historical development of the village of Claypole and describe the specific qualities that make up its current character and appearance, thereby defining the ‘sense of place’ and the local distinctiveness of Claypole. Based on this Appraisal the ultimate goal is to ensure that all new developments in Claypole contribute positively to our vision of the character of the village.

A.2 It identifies the particular features and characteristics that contribute to its significance as a place. In particular this Appraisal includes a description of the various architectural styles, forms and features that underline the major phases in the development of the village as well as the important boundaries, open spaces and views/vistas within the village, which together make a substantial contribution to the character and appearance of the village.

A.3 The Character Appraisal is an integral part of the Neighbourhood Plan and in particular amplifies Policy 5 (Design of New Development and Local Distinctiveness). It will be used to inform the consideration and management of development proposals to ensure that they are sympathetic to the overall village.

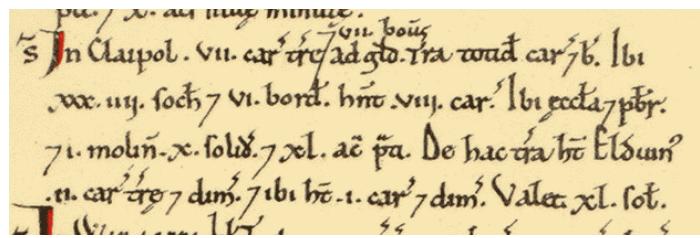


## Early Historical Development

A.4 There is evidence of iron age and Roman occupation in the village as evidenced by various archaeological surveys during land development over the past 30 years. A range of artefacts including brooches, coins and pottery fragments have been found.

A.5 The village is detailed in several entries in the Domesday Book of 1086. It shows that the Manor (i.e. land) of Claypole at that time was owned by William the Conqueror’s half-brother Bishop Odo of Bayeux. The Domesday Book records the existence of a church and a mill in addition to the tracts of land and their ownership.

A.6 The Parish Church existed in the Saxon times and was probably made of wood. The church recorded in the Domesday book stood for about 150 years and was replaced by a small stone church. Over the next two centuries the church was developed in stages, by adding the nave, aisles and the tower. In the late 14th century, the spire was added to the tower and a porch and nave battlements added. Many of the church features such as the porch door, the font and the pulpit are dated to 14th century and the church itself is listed in Simon Jenkins book ‘1000 Best Churches’, as being a fine example of a Lincolnshire Parish Church with a number of excellent features. In the graveyard there is the remains of a 14th century cross now used as a war memorial.



# Later Historical Development

A.7 The railway (now known as the East Coast Main Line) came through the village in 1852, dividing the village from about two thirds of the land in the parish. A station and several crossings were constructed. The station opened on August 1st 1852 and was closed to passengers as part of the rationalisation of the railways on 16th September 1957 and for goods traffic in 1967. It was later demolished. Until closure there were 5 stopping trains per day starting with the milk train at 7am. Children would attend school in Newark and Grantham using the train.

A.8 Sir Robert Heron was Lord of the Manor and lived at nearby Stubton Hall. He was an MP for over 40 years. He established a Workhouse at Claypole from 1817 to 1838. Located by the River Witham the “House of Industry” was enlarged in 1838 to become the Newark Union Workhouse and was well regarded in being able to take care of paupers. A local farmer bought and converted the workhouse into twenty cottages in 1938 which served a useful purpose as there was an acute housing shortage. As the housing situation improved, they gradually became unwanted and were demolished in 1978. Eventually the site became Gretton Close, named after Charles Gretton of Claypole.

A.9 The Village Hall, the school (now replaced by a modern building), a large house and refurbishment of the Parish church, as well as the funding of the nurses home in Newark are all due to the benefaction of Mr Harry Coulby. He was raised in the village and ultimately became the Chairman of the Great Lakes Shipping Company in America, owning over 60 large ships transporting timber and coal. His home in Wickliffe Ohio employed over 100 gardeners. Coulby Close is named in his honour.

A.10 In the 1960s, a consortium of community groups successfully raised funds to create a large sports field and with additional funding constructed a Chance to Share Hall. Prior to this the land was used as a site for allotments and ‘prefabs’ built post-war and later demolished. The Chance to Share Hall became the basis of the current Claypole School as the County Council extended the hall to become the school.



# General Form of Claypole Today

A.11 Claypole was largely a linear village, oriented east-west along its main street with lanes off to the north and south. Over time through modern development the village has become nucleated although it hasn't particularly extended the overall geographical extent. The style of housing varies widely because the buildings range in age and reflect the changing style of architecture and building materials used over time.

A.12 The older buildings, a small number of which are listed, are typical of the Lincolnshire red brick and pantile vernacular; although there is some use of white render. Individual buildings stand out because of construction in other materials such as Cromwell House (Blue Lias stone) and The Old Rectory (Buff brick and render). Unlike some nuclear village which

appears to radiate outward from a centre, such as a village green, because it was historically a linear village there is no sense of a natural ‘heart’ to the village. The village hall and associated gardens do lie in the centre of the village, providing a green space and a centre to the village.

A.13 The character of the older parts of Main Street through the village is generally of buildings facing the road from each side in a linear manner. Modern growth has taken place along various cul-de-sacs. Claypole has in recent decades more than doubled in size from around 250 dwellings in the early 1980s to 570 dwellings at the present time. This has principally been through three largescale housing developments Moore Close, Swallow Drive and Wickliffe Park.

A.14 The South Kesteven Landscape Character Assessment for the Trent and Belvoir Vale landscape character area suggests how development can reflect settlement form. It states: “*any new development in the villages should be consistent with established character. This should be sympathetic to the generally low density of development, and provide a varied edge to the settlement, including some tree planting.*” It is important for the Neighbourhood Plan to protect the existing character of the built form of Claypole.

A.15 The village has parts which retain an informal character arising in part from narrow lanes without any footways. In many areas boundaries to properties in the village involve very strongly defined brick walls or hedges.

A.16 The Neighbourhood Plan embraces the expressed need to maintain and enhance the traditional character of the village and its environs. All new development should therefore respect the local character of the area, ensuring that the building height, size, layout, siting, orientation and choice of external materials complement the existing fabric and do not obscure important views into and out of the village. This Character Appraisal describes what makes up the character of Claypole.

A.17 A high-quality public realm made up of well-designed streets, pavements and other publicly accessible areas, together with the boundary treatments to local properties and front gardens, make a positive contribution to how Claypole looks. Within the village the public realm is seen by local people as being an important element of the overall urban design of the settlement. A high-quality public realm contributes to a high quality of life which can help to maintain healthy living, prevent anti-social behaviour and encourage high standards of property maintenance.



## Broad Character Areas

A.18 The village can be divided into 9 broad character areas. These broad character areas are illustrated on the plan below and are the described in detail in the following Character Area Profile sections:

## Claypole Neighbourhood Plan



Map 15 - Broad character areas in the Character Appraisal © Crown Copyright

# Character Area Profiles

A.19 There is no single prevalent build style in Claypole. Different parts have varying styles, and that is the essence of Claypole. Main Street is quite distinct, and there are some areas (e.g. top end of Barnby Lane) that present a more rustic, cottage dominated style. These are in the minority though - the proportion of old properties surviving seems low. Some streets (e.g. sections of Oster Fen Lane, Chapel Lane and School Lane) have mixed styles - rural style two floor houses with no walkway on one side, more urban bungalows set back on the other side.

A.20 Claypole has changed significantly over the years as some older properties have been lost and areas have been infilled. The church has an unusual setting on the edge of the village. The area around the church is very low density. This has a bearing on the overall structure and layout of the village. Claypole's boundary treatment is not always strong, there are some walls and hedges that make a particular contribution.

A.21 There are few green areas within the village. It feels like the housing density leaves little opportunity for more green areas; this is something we should explore in developing the Plan, and we should seek to preserve what we have.

A.22 Claypole is a linear village with side streets hanging off Main Street - unlike more circular villages radiating from a central focal area such as a village green. The nature of Main Street, with bends, is quite unusual in its alignment - a straight street through would be more common in a traditionally linear village like Claypole.

A.23 There is already a large number of relatively new housing developments: Tinsley Close, Moore Close, Wickliffe Park, Swallow Drive, Peacocks Launde, Redthorn Way, Mallard Close. The eastern side of the village is largely a new settlement - either developments such as those listed or incremental small developments. The further you get away from the western (church) end the greater the proportion of properties built in the last half century.

A.24 There are many key views that the Neighbourhood Plan should protect. These include views of the church at the western end of the village and views out to the countryside on the edge of the village.



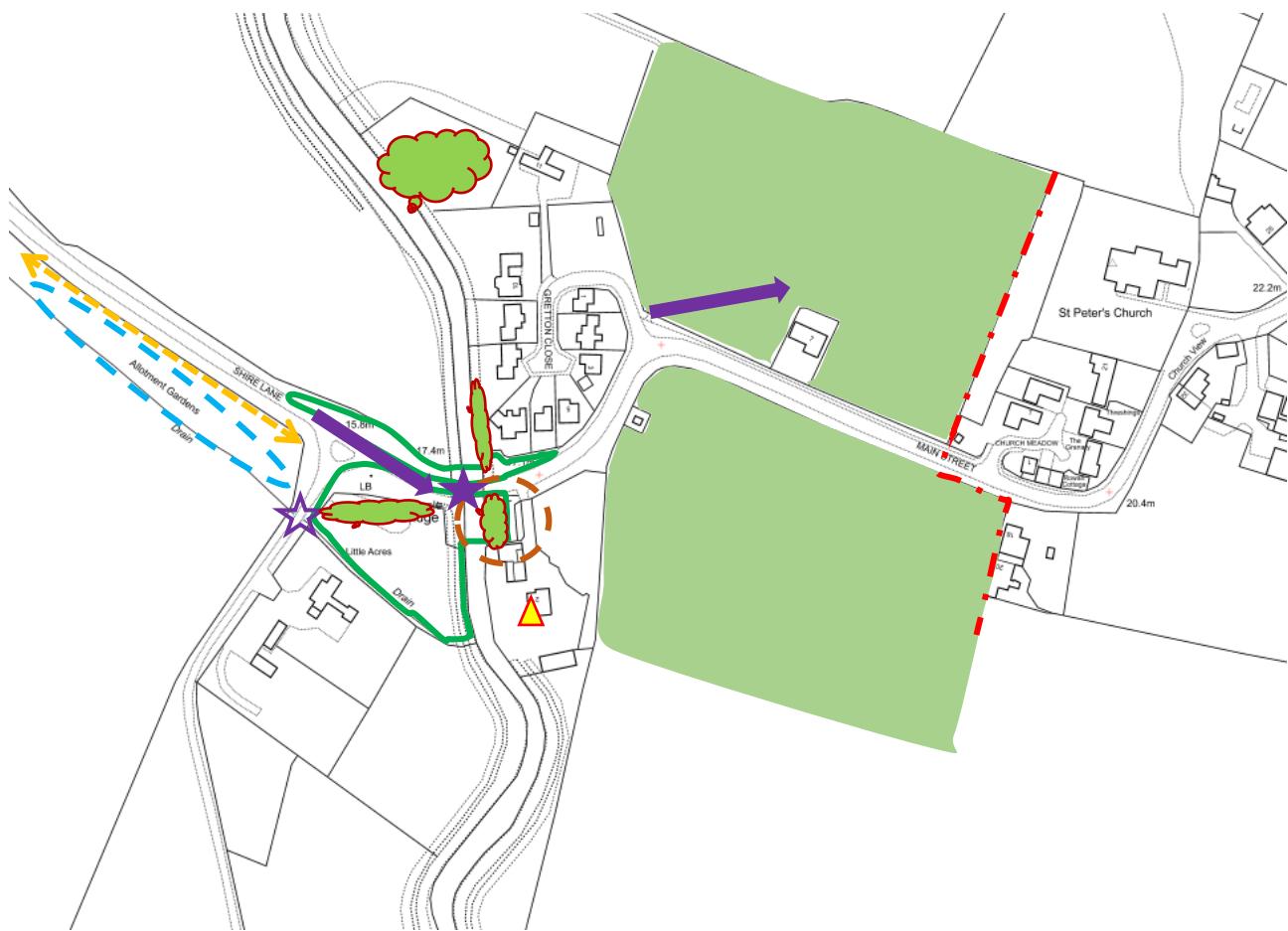
A.25 The following Character Area Profiles describe in detail the 9 identified broad character areas. For each of the character areas the profile also includes a map identifying the key characteristics which form the significance of the area.

## Key to the Character Area Maps

-  Important Views and Vistas
-  Local Green Spaces
-  Important Open Areas
-  Important Boundaries - Walls
-  Important Boundaries - Hedges
-  Important Trees or Groups of Trees
-  Important Road Grass Verges
-  Listed Buildings
-  Scheduled Monument
-  'Locally Important Buildings' - Non-designated heritage assets
-  Character Area Boundaries
-  Opportunities for Enhancement
  -  Important Road Gateways
  -  Informal Lane Character
  -  Semi-Informal Lane Character
-  Main Community Facility

# Character Area A - Claypole Bridge

A.26 The Claypole Bridge Area forms the western gateway in to the village, the river corridor along with the trees, open areas and bridge collectively form a strong rural character. The small pocket of development at Claypole Bridge gives a 'false-start' to the village with the undeveloped area between the Claypole Bridge Area and the main village being an important gap. The gap allows important views of the Church which dominates the flat landscape. Development on the periphery of this part of the village would be unacceptable as it would harm the rural setting of the Church. Gretton Close is rather insular and inward looking; this is an unfortunate style of layout because it poorly integrates into the wider village. This further emphasises the difference between the Claypole Bridge Area and the main village.



Map 16(a) - Character Area A © Crown Copyright (For Key See Page 93)



# Character Area B - Church and Environs

A.27 The Church has an important rural setting and open areas around the Church are important to the low-density gateway into the main village. The walls together with the planted triangle in the road outside the Church and the trees form a pleasant gateway feature into the main village from the west. No. 25 Main Street was built by Harry Coulby in the 1920s; this was a replica of his house in the USA. This part of the village contains one of the last remaining farmyards, although this has planning permission to be redeveloped for housing. Back Lane has an informal rural character that typifies the style of the village; although the northern part has had its informal character slightly eroded by the footway added to the road.

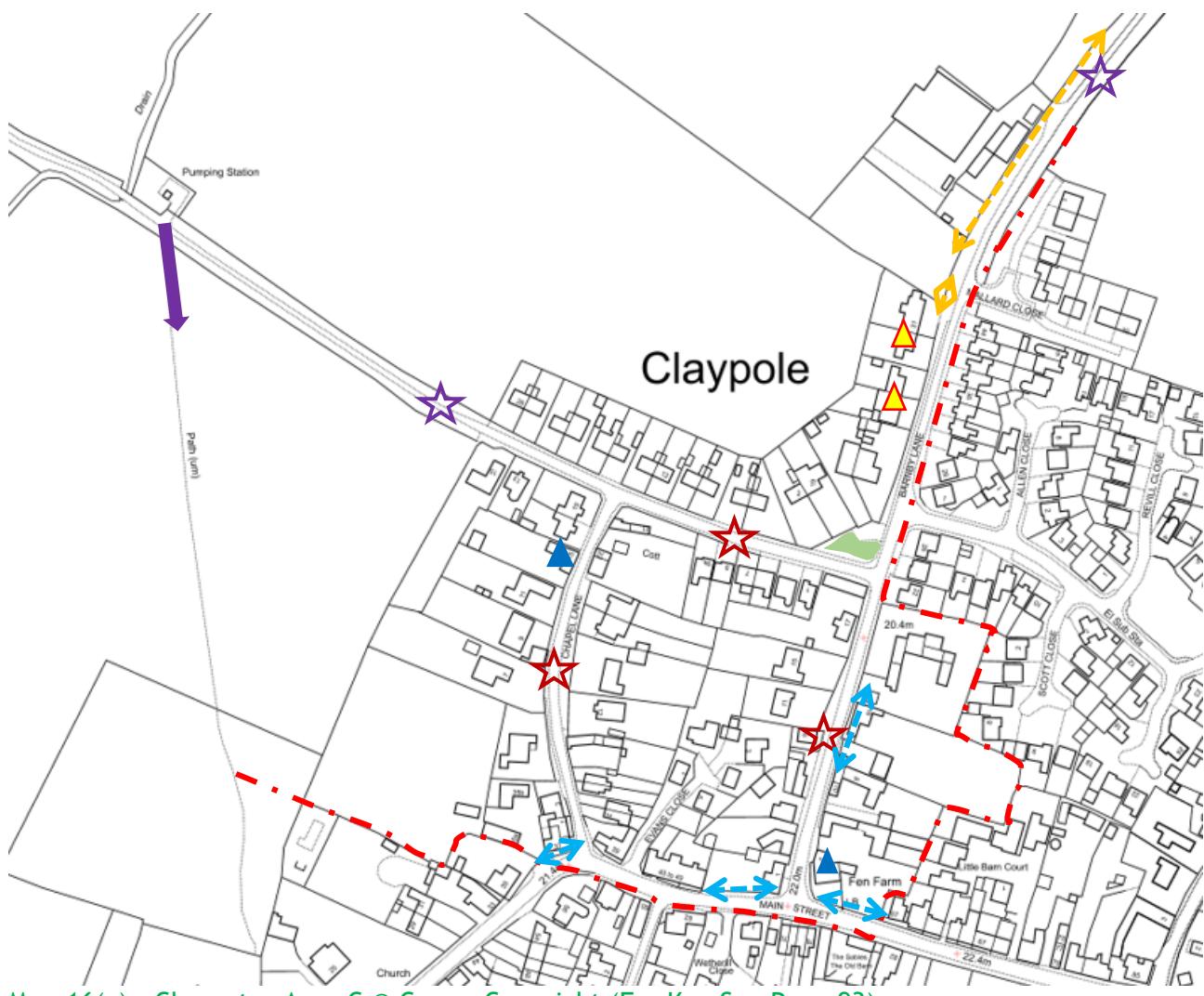


Map 16(b) - Character Area B © Crown Copyright (For Key See Page 93)



# Character Area C - The Lanes

A.28 The north-western quadrant of the village is a mixture of traditional housing with some modern infill, along with an area of original Local Authority housing; it is believed that many of these are now privately owned. The area contains some strong boundary walls and hedges and the narrow roads have the informal character of lanes which typify the village. The setback bungalows on Chapel Lane are out of character with the dominant style in this area which mostly comprises development close to the roads. This setback results in a change of scale from the narrow and enclosed section further up the road.

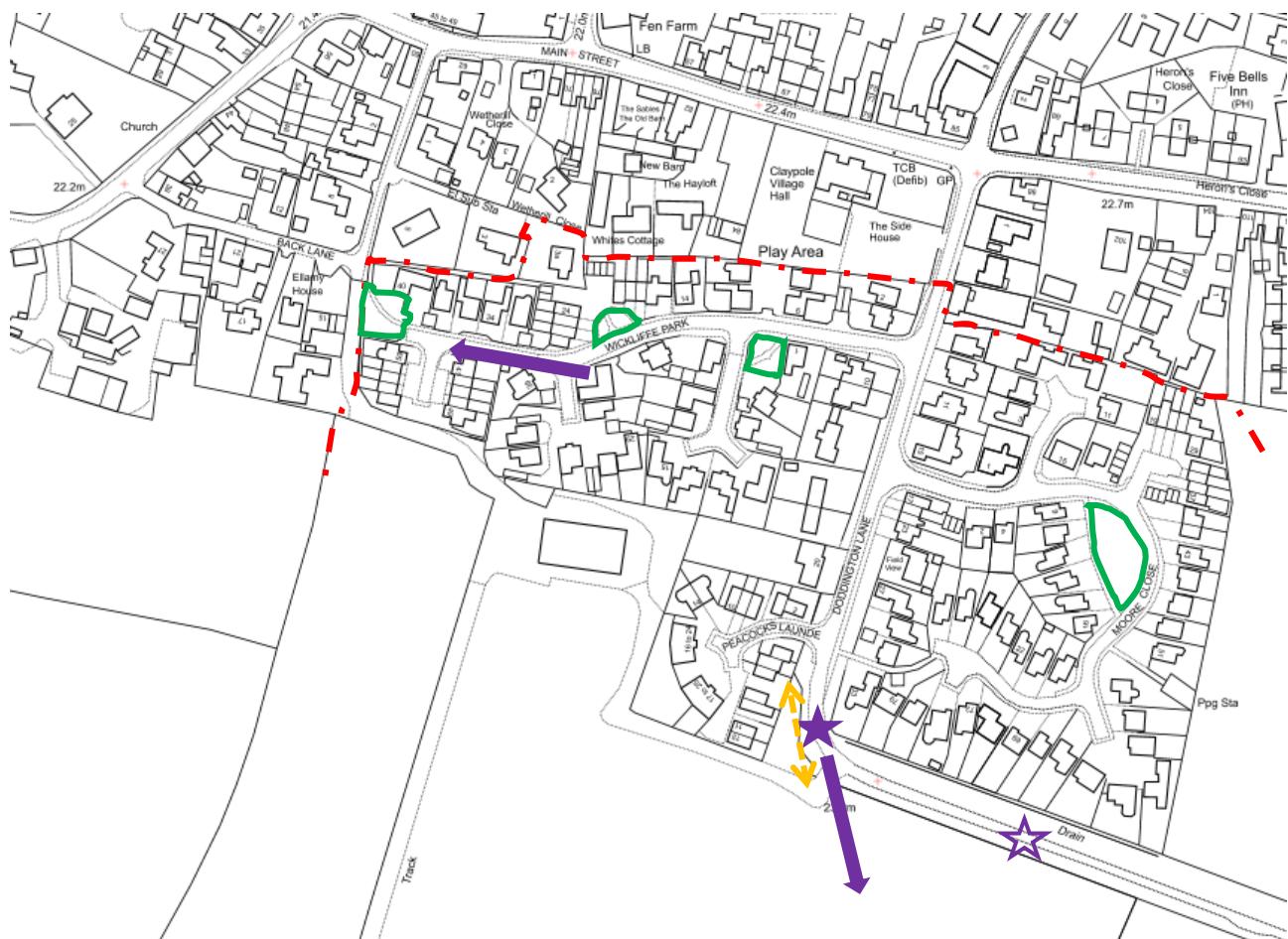


Map 16(c) - Character Area C © Crown Copyright (For Key See Page 93)



# Character Area D - Southern Modern Housing

A.29 The modern housing estates of Wickliffe Park, Peacocks Launde and Moore Close dominate the southern side of the village. The general character of Wickliffe Park is a car dominated 1990s style with the affordable homes identifiable because they have no garage. Moore Close has more evidence of planting within spaces which gives it a notably different style to Wickliffe Park; it has a curved road style typical of 1990s estates but remains car dominated. Peacocks Launde has a very car-dominated frontage. The bend in Doddington Lane provides a strong 'urban edge' to the southern side of the village defined by a hard built edge; the open countryside visually starts at this corner. Doddington Lane then goes through a stark change in character becoming a rural informal lane.

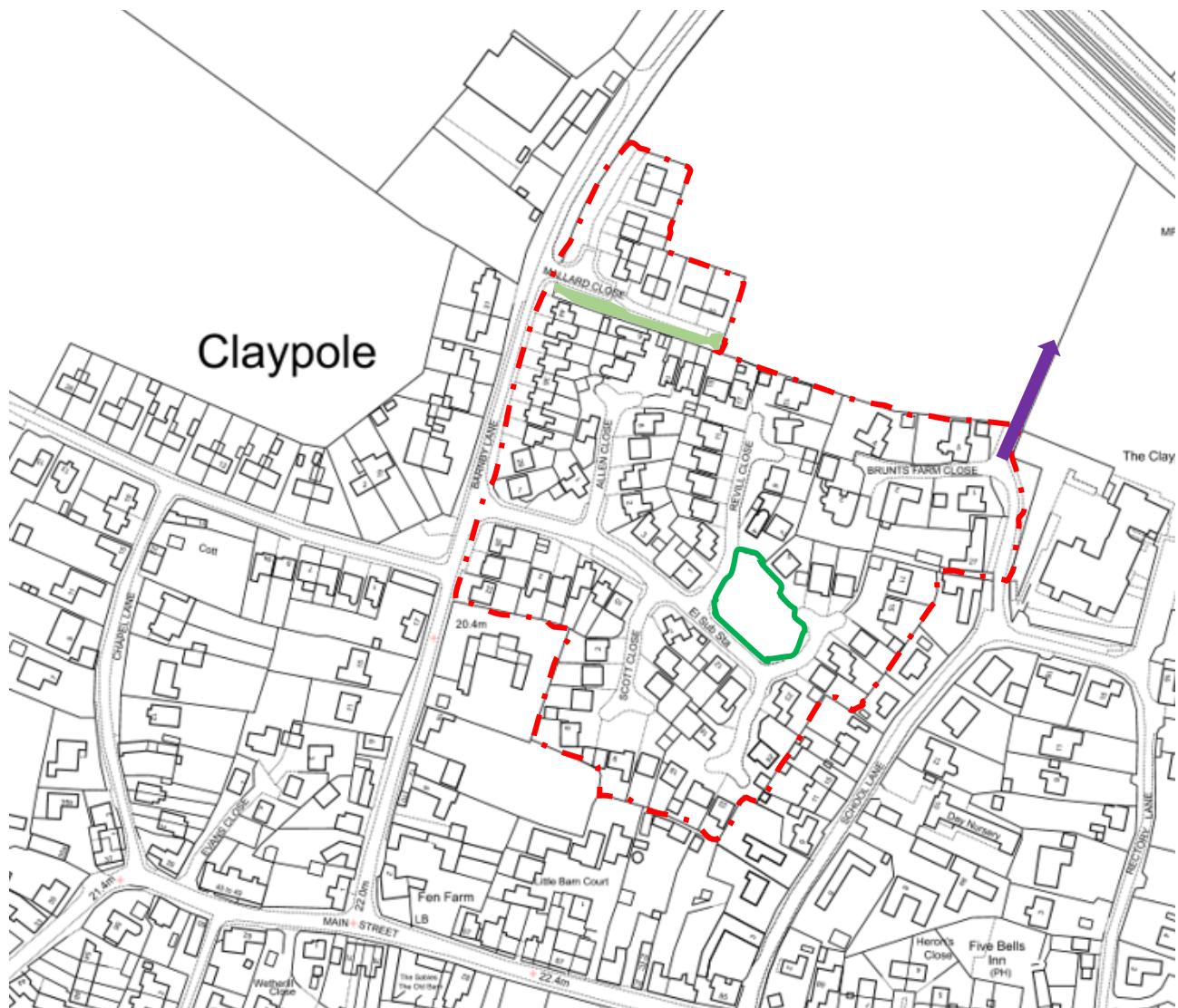


Map 16(d) - Character Area D © Crown Copyright (For Key See Page 93)



# Character Area E - Northern Modern Housing

A.30 The northern modern housing area includes Mallard Close a rural exceptions affordable housing area, Brunts Farm Close and the Swallow Drive area. The Swallow Drive area has a central 'village green' style centre which forms an important part of the character. To have been a traditional village green the houses to the north should have had an open frontage onto the green rather than curtilage hedges. Swallow Drive is a nicely matured development, made more village-like around green. Walls are used judiciously; this is preferable to fences from a maintenance point of view.



Map 16(e) - Character Area E © Crown Copyright (For Key See Page 93)



# Character Area F - Village Core

A.31 Main Street forms the core to the village, this is typified by high-density development which give the streetscene an enclosed character. The village hall forms an important core to the village, this is owned and managed by a trust rather than the Parish Council. The village Hall gardens are an unusual feature in a village, gardens are a feature more typical of towns. The car park at the Village Hall provides an opportunity for enhancement as it currently detracts from the higher quality of the rest of the site. Herons Close which are local authority bungalows fails to respect the character of Main Street, their height and layout fundamentally failed to take a design lead from the character and appearance of Main Street. Other more modern infill development has more successfully responded to the context.

A.32 The former Post Office site to the east of Coulby Close has recently obtained planning permission to be redeveloped. This will see the traditional farmhouse style property and brick-built barns/outbuildings replaced with modern development. This will result in the loss of traditional character in a prominent visual location along Main Street which is unfortunate.

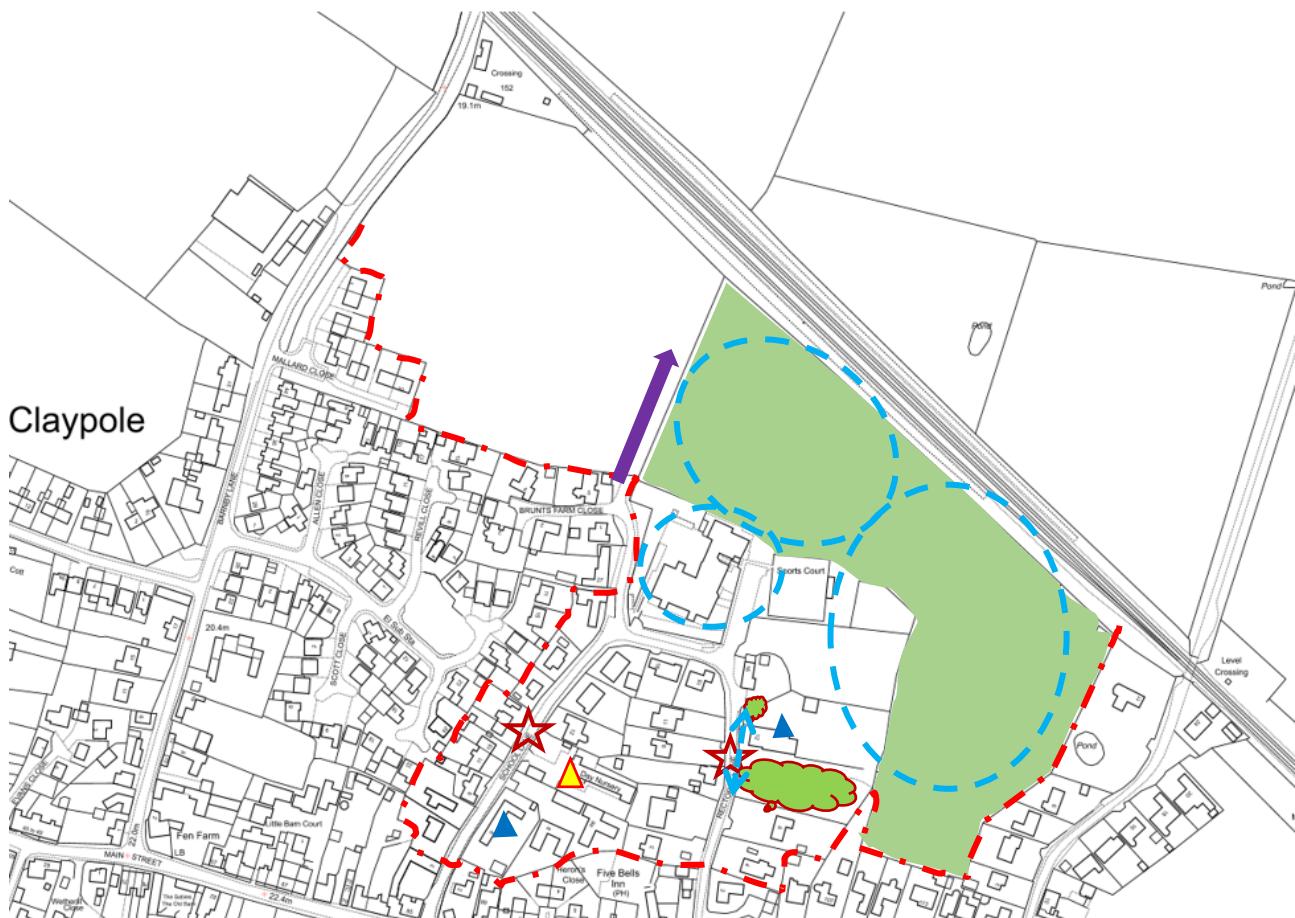


Map 16(f) - Character Area F © Crown Copyright (For Key See Page 93)



# Character Area G - School and Environs

A.33 This part of the village has a strong character with Rectory Lane being low-density and School Lane being high-density. The community facilities in this part of the village dominate the character giving an open and undeveloped buffer between the village and the railway. Although not in the centre of the village, this area operates as the green heart of the village and the Parish Council is looking to develop the Community Park further. An important vista can be seen from the norther end of School Lane by Brunts Farm Close.



Map 16(g) - Character Area G © Crown Copyright (For Key See Page 93)



# Character Area H - Eastern Modern Housing

A.34 The area of Coulby Close, Redthorn Way and Tinsley Close form the eastern modern housing area. Coulby Close is a local authority bungalow development which has the characteristic of a communal open frontage, but with limited car parking space. Redthorn Way is a development that was built in two phases, a curved brick wall on the way into the close with trees behind sets the scene for a mature established housing area. Tinsley Close was the first major modern estate development in the village, built in 1975. It is unusual in modern housing by having a grass verge between the carriageway and footway on one side. A group of trees on both sides of the bend provides a focal point. The potential for surface water flooding in this area is a characteristic resulting from the topography and different ground levels.



Map 16(h) - Character Area G © Crown Copyright (For Key See Page 93)



# Character Area I - Oster Fen Road

A.35 Oster Fen Lane is an attractive lane whose character derives from its curved alignment and the boundary treatments. It starts as a semi-informal narrow lane with a narrow footway before becoming a fully informal narrow-shared surface carriageway. Single-storey dwellings are the predominant building type. Although being a relatively small area, it has a different character to Main Street to the south and the community park to the west. The open area to the rear whilst not being an important open area does provide a buffer between the housing and the railway. This open area is subject to a very high risk of surface water flooding.

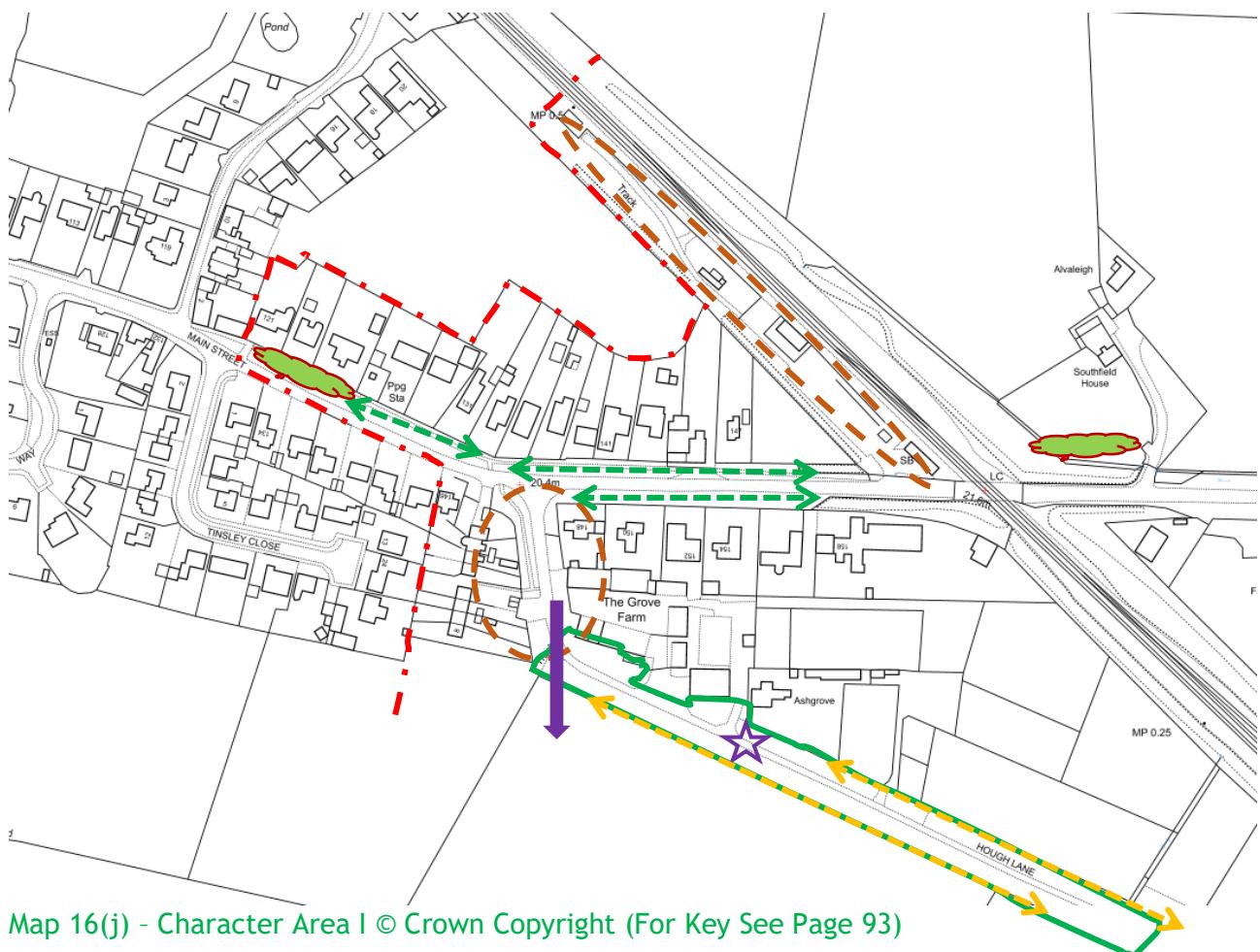


Map 16(i) - Character Area H © Crown Copyright (For Key See Page 93)



# Character Area J - Eastern End

A.36 The eastern end of the village includes two areas for potential enhancement. The railway yard is utilitarian in appearance and detracts from the gateway into the village, it could benefit from roadside boundary planting and planting to break up its bulk and massing. The northern end of Hough Lane has a mixture of different surfaces on either side of the carriageway which give the area lack of coherence. As Hough Lane turns the corner then in direct contrast the lane takes on a very rural character, typical of an old '40ft' road where a narrow carriageway is set between two wide grass verges; this part of Hough Lane has a particularly pleasing visual appearance and rural character. The eastern end of Main Street benefits from a series of important grass verges which help form part of the 'set-back' character of buildings in this part of Main Street.



# Risks to Character

A.37 The character of the older parts of Main Street through the village is generally of buildings facing the road from each side. Some 20<sup>th</sup> Century buildings have been set back from the road around cul-de-sacs which do not follow the traditional pattern and detract from this traditional built form character.

A.38 The predominant building material in the village is red brick and pantile. Some properties that have been altered and amended have walls involving either render or concrete roof tiles. Inappropriate use of materials can threaten the character and appearance of the village character.

A.39 The boundaries to properties in the village mostly involve defined walls or hedges. These are of a variety of heights and loss of these boundary features can also threaten the character and appearance of the village character.



# Design Guidelines

A.40 The Character Appraisal identifies what locally distinctive features make Claypole the place that it is. The Neighbourhood Plan is not intended to prevent change and new development, but seeks to ensure that new development enhances the heritage assets of Claypole and makes a positive contribution to the character and appearance of the overall village and its surroundings. As part of this process the Neighbourhood Plan Steering Group has developed a series of design guidelines to ensure that all future development preserves and enhances the distinctive character of Claypole. These guidelines show how this can be achieved.

A.41 The guidelines are intended for use by householders, architects and developers when considering new works, including those minor works which can be undertaken without needing planning permission, known as 'permitted development'. In addition, as part of the Neighbourhood Plan, they will be used by South Kesteven District Council as the planning authority when determining planning policy and deciding planning applications in Claypole. These guidelines should be read in the context of the policies of the Neighbourhood Plan and the South Kesteven Local Plan, alongside other supplementary planning documents produced by South Kesteven District Council.

A.42 The following Design Guidelines should be considered in new development proposals:



### Design Guideline 1 - General Guidelines for All Development

This section applies to all new buildings, conversions, alterations and extensions, as well as to works relating to roadways and utilities. The unique character of Claypole as described in this Character Appraisal should form the context for all new design and planning. Any development should:

- a) establish the suitability of a site for development consistent with the criteria detailed in this Appraisal and where appropriate through pre-application engagement with the Parish Council and other relevant stakeholders which is positively encouraged;
- b) conserve the character of the village;
- c) make a positive contribution towards the shared visual amenity of the street scene;
- d) not encroach on the open countryside at the entrances to the village, or other key open spaces identified in the character area profiles;
- e) not have a detrimental impact on wildlife and introduce biodiversity enhancement measures;
- f) not obscure the important views;
- g) conserve existing planting and ensure new landscaping provides native and naturalised trees;
- h) not have a detrimental effect on listed and historic buildings or their settings;
- i) make effective re-use of previously developed land where possible, and not encroach on important open areas;
- j) maintain the local tradition and pattern of plot sizes and orientation;
- k) with regard to new buildings, or alterations, have regard to surrounding buildings and the historic use of tile roofs and brick construction;
- l) consider the position of neighbouring buildings alongside the general street scene and the building line, as well as road widths;
- m) reflect the local character of height, scale and external appearance - use designs and materials in keeping with the street scene;
- n) conserve historic and traditional building features, such as handmade tiles, windows, doors and rainwater goods (or provide equivalent replacements when necessary);
- o) conserve historic or traditional boundary walls and historic or traditional hedges, and consider how to use roadside boundaries to enhance the street scene;
- p) avoid making overly dominant or over-engineered and inappropriate entrances, keeping visibility splays to a minimum balancing highway safety against protecting the character and appearance of the streetscene; and
- q) reduce flood risk by ensuring the free running of all watercourses, gullies and culverts; by using soak-aways (where technically feasible) or sustainable drainage for surface water run-off; and by avoiding the use of impermeable surfaces such as tarmac in gardens and driveways.



### Design Guideline 2 - Additional Guidelines for New Buildings

For new building in Claypole, the traditions of local building should be integrated with current technologies to produce architecture appropriate for today but in keeping with village character. All new buildings should:

- a) predominantly use traditional vernacular building forms to conserve and enhance the character of the village, while exceptionally retaining a place for high quality innovative contemporary design where this does not have a detrimental effect on the existing street scene or key views;
- b) reflect local density and ensure that developments including more than one building provide a mix of sizes and designs that reflects the mixed character of the village;
- c) where a replacement building is proposed it should reflect the scale and proportions of the building being replaced;
- d) conform to planning guidance on parking provision per dwelling for off-street parking;
- e) be contingent upon adequate capacity in the existing sewerage network, or make adequate provision for upgrading network capacity;
- f) make use of Sustainable Drainage Systems (SUDS) where soil structure and composition are appropriate;
- g) use water conservation systems (i.e. grey water recovery, rainwater collection) where feasible; and
- h) use energy-saving technology and low-carbon energy supply wherever possible, without compromising the character of the village.



### Design Guideline 3 - Additional Guidelines for Extensions

Extensions should preserve and enhance the character of the host building; in addition to the previous General Guidelines the development of an extension should:

- a) enhance - not detract from - the visual appearance of the original building, its surroundings and the street scene;
- b) not lead to a reduction in the supply of smaller residential units;
- c) preserve the privacy and daylight amenity of neighbouring properties;
- d) remain clearly subservient in scale and form to the original building;
- e) with regard to roof extensions - be lower than the original roof, with pitches and eaves details the same as the original roof;
- f) with regard to windows - be of similar proportions and detailing to neighbouring buildings;
- g) with regard to historic or traditional buildings - make use externally of building styles, materials, techniques and features which match or reflect the original building;
- h) conservatories should not be on elevations visible from the public realm and remain subordinate in scale using materials in harmony with the existing building;
- i) use design breaks where appropriate (i.e. stepping back) to prevent extensions from appearing too dominant;
- j) with regard to side extensions - not obscure traditional gable ends;



- k) with regard to rear extensions - ensure that sufficient garden remains to meet the needs of current and future occupiers; and
- l) ensure the retention of on-site parking capacity, particularly where there is a shortage of on-street parking, or where an increase in on-street parking would compromise highway safety.

### Design Guideline 4 - Additional Guidelines for Alterations and Conversions

Alterations and conversions should preserve and enhance the character and/or special historic interest of buildings. These guidelines also apply to small alterations, which can easily disfigure buildings. In addition, any works relating to alterations and conversions should:

- a) with regard to historic buildings - enhance the original building, preserve rooflines, and make use of materials, designs and architectural features characteristic of original buildings;
- b) with regard to shop-fronts and shop-signs - be in keeping with the street scene;
- c) ensure that replacement windows, doors, roofing materials and external finishes do not fundamentally alter the original character of the building;
- d) use traditional lime mortar to re-point historic buildings and not cement; and
- e) with regard to garage conversions - not reduce on-site car parking capacity, particularly where there is a shortage of on-street parking, or where an increase in on-street parking would compromise highway safety.



### Design Guideline 5 - Additional Guidelines for External Works

The contributions that gardens, driveways and other open spaces make to the appearance of Claypole mean that any changes should be carefully considered. In addition to the previous General Guidelines any planned works affecting such open spaces should:

- a) conserve and enhance the integrity of gardens and open spaces;
- b) ensure that paths and driveways are constructed from water permeable traditional materials;
- c) encourage the planting of fruit trees and other appropriately sized native trees and shrubs, while discouraging non-native trees such as conifers;
- d) locate aerials, dishes and other roof furniture (including energy-saving devices or renewable or low carbon energy generation) unobtrusively, and not where they will be visible from roads and other public spaces;
- e) ensure that external domestic lighting is not intrusive, and that light pollution is minimised by effective shading and limiting night-time use;
- f) ensure that lighting schemes for new developments, commercial ventures or community buildings are carefully evaluated with the aim of preventing negative impacts on the rural character of the parish; and



- g) ensure that signs and advertisements are restricted in size and number, are traditionally designed, avoid the use of illumination, and are located behind frontages and not on verges.

#### Design Guideline 6 - Additional Guidelines for Infrastructure Works

The provision of infrastructure does not always need planning permission, where it requires consent these guidelines should be followed. Utility companies and Infrastructure Providers where they can undertake works under permitted development rights are strongly encouraged to take account of these guidelines. Infrastructure includes roads, footways, roadside boxes, utility pipelines and wires:

- a) ensure that highway works have regard to Claypole's character when changing road layout, surfacing, signage or lighting, and engage at an early stage with the local community through the Parish Council;
- b) ensure the safety and needs of pedestrians at all times, whilst not changing the character of shared surface lanes in parts of the village - there should be a presumption against the introduction of new footways on the shared surface lanes;
- c) minimise the use of road markings, permanent signage and lighting, siting them with care and ensuring that they are in keeping with their surroundings wherever possible;
- d) ensure that replacement pavements and footways are not detrimental to historic or traditional features, and have an appearance in keeping with their surroundings, with a preference for natural stone kerbs rather than concrete;
- e) ensure that new and replacement utility equipment is not detrimental to historic or traditional features and has a siting and an appearance in keeping with its surroundings;
- f) reinstate traditional materials where utility works are undertaken beneath roads, pavements and footways;
- g) minimise/avoid the use of street lighting to preserve rural character;
- h) minimise the visual impact of services by using existing poles and masts, and requiring telecom providers to share masts wherever possible;
- i) minimise the visual impact of services by placing essential utility equipment underground or in unobtrusive locations which are sensitive to the streetscene wherever possible; and
- j) site new utility cabinets and equipment in discreet locations which do not adversely affect the character of the streetscene.



# Section 2

## Non-Land Use Planning Issues

(This Section Does Not Form Part of the Statutory Development Plan)



# Non-Land Use Planning Issues

(This Does Not Form Part of the Statutory Development Plan - It Contains Community Aspirations and Parish Council Ambitions Which Supplement the Policies in the Neighbourhood Plan)

B.1 The Neighbourhood Plan consultation identified the issues that are important to the local community. Some of the issues identified did not relate to the development and use of land and therefore could not be included in the main body of the Neighbourhood Plan. However, these issues are important to local people. To show the community that their comments have been taken into account and will be addressed by the Parish Council, all non-planning issues are included in this section. Many of these issues build upon the issues that can be controlled by the planning system, which were discussed in section 1 of the Neighbourhood Plan which the planning system can control.

## Traffic and Transport

B.2 Traffic has been identified as a major issue of concern to the parish residents in consultation that has been undertaken. It is the volume and nature of inappropriate through traffic that are the primary concerns. The character of Claypole comes from its narrow streets which either have a single narrow footway or have no footway, as such the safety of pedestrians and cyclists is a key consideration. Limited traffic management measures have been introduced, and further measures traffic management measures are required and need to be discussed with Lincolnshire County Council.

B.3 The fact that Claypole lies on the boundary between Lincolnshire and Nottinghamshire adds to the complexity of traffic management, as in fact many vehicles are moving to/from destinations in Nottinghamshire through the village.

B.4 Developments west of the village in the Newark Urban Area had had and will have a detrimental effect on life in the village. Unfortunately, traffic management is not an issue over which the Parish Council have direct control. Most of the traffic originates outside the parish. As a consequence, traffic management cannot be addressed by policies in this Neighbourhood Plan. The Parish Council will work with the neighbouring Newark and Sherwood District Council and Nottinghamshire County Council to develop further solutions and enforcement to address traffic management relating to the 'Land Around Fernwood' sustainable urban extension and the impact on Claypole.

B.5 There are a number of specific traffic issues in the village:

- Speed and volume of traffic including commercial vehicles ignoring weight limit;
- There are no footways on many of the lanes;
- On-street car parking on Main Street;
- There is only limited on-street parking available adjacent to the Church and the village store;
- There is no footway over Claypole Bridge at the western end of the village;
- The level crossings over the railway line to the east of the village are closed for a significant proportion of the time;
- Traffic from Fernwood appear to come through the village as a route to reach the A15 towards Sleaford rather than using the A1 and A17 because of the traffic congestion at the A1/A46/A17 Winthorpe junction; and
- Traffic from the A15 re-routes through the village when there are incidents on the A15.

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# Claypole Neighbourhood Plan 2021-2036

Referendum Version  
July 2023

The Neighbourhood Plan for the Parish of Claypole produced in accordance with the Neighbourhood Planning Regulations 2012

<https://claypole.parish.lincolnshire.gov.uk/>



Claypole Parish Council

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