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Appendix 1: Review of relevant policies, plans and programmes

Policy/Plan/ Programme	Summary	Key Objectives	Implications for the Local Plan
International/European			
Air Quality			
1996/62/EC Ambient Air Quality Directive	This directive introduces new air quality standards for previously unregulated air pollutants. The list of atmospheric pollutants to be assessed includes sulphur dioxide, nitrogen dioxide, particulate matter, lead, benzene, carbon dioxide, carbon monoxide and ozone.	• The main requirement is for the assessment of outdoor air quality. Target thresholds are set to alert a local authority to when air quality issues may arise. • Sets legally-binding limits for concentrations of major air pollutants in outdoor air that impact on public health such as particulate matter and nitrogen dioxide. • Sets targets for levels of certain toxic heavy metals and polycyclic aromatic hydrocarbons in outdoor air.	Consider potential impacts on air quality when developing planning policies and a development strategy. Policies should ensure that new developments minimise traffic growth and should encourage development in areas that can be accessed by sustainable modes of transport. Consideration should be given to the impact of and on air pollution by development.
2002/49/EC Environmental Noise Directive	Concerns noise from road, rail and air traffic, and industry. It focuses on the impacts of noise on individuals, and it complements the existing EU legislation on noise control from transport. Requires Member States to produce 'strategic noise maps' for large urban areas, major roads, major railways and major airports within their territories. On the basis of the noise	The main objectives include: • Monitoring the environmental problem – by requiring competent authorities to draw up 'strategic noise maps'. These maps will be used to assess the number of people annoyed and sleep-disturbed respectively throughout Europe. • Informing and consulting the public – about noise exposure, its effects, and the measures considered to address noise. • Addressing local noise issues – by requiring competent authorities to draw up action plans to reduce noise where necessary and maintain	Consider the impact of noise both to and as a result of development proposals. Ensure that new development and associated activities does not exacerbate existing noise issues. Plan objectives and policies should seek to reduce the impact of environmental noise and maintain areas of low noise level, especially within natural open space

	mapping, noise action plans are required to be drawn up, designed to manage noise issues and effects, including noise reduction if necessary. The EU Noise Directive is transposed into law in the UK by the Environmental Noise (England) Regulations 2006 and as amended.	environmental noise quality where it is good.	environments and residential areas.
UNECE Gothenburg Protocol (adopted 1999 but subsequently amended)	This protocol requires parties to report on their emissions once a year. The revised 2012 protocol is the first binding agreement to include emission reduction commitments for fine particulate matter. In the EU, the Gothenburg protocol has been implemented through the *National Emissions Ceilings Directive*	• Sets national emissions ceilings for 2010 up to 2020 for four pollutants: sulphur, nitrogen oxides, volatile organic compounds and ammonia • Also sets tight limit values for specific emission sources e.g. combustion plant, electricity production, dry cleaning, cars and lorries.	Consider the potential impact of development proposals on the four pollutants listed as well as its possible effects on the pollution generated by specific emission sources.
Biodiversity, Geodiversity and Green Infrastructure			
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	The Bern Convention is a binding international legal instrument covering most of the natural heritage of the European continent and extending to some States of Africa. It was the first international treaty to protect both species and habitats. The Convention identified a range of species for special protection and led to the identification of protected	Key aims: • conserve and protect wild flora and fauna and their natural habitats • promote co-operation between states • monitor and control endangered and vulnerable species	Need to consider the impact of policies and proposals on designated sites.

	habitats, known now as Natura 2000.		
Ramsar Convention on the Wetlands of International Importance (1971)	The Convention is the intergovernmental treaty that provides the framework for the conservation and wise use of wetlands and their resources.	Under the three pillars of the Convention, the Contracting Parties commit to: • work towards the wise use of all their wetlands through national plans, policies and legislation, management actions and public education; • designate suitable wetlands for the list of Wetlands of International Importance (the "Ramsar List") and ensure their effective management; • cooperate internationally on transboundary wetlands, shared wetland systems, shared species, and development projects that may affect wetlands.	Will need to protect wetlands and consider the impact of proposals on Ramsar sites. The wider use of wetlands should be promoted.
EC Council Directive 79/409/EEC Conservation of Wild Birds	The Directive provides a framework for the conservation and management of, and human interactions with, wild birds in Europe.	• Take measures to protect, manage and control all species of naturally occurring birds. • The identification and classification of Special Protection Areas (SPAs) for rare or vulnerable species listed in Annex I of the Directive, as well as for all regularly occurring migratory species, paying particular attention to the protection of wetlands of international importance (Article 4). • The establishment of a general scheme of protection for all wild birds (Article 5).	Consider the impact on bird species and their habitats and how it can contribute to maintaining bird species populations. Consideration should be given in particular to the impact of proposals on The Wash SPA and any necessary protection measures.
EC Council Directive 92/43/EEC Conservation of Natural Habitats, Floral and Fauna	The Habitats Directive aims to contribute towards protecting biodiversity through the conservation of natural habitats and of wild fauna and flora.	The main aim of the Habitats Directive is to promote the maintenance of biodiversity by requiring Member States to take measures to maintain or restore natural habitats and wild species listed on the Annexes to the Directive at a favourable conservation status as defined in Articles 1 and 2. Other provisions include: • Contribute to a coherent European ecological network of protected sites by designating	Policies should seek to protect, enhance and, where appropriate, restore biodiversity, with particular regard being given to sites of significant conservation value. The impact of the Plan should be considered through a Habitats Regulations

		Special Areas of Conservation (SACs) for habitats listed on Annex I and for species listed on Annex II (Article 3). • Any plan or project likely to have a significant effect on a designated Special Area of Conservation should undergo an appropriate assessment of its implications (Article 6). • Contribute to a coherent European ecological network of protected sites by designating Special Areas of Conservation (SACs) for habitats listed on Annex I and for species listed on Annex II. (Articles 3 and 10)	Assessment.
European Site Conservation Objective for The Wash and North Norfolk Coast Special Area of Conservation and The Wash SPA (2010)	Both Boston Borough and South Holland District border The Wash and North Norfolk Coast Special Area of Conservation (SAC) and The Wash SPA. Natural England has provided advice on the Conservation Objectives for these sites. These Conservation Objectives are those referred to in the Conservation of Habitats and Species Regulations 2010 as amended ('the Habitats Regulations') and Article 6(3) of the European Habitats Directive.	Conservation Objectives for the The Wash and North Norfolk Coast SAC: It is necessary to ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features Conservation Objectives for The Wash SPA: It is necessary to ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive	Ensure that the 'Qualifying Features' of the SAC and SPA are maintained and, where appropriate, restored. The Plan should help ensure the site's contribution to achieving the aims of the Wild Birds Directive.
Climate Change (Adaption and Mitigation)			
The Kyoto Protocol on Climate Change - Adopted 1997 (entered into force in 2005)	The Kyoto Protocol is an international agreement linked to the United Nations Framework Convention on Climate Change, which	The Protocol was amended in 2012 meaning that Parties have committed to reduce greenhouse gas emissions by at least 18% below 1990 levels between 2013 and 2020. The amendment also includes a revised list of greenhouse gases to be	Ways of reducing emissions such as greenhouse gases should be considered.

	commits its Parties by setting internationally binding emission reduction targets, including for greenhouse gases.	reported on by Parties.	
EC Council Directive 2009/28/EC Renewable Energy	The Renewable Energy Directive establishes an overall policy for the production and promotion of energy from renewable sources in the EU. It requires all EU countries to ensure that at least 10% of their transport fuels come from renewable sources by 2020.	The Directive promotes an increase in the contribution of renewable energy sources to electricity production. In terms of targets, it requires the UK to achieve 15% of its energy consumption from renewable sources by 2020.	Local Plan policies should promote the use of renewable sources of energy. The sustainability appraisal should include objectives regarding renewable energy.
Historic Environment			
European Convention on the Protection of Archaeological Heritage (revised) 1992	This revised Convention updates the provisions of a previous Convention adopted by the Council of Europe in 1969. Its aim is to protect archaeological heritage and define its importance.	The Convention makes the conservation and enhancement of the archaeological heritage one of the goals of urban planning policies. It is concerned in particular with arrangements to be made for co-operation among archaeologists and town planners in order to ensure optimum conservation of archaeological heritage. Amongst other matters, each member state should: • Provide a legal protection system for heritage • Preserve, protect and guarantee scientific significance of its heritage • Collect/disseminate scientific information freely • Promote public awareness	Local Plan policies should be formulated so as to take into consideration archaeological heritage. Archaeologists should be involved in the plan making process wherever appropriate.
Landscape			
European Landscape Convention (2000)	The Convention is a Council of Europe initiative that highlights the importance of all landscape and encourages more attention to their care	The Convention promotes the protection, management and planning of European landscapes, and aims to encourage public authorities to adopt policies and measures to facilitate these aims.	The Local Plan should adhere to the actions set out in the convention, ensuring that landscapes are given the appropriate level of protection

	and planning. It covers natural, rural, urban and peri-urban areas and includes land, inland water and marine areas. It concerns landscapes that might be considered outstanding as well as everyday or degraded landscapes. The UK signed up to the convention in 2006.	It provides various definitions as follows: "Landscape": an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors. "Landscape protection": actions to conserve and maintain the significant or characteristic features of a landscape, justified by its heritage value derived from its natural configuration and/or from human activity. "Landscape management": action, from a perspective of sustainable development, to ensure the regular upkeep of a landscape, so as to guide and harmonise changes which are brought about by social, economic and environmental processes. "Landscape planning": strong forward-looking action to enhance, restore or create landscapes.	from development, and that planning enhances the landscape where possible.
Water			
EC Council Directive 2000/60/EC Water Framework (2000)	The Directive establishes a framework for the protection of surface waters (rivers, lakes, estuaries and coastal waters) and groundwaters.	The purpose of the Directive is to: • Prevent further deterioration, and improve the status, of aquatic ecosystems; • Protect, enhance and restore all bodies of water (including artificial bodies) to achieve good ecological potential and good water quality status; • Promote sustainable water use; • Reduce pollution of groundwater and to contribute to mitigating the effects of floods and droughts. The WFD was transposed into UK law in 2003 and the Environment Agency (EA) is the body responsible for its implementation. How it will be achieved is outlined in a series of River Basin Management Plans (RBMPs).	Policies in the Local Plan should seek to prevent the deterioration of bodies of water and promote the sustainable use of water. Consideration should be given to the potential for adverse impacts on water quality (including groundwater) when selecting sites for future development.

National			
Air Quality			
The Environment Act 1995	The Act created a number of new agencies and set standards for environmental management	Local authorities have a legal duty to designate an Air Quality Management Area where air pollution levels are expected to breach the air quality objectives.	Consider the impact of development proposals and policies on Air Quality Management Areas and AQMAs implications for development allocations.
National Planning Policy Framework (2012)	The National Planning Policy Framework sets out the Government's economic, environmental and social planning policies for England. Taken together, it is designed to protect the environment and to promote sustainable growth.	To prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan. The planning system should contribute to and enhance the natural and local environment by preventing both new and existing	Consider impact of pollution on, and as a result of, development.

		development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. In preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment. Plans should allocate land with the least environmental or amenity value, where consistent with other policies in this Framework. Planning policies and decisions should aim to: • Avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development; • Mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions; • Recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and • Identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.	
National Planning	This national guidance	States that the Local Plan may need to consider:	Consider impact of pollution

Practice Guidance on Air Quality (2014)	provides guiding principles on how planning can take account of the impact of new development on air quality.	• The potential cumulative impact of a number of smaller developments on air quality as well as the effect of more substantial developments; • The impact of point sources of air pollution (pollution that originates from one place); and, • Ways in which new development would be appropriate in locations where air quality is or likely to be a concern and not give rise to unacceptable risks from pollution. This could be through, for example, identifying measures for offsetting the impact on air quality arising from new development including supporting measures in an air quality action plan or low emissions strategy where applicable.	on, and as a result of, development. Ensure that steps to mitigate the impact of development on air quality are considered.
Air Quality Strategy for England, Wales, Scotland and Northern Ireland (DEFRA) (2007)	Provides the strategic framework for the UK, and sets air quality standards for a range of pollutants reflecting the European standards.	The strategy sets health-based objectives for nine main air pollutants. The pollutants covered are: Benzene; 1,3-butadiene; carbon monoxide (CO); Lead; nitrogen dioxide (NO2); Ozone; Particles (PM10); sulphur dioxide (SO2); polycyclic aromatic hydrocarbons. Performance against these objectives is monitored where people are regularly present and might be exposed to air pollution.	Consider potential impacts of proposals on air quality. This includes the sustainability of the location, and minimising traffic growth, but also the impact of air pollution on development.
Biodiversity, Geodiversity and Green Infrastructure			
National Planning Policy Framework (2012)	The National Planning Policy Framework sets out the Government's economic, environmental and social planning policies for England. Taken together, it is designed to protect the environment and to promote sustainable growth.	The planning system should contribute to and enhance the natural and local environment by: • protecting and enhancing valued landscapes, geological conservation interests and soils; • recognising the wider benefits of ecosystem services; • minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including	Local Plan policies and proposals should seek to minimise impacts on biodiversity and provide net gains in biodiversity where possible. The Plan should include policies for protection of designated sites appropriate to their status.

		by establishing coherent ecological networks that are more resilient to current and future pressures; • preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and • remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. In preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment. Plans should allocate land with the least environmental or amenity value, where consistent with other policies in this Framework. Local planning authorities should set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged. Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks. Local planning authorities should: • set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure;	

		To minimise impacts on biodiversity and geodiversity, planning policies should: • plan for biodiversity at a landscape-scale across local authority boundaries; • identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation; • promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets, and identify suitable indicators for monitoring biodiversity in the plan; and • aim to prevent harm to geological conservation interests;	
Biodiversity 2020: A Strategy for England's wildlife and ecosystem services (2011)	The strategy sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea. It sets out the following 'Vision for England': By 2050 our land and seas will be rich in wildlife, our biodiversity will be valued, conserved, restored, managed sustainably and be more resilient and able to adapt to change, providing essential services and	To halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people.	Policies and proposals should seek to protect and enhance biodiversity.

	delivering benefits for everyone.		
The Geodiversity Charter for England (2014)	The Geodiversity Charter for England aims to widen understanding of the importance of Geodiversity and encourages everyone to work together to promote and look after England's rich Geodiversity. The Charter sets out a clear vision for England's Geodiversity: Geodiversity is recognised as an integral and vital part of our environment, economy and heritage that must be safeguarded and managed for current and future generations.	• raise awareness of the importance, value and relevance of geodiversity • encourage a sense of pride through education and learning, promotion and interpretation • promote careful management of geodiversity through conservation and enhancement of its special character and qualities • integrate geodiversity into relevant local and national policies, guidance and advice ensuring a sustainable and integrated approach to the management of our natural environment	Policies and proposals should seek to protect and enhance geodiversity.
UK Geodiversity Action Plan: A framework for enhancing the importance and role of geodiversity	The UK Geodiversity Action Plan (UKGAP) sets out a framework for Geodiversity action across the UK and is a mechanism for encouraging partnership, influencing decision and policy makers, funders and promoting good practice.	• To increase recognition of our geodiversity in international, national, regional and local environmental and planning development policies and legislation. • To advocate and support development design and restoration that incorporates and enhances our geodiversity. • To conserve and manage our geodiversity through appropriate recognition at international, national and local levels. • To maintain and enhance our geodiversity through the management of sites, areas and wider landscapes.	Policies and proposals should seek to maintain, enhance and, where appropriate, restore geodiversity.
Wildlife and Countryside Act 1981	The Wildlife and Countryside Act 1981 consolidates and	Protection for native species and habitats. Protection to SSSIs, Rights of Way etc.	Consider the impact of proposals and policies on

(as amended)	amends existing national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the conservation of wild birds (Birds Directive) in Great Britain (NB Council Directive 79/409/EEC has now been replaced by Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (codified version)).		biodiversity.
Countryside and Rights of Way Act 2000	The Act provides for public access on foot to certain types of land, amends the law relating to public rights of way, increases measures for the management and protection for Sites of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation, and provides for better management of Areas of Outstanding Natural Beauty (AONB).	• The protection of SSSIs • Encourages the creation of new public rights of way • Strengthen the legal protection for threatened species	Consider the impact on proposals on biodiversity and the potential creation and/or enhancement of public rights of way.
Conservation of Habitats and Species Regulations 2010	The Conservation of Habitats and Species Regulations 2010 consolidate all the various amendments made to	The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of	Impact of the Local Plan on protected sites and species needs to be considered through a Habitats

	the Conservation (Natural Habitats, &c.) Regulations 1994 in respect of England and Wales. The 1994 Regulations transposed Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (EC Habitats Directive) into national law.	European Sites.	Regulations Assessment.
Natural England National Character Area: The Fens (2013)	South East Lincolnshire falls entirely within The Fens National Character Area (NCA). The NCA profile for the Fens contains a number of statements of environmental and landscape opportunities for the area.	The opportunities within the NCA include: • Manage the agricultural landscape and soils which allow the Fens to be a major provider of food and horticultural produce, while seeking to enhance opportunities for biodiversity. • Manage the core wetland complexes and increase their connectivity by enhancing the main rivers, waterways and their associated riparian habitats and improve recreational access opportunities to the Fens. • Conserve, manage and enhance the Fens landscape and increase educational opportunities to access its geodiversity, archaeology and cultural heritage to enhance enjoyment and understanding for those who live and work in and visit the Fens. • Protect the long views and expansive unwooded character of the landscape • Protect the distinctive character of settlements throughout the landscape	Take the environmental and landscape opportunities into consideration when forming the Local Plan.
White Paper: "The Natural Choice – securing the value of nature" (2011)	Sets out the Governments aims and commitments regarding protection and improvement of the natural	• Protecting and improving our natural environment: We want to improve the quality of our natural environment across England, moving to a net gain in the value of nature. We	Consider biodiversity issues across the range of issues and proposals included in the Local Plan.

	environment, growing a green economy, and reconnecting people with nature.	aim to arrest the decline in habitats and species and the degradation of landscapes. We will protect priority habitats and safeguard vulnerable non-renewable resources for future generations. We will support natural systems to function more effectively in town, in the country and at sea. We will achieve this through joined-up action at local and national level to create an ecological network which is resilient to changing pressures. • Growing a Green Economy: Our ambition is for a green and growing economy which not only uses natural capital in a responsible and fair way but contributes to improving it. It will properly value the stocks and flows of natural capital. Growth will be green because it is intrinsically linked to the health of the country's natural resources. The economy will capture the value of nature. It will encourage businesses to use natural capital sustainably, protecting and improving it through their day-to-day operations and the management of their supply chains. • Reconnecting people and Nature: Our ambition is to strengthen the connections between people and nature. We want to help more people enjoy the benefits of nature by giving them more freedom to connect with it. Everyone should have fair access to a good-quality natural environment. We want to see every child in England given the opportunity to experience and learn about the natural environment. We want to help people take more responsibility for the environment, putting people and local communities in control and making it easier for people to take positive action.	

		The 2020 mission is to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people.	
50 Year Vision for Wetlands (2008)	The Wetland Vision is a partnership project which sets out how the partners would like England's wetland landscapes to be in 50-years time.	The conservation, rehabilitation and creation of new wetland ecosystems are a vital part of the strategy.	Consider opportunities to protect, enhance and potentially create new wetland habitat via the Local Plan.
Climate Change (Adaptation and Mitigation)			
National Planning Policy Framework (2012)	The National Planning Policy Framework sets out the Government's economic, environmental and social planning policies for England. Taken together, it is designed to protect the environment and to promote sustainable growth.	Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change. To support the move to a low carbon future, local planning authorities should: • Plan for new development in locations and ways which reduce greenhouse gas emissions; • Actively support energy efficiency improvements to existing buildings; and • When setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards. To help increase the use and supply of renewable and low carbon energy, local planning authorities should… • Have a positive strategy to promote energy from renewable and low carbon sources; • Design their policies to maximise renewable and low carbon energy development while ensuring	Local Plan policies should be designed so as to promote the use of energy from renewable and low carbon sources and proposals should help the area adapt to and mitigate the impacts of climate change.

		that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts; • Consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources; • Support community-led initiatives for renewable and low carbon energy, including developments outside such areas being taken forward through neighbourhood planning; and • Identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers. Local Plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.	
National Planning Practice Guidance on Climate Change (2015)	This national guidance on climate change sets out: the climate change legislation that planners should be aware of; how the challenges of climate	The guidance states that, when preparing Local Plans and taking planning decisions, local planning authorities should pay particular attention to integrating adaptation and mitigation approaches and looking for 'win-win' solutions that will support	Consideration should be given to the adaptation and mitigation of climate change (and associated legislation) within Local Plan policies.

	change can be addressed through the Local Plan; how adaptation and mitigation approaches can be integrated and how local planning authorities can identify appropriate mitigation measures in plan-making.	sustainable development. This could be achieved in a variety of ways, for example: • by maximising summer cooling through natural ventilation in buildings and avoiding solar gain; • through district heating networks that include tri-generation (combined cooling, heat and power); or • through the provision of multi-functional green infrastructure, which can reduce urban heat islands, manage flooding and help species adapt to climate change – as well as contributing to a pleasant environment which encourages people to walk and cycle.	
Climate Change Act 2008	The Climate Change Act established the world's first legally-binding national framework to reduce the UK's greenhouse gas emissions. It also creates a framework for building the UK's ability to adapt to climate change.	Target to reduce the UK's greenhouse gas emissions to at least 80% lower than the 1990 baseline by 2050. The Act also introduces five year "carbon budgets" to 2050 and a target to reduce emissions by at least 34% by 2020.	Consideration should be given to the contribution that Local Plan policies can make to the reduction of greenhouse gases. Development should be located so as to help reduce or minimise greenhouse gas emissions.
UK Renewable Energy Road Map (2011)	The roadmap sets out how renewable energy can be delivered to set the UK on the path to achieving its renewable energy target by 2020.	The roadmap focuses in particular on the 8 technologies that have either the greatest potential to help the UK meet the 2020 target in a cost effective and sustainable way, or offer great potential for the decades that follow. It outlines a number of actions for each of the 8 technologies. These technologies are: onshore wind, offshore wind, marine energy, biomass electricity, biomass heat, ground source and air source heat pumps and renewable transport.	Consideration should be given to the delivery of renewable energy technology in the Local Plan.
UK National Strategy for Climate Change and Energy Transition	The paper sets out the UK's first ever low carbon transition plan to 2020	Deliver emission cuts of 18% on 2008 levels by 2020. Key steps include:	Consider the contribution that the Local Plan can make to reducing carbon emissions

to a Low Carbon Society (2009)		• Produce around 30% of the UK's electricity from renewables by 2020 • Making homes greener • Helping make the UK a centre of green industry by supporting the development and use of clean technologies • Transforming transport by cutting average carbon dioxide emissions from new cars across the EU by 40% on 2007 levels • Sourcing 10% of UK transport energy from sustainable renewable sources by 2020 • The first ever formal framework for tackling emissions from farming	through the location of development, delivery of renewable energy and energy efficient buildings and encouraging the growth of a clean technology sector.
The National Adaptation Programme – Making the Country Resilient to a Changing Climate (2013)	The programme was drawn up by the government, industry and other non government organisations working together. It contains a mix of policies and actions to help up adapt successfully to future weather conditions.	The report is sub-divided by a number of topics and sets out a vision in relation to each of these. These are as follows: • Built Environment – "buildings and places and the people who live and work in them are resilient to a changing climate and extreme weather and organisations in the built environment sector have an increased capacity to address the risks and take the opportunities from climate change". • Infrastructure – "an infrastructure network that is resilient to today's natural hazards and prepared for the future changing climate". • Healthy and resilient communities – "a health service, a public health and social care system which are resilient and adapted to a changing climate. Communities and individuals, including the most vulnerable, are better prepared to cope with severe weather events and other impacts of climate change. Emergency services and local resilience capability take account of and are	Consider the contribution that the Local Plan and its policies can have in relation to a range of sectors.

		resilient to, a changing climate". • Agriculture and Forestry – "profitable and productive agriculture and forestry sectors that take the opportunities from climate change, are resilient to its threats and contribute to the resilience of the natural environment by helping maintain ecosystem services and protect and enhance biodiversity". • Natural Environment – "the natural environment, with diverse and healthy ecosystems, is resilient to climate change, able to accommodate change and valued for the adaptation services it provides". • Business – "UK businesses are resilient to extreme weather and prepared for future risks and opportunities from climate change". • Local Government – "Local government plays a central in leading and supporting local places to become more resilient to a range of future risk and to be prepared for the opportunities from a changing climate".	
Flood Risk			
National Planning Policy Framework (2012)	The National Planning Policy Framework sets out the Government's economic, environmental and social planning policies for England. Taken together, it is designed to protect the environment and to promote sustainable growth.	Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations. Local Plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. Inappropriate development in areas at risk of flooding should be avoided by directing	The sequential test (and where appropriate, the exception test) should be applied to steer development to areas of lowest flood risk. Local Plan policies should be designed so as to manage flood risk from all sources

		development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by: • applying the Sequential Test; • if necessary, applying the Exception Test; • safeguarding land from development that is required for current and future flood management; • using opportunities offered by new development to reduce the causes and impacts of flooding; and • where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations. If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate. Both elements of the test will have to be passed for	

		development to be allocated or permitted.	
National Planning Practice Guidance on Flood Risk and Coastal Change (2015)	This national guidance provides guiding principles on how planning can take account of flood risk in the preparation of a Local Plan. It also sets out the opportunities for reducing flood risk overall and how development can be made safe from flood risk.	A Level 1 Strategic Flood Risk Assessment should be undertaken – this can be used to help identify where development can be located in areas with a low probability of flooding. Sequential test (and the exception test, where appropriate) should be applied to guide the location of development Local authorities and developers should seek opportunities to reduce the overall level of flood risk in the area and beyond. This can be achieved, for instance, through the layout and form of development, including green infrastructure and the appropriate application of sustainable drainage systems, through safeguarding land for flood risk management, or where appropriate, through designing off-site works required to protect and support development in ways that benefit the area more generally.	Consider flood risk throughout the sustainability appraisal. The sequential test (and where appropriate, the exception test) should be applied to steer development to areas of lowest flood risk and, after applying a sequential approach, ways in which development can be made safe from flood risk should be considered. Local Plan should seek opportunities to reduce the overall level of flood risk in the area.
Community, Health and Wellbeing			
The Equality Act (2010)	The Equality Act 2010 replaced previous anti-discrimination laws with a single act to make the law simpler and to remove inconsistencies. It covers nine protected characteristics, which cannot be used as a reason to treat people unfairly. Every person has one or more of the protected characteristics, so the act protects everyone against	The Equality Act sets out a public sector Equality Duty, which requires public bodies to consider how different people will be affected by their activities, helping them to deliver policies and services which are efficient and effective, accessible to all and which meet different people's needs.	An integral part of the sustainability appraisal process will be to publish relevant, proportionate information to demonstrate compliance with the Equality Duty. When formulating Local Plan policies consideration should be given to the protected characteristics and any potential for proposals to have a negative impact on certain people.

	unfair treatment. The protected characteristics are: • age; • disability; • gender reassignment; • marriage and civil partnership; • pregnancy and maternity; • race; • religion or belief; • sex; and • sexual orientation.		
National Planning Policy Framework (2012)	The National Planning Policy Framework sets out the Government's economic, environmental and social planning policies for England. Taken together, it is designed to protect the environment and to promote sustainable growth.	The NPPF indicates that the planning system must support strong, vibrant and healthy communities. It must also take account of, and support, local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs. The planning system must promote opportunities for meetings between members of the community who might not otherwise come into contact, safe and accessible environments where crime and disorder do not undermine quality of life or community cohesion, and safe and accessible developments, which encourage the active and continual use of public areas. The NPPF requires local plans to plan positively for community facilities and other local services, guard against the unnecessary loss of valued services and facilities and ensure that an integrated approach is taken to considering the location of housing, economic uses and community facilities and	The Local Plan should safeguard against the loss of, and where appropriate ensure the provision of additional, community and cultural facilities to meet the needs of local residents. Development should be located so as to provide good access to community facilities and services as well as employment opportunities. Consideration should also be given to primary and secondary education provision where additional demand for school places is likely to be generated.

		services. It also requires a positive, proactive and collaborative approach to be taken to meeting requirements for school places, and towards development that will widen choice in education.	
National Planning Practice Guidance on Health and Wellbeing (2014)	National Planning Practice Guidance provides guidance on the role of health and wellbeing in planning.	Local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in local and neighbourhood plans and in planning decision making. The guidance sets out a range of issues that could be considered through the plan-making process in respect of health and healthcare infrastructure, including how: • the local plan promotes health, social and cultural wellbeing and supports the reduction of health inequalities; • the local plan considers the local health and wellbeing strategy and other relevant health improvement strategies in the area; • the healthcare infrastructure implications of any relevant proposed local development have been considered; • opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation); and • access to the whole community by all sections of the community, whether able-bodied or disabled, has been promoted Local authority planners should consider engaging and consulting appropriately with the following key	When formulating sustainability appraisal objectives and Local Plan policies the issues listed above should be considered and reflected in them where necessary. Discussions should be undertaken with the key groups listed in order to ensure that the Local Plan addresses the health and wellbeing of residents appropriately.

		groups in the local health and wellbeing system: • The Health and Wellbeing Board • Local Clinical Commissioning Groups and NHS England • The local community	
The Marmot Review - "Fair Society, Healthy Lives" (2010)	The Marmot Review seeks to identify the most effective strategies for reducing health inequalities. It includes policies and interventions that address the social determinants of health inequalities.	The Review identified that it was vital for the planning system to be fully integrated with systems concerned with transport, housing, health and the environment. The planning system has the potential to have a positive impact upon many of the wider determinants of health, particularly in areas such as: • Improving the quality of the housing stock • Ensuring that neighbourhoods are designed to promote health and wellbeing • Ensuring that services are easy to access and are more 'joined-up' • Increasing opportunities for participation in community activities • Promoting active travel (walking and cycling) and reducing car use • Reducing local concentrations of fast-food outlets. Reducing health inequalities will require action on six policy objectives: • Give every child the best start in life • Enable all children, young people and adults to maximise their capabilities and have control over their lives • Create fair employment and good work for all • Ensure healthy standard of living for all • Create and develop healthy and sustainable	Health equity needs to be addressed in the sustainability appraisal objectives and Local Plan policies. The topic of health is inextricably linked to other topics such as transport, housing and the environment and so it is also important to consider the wider context.

		places and communities • Strengthen the role and impact of ill health prevention Delivering these policy objectives will require action by central and local government, the NHS, the third and private sectors and community groups. National policies will not work without effective local delivery systems focused on health equity in all policies.	
Economy and Employment			
National Planning Policy Framework (2012)	The National Planning Policy Framework sets out the Government's economic, environmental and social planning policies for England. Taken together, it is designed to protect the environment and to promote sustainable growth.	The NPPF states that planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system. To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century. Investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should: • set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;	Local Plan sustainability appraisal objectives and policies should be formulated so as to help facilitate economic growth and to help support it in rural areas. The Local Plan should include a clear economic vision and strategy. In doing so, it may be necessary to identify strategic sites and mixed-use development may be promoted. Consideration must be given to, and a strategy formulated for, the management and growth of town centres over the plan period.

		• set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period; • support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances; • plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries; identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and • facilitate flexible working practices such as the integration of residential and commercial uses within the same unit. Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local	

		communities. It also states that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should: • support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings; • promote the development and diversification of agricultural and other land-based rural businesses; • support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres; and • promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship. In relation to retail, planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. In drawing up Local Plans, local planning	

		authorities should: • recognise town centres as the heart of their communities and pursue policies to support their viability and vitality; • define a network and hierarchy of centres that is resilient to anticipated future economic changes; • define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations; • promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres; • retain and enhance existing markets and, where appropriate, re-introduce or create new ones, ensuring that markets remain attractive and competitive; • allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres. It is important that needs for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites; • allocate appropriate edge of centre sites for main town centre uses that are well connected to the town centre where suitable and viable town centre sites are not available. If sufficient	

		edge of centre sites cannot be identified, set policies for meeting the identified needs in other accessible locations that are well connected to the town centre; • set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres; • recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites; and • where town centres are in decline, local planning authorities should plan positively for their future to encourage economic activity.	
Historic Environment			
Ancient Monuments and Archaeological Areas Act 1979	The Act consolidates and amends the law relating to ancient monuments.	This Act provides for nationally important archaeological sites to be statutorily protected as Scheduled Ancient Monuments. Any works on scheduled monuments must therefore be approved by the Secretary of State. The Act also empowers the Secretary of State to acquire an ancient monument 'for the purpose of securing its preservation', if necessary by compulsion. This power applies to any ancient monument, not just those which have been scheduled.	Take into consideration the need to protect ancient monuments when formulating Local Plan policies and making decisions regarding the location of development.
Planning (Listed Buildings and Conservation Areas) Act 1990	The Act provides specific protection for buildings and areas of special architectural or historic interest.	Local planning authorities are obliged to designate any parts of their own area that are of special architectural or historic interest as conservation areas. The Act also sets out the designation regime for listed buildings.	Take into consideration the impact of Local Plan policies and the location of development on listed buildings and conservation areas.
National Planning Policy Framework	The National Planning Policy Framework sets out the	The NPPF states that local planning authorities should set out in their Local Plan a positive strategy	South East Lincolnshire's historic environment must be

(2012)	Government's economic, environmental and social planning policies for England. Taken together, it is designed to protect the environment and to promote sustainable growth.	for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account: • the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; • the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring; • the desirability of new development making a positive contribution to local character and distinctiveness; and • opportunities to draw on the contribution made by the historic environment to the character of a place.	conserved and policies in the Local Plan should be formulated so as to reflect this. Development should be located in areas where it would not cause harm to heritage assets. The significance of heritage assets must be taken into consideration in the Local Plan process and opportunities to enhance their significance should be acted upon wherever possible.
National Planning Practice Guidance on conserving and enhancing the historic environment (2014)	This national guidance provides advice on how the plan-making process can contribute towards the conservation and enhancement of the historic environment.	In line with the National Planning Policy Framework, the National Planning Practice Guidance states that local authorities should set out their Local Plan a positive strategy for the conservation and enjoyment of the historic environment. Such a strategy should recognise that conservation is not a passive exercise. In developing their strategy, local planning authorities should identify specific opportunities within their area for the conservation and enhancement of heritage assets. This could include, where appropriate, the delivery of development within their settings that will make a positive contribution to, or better reveal the significance of, the heritage asset.	The Local Plan should set out a positive strategy for the conservation and enjoyment of the historic environment. Furthermore, specific policies may be necessary in the Local Plan to help achieve this. When formulating Plan policies, consideration should be given to the impact that other policies could have on historic assets.

		The delivery of the strategy may require the development of specific policies, for example, in relation to use of buildings and design of new development and infrastructure. Local planning authorities should consider the relationship and impact of other policies on the delivery of the strategy for conservation.	
Historic England – Historic Environment Good Practice Advice Note 1: The Historic Environment in Local Plans (2015)	The advice note provides information on good practice to assist local authorities in implementing historic environment policy in the National Planning Policy Framework and the National Planning Practice Guidance. It aims to help local planning authorities make well informed and effective local plans.	Assessment work in support of plan-making and heritage protection needs to be proportionate to the significance of the heritage assets affected and the impact on the significance of those heritage assets. Effort should therefore be made to understand the value to society of historic sites. The advice note also provides sources of evidence to assist in gathering information. The Local Plan might need to consider the inter-relationship of the objectives for the historic environment with various aspects of the NPPF, including: building a strong, competitive economy; ensuring the vitality of town centres; promoting sustainable transport; delivering a wide choice of high quality homes; requiring good design; meeting the challenge of climate change; flooding and coastal change; conserving and enhancing the natural environment; and facilitating the sustainable use of minerals. The note also sets out a number of factors that it is advisable and often necessary to consider in formulating the strategy.	The significance of heritage assets should be taken into account throughout the plan-making process and its value to society must be understood. Officers may need to consider a number of factors that are set out in the note.
Historic England – Historic Environment Good Practice Advice Note 3: The Setting of Heritage Assets (2015)	The advice note provides information on good practice to assist local authorities in implementing historic environment policy in the National Planning Policy	Historic England recommend the following broad approach to the assessment of a heritage asset's significance: Step 1: identify which heritage assets and their settings are affected Step 2: assess whether, how and to what degree	When determining locations for development the 5 steps listed in the advice note should be considered.

	Framework and the National Planning Practice Guidance. It sets out guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas and landscapes.	these settings make a contribution to the significance of the heritage asset(s) Step 3: assess the effects of the proposed development, whether beneficial or harmful, on that significance Step 4: explore the way to maximise enhancement and avoid or minimise harm Step 5: make and document the decision and monitor outcomes	
Historic England – The Historic Environment and Site Allocations in Local Plans (Advice Note 3) (2015)	This document sets out advice for all those involved in the process of identifying potential sites for development, to help ensure that the historic environment plays a positive role in allocating sites.	The document sets out advice for each of the key stages in the site allocation process consisting of 1) evidence gathering 2) site selection and 3) site allocation policies. It also sets out in detail a number of steps to make sure that heritage considerations are fully integrated in any site selection methodology.	Follow the advice given in relation to the three key stages of the site allocation process. Take into consideration the steps listed in the document in order to ensure that heritage is taken into account fully in the site selection methodology.
Housing			
National Planning Policy Framework (2012)	The National Planning Policy Framework sets out the Government's economic, environmental and social planning policies for England. Taken together, it is designed to protect the environment and to promote sustainable growth.	The NPPF states that local planning authorities should significantly boost the supply of housing. They should deliver a wide choice of high-quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. Empty homes and buildings should also be brought back into residential use. In rural areas, exercising the duty to cooperate with neighbouring authorities, local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate. The effective use of land is encouraged in terms of reusing land that has been previously developed (brownfield land), provided	The Local Plan must enable the delivery of housing to meet local needs, including a proportion of affordable housing. It should also promote high-quality homes, mixed communities and support the sustainable use of land.

		that it is not of high environmental value. Authorities may set a locally appropriate target for the use of brownfield land. Local planning authorities are also required to identify and update a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% to ensure choice and competition in the market for land.	
Planning Policy for Travellers Sites (2012)	This document sets out the Government's planning policy for traveller sites, replacing ODPM Circular 01/2006: Planning for Gypsy and Traveller Caravan Sites and Circular 04/2007: Planning for Travelling Showpeople.	The Government's overarching aim with regards to traveller sites is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers, whilst respecting the interests of the settled community. To help achieve this, the Government's aims in respect of traveller sites are: • That local planning authorities should make their own assessment of need for the purposes of planning • To ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites • To encourage local planning authorities to plan for sites over a reasonable timescale • To promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites • That plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective • For local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies • To increase the number of traveller sites in	An assessment of the future need for traveller pitches in the area should be undertaken to inform the plan and sites identified where appropriate. Any sites identified should be accessible to key services and facilities and relevant policies should promote inclusivity.

		appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply • To reduce tensions between settled and traveller communities in plan making and planning decisions • To enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure • Local planning authorities to have due regard to the protection of local amenity and local environment	
Landscape			
National Planning Policy Framework (2012)	The National Planning Policy Framework sets out the Government's economic, environmental and social planning policies for England. Taken together, it is designed to protect the environment and to promote sustainable growth.	It is one of the core principles of the NPPF that planning should recognise the intrinsic character and beauty of the countryside. It also identifies that the planning system should protect and enhance valued and distinctive landscapes (especially nationally-recognised designated areas) and maintain the character of the undeveloped coast. The Local Plan should contain a strategic policy to deliver conservation and enhancement of the natural and historic environment, including landscape.	The Local Plan should acknowledge the character of the area's landscape and must cover the conservation and enhancement of South East Lincolnshire's landscape within a strategic policy.
Countryside and Rights of Way Act 2000	The Act provides for public access on foot to certain types of land, amends the law relating to public rights of way, increases measures for the management and protection for Sites of Special Scientific Interest (SSSI) and	In relation to the countryside and landscape, the Act provides a new right of public access on foot to areas of open land comprising mountain, moor, heath, down, and registered common land, and contains provisions for extending the right to coastal land. The Act also provides safeguards which take into account the needs of landowners and occupiers, and of other interests, including wildlife.	The Local Plan should have regard to the protection of public rights of way, Sites of Special Scientific Interest and threatened species.

	strengthens wildlife enforcement legislation, and provides for better management of Areas of Outstanding Natural Beauty (AONB).		
Transport			
White Paper: "The Future of Transport: A Network for 2030" (2004)	The white paper updates the Transport 2010 approach looking at the factors that will shape travel and transport over the coming decades.	Key objectives include: improving the flow of traffic on local roads; improving bus reliability; encouraging walking and cycling; better management of road networks; the use of information technology to keep travellers informed; promoting travel plans and public transport improvements; more demand responsive transport; and making services more accessible to improve choice.	Consideration should be given to the objectives set out in the white paper in the development of the Local Plan.
White Paper: "Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen" (2011)	The local transport white paper sets out the government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas.	The white paper suggests that it is at the local level that most can be done to enable people to make more sustainable transport choices and to offer a wider range of genuinely sustainable transport modes. Land use planning is critical to transport. Where places (e.g. shops, work and other services) are located in relation to where people live is a significant factor in determining how much people need or want to travel. It is vital that sustainable transport is a central consideration from the early stages of local planning – for example whenever new houses or retail areas are being developed.	Means of enabling/encouraging the greater use of sustainable transport should be considered from the beginning of the Local Plan making process. The development sites selected should be located so as to promote sustainable transport choices.
Strategic Rail Freight Interchange Policy Guidance (2011)	This document sets out government policy for strategic rail freight interchange (SRFI) infrastructure.	The guidance states that rail freight interchanges should be located alongside the main trunk rail routes (especially the Strategic Rail Freight Network). The railway line from Spalding to Peterborough is identified as one of these 'core	Consideration should be given to the possibility of pursuing the development of a Strategic Rail Freight Interchange through the

		trunk routes' in the proposed Strategic Freight Network. The main objectives of the Government policy for Strategic Rail Freight Interchanges are to: Reduce road congestion - to deliver goods quickly, efficiently and reliably by rail and help to reduce congestion on our roads; Reduce carbon emissions - to meet the Government's vision for a greener transport system as part of a low carbon economy; Support long-term development of efficient rail-freight distribution logistics - to ensure a network of SRFI - modern distribution centres linked into both the rail and trunk road system in appropriate locations to serve our major conurbations; Support growth and create employment - through the transfer of freight from road to rail, where this is practical and economic. Government aims to meet these objectives by encouraging the development of a robust infrastructure network of Strategic Rail Freight Interchanges.	Local Plan process.
Water			
National Planning Policy Framework (2012)	The National Planning Policy Framework sets out the Government's economic, environmental and social planning policies for England. Taken together, it is designed to protect the environment and to promote sustainable growth.	The NPPF states that Local Plans should take account of climate change over the longer term, including factors such as water supply. Strategic priorities should be set for the area in the Local Plan, including to deliver the provision of infrastructure for water supply and wastewater. It also states that both new and existing	The Local Plan's strategic priorities should incorporate reference to the delivery of infrastructure for water supply and wastewater. There is a need to consider the potential risk of water pollution when formulating plan policies and choosing development sites.

		development should be prevented from contributing to, or being put at unacceptable risk from, water pollution.	
National Planning Practice Guidance on Water Supply, Wastewater and Water Quality (2014)	The national guidance advises on how planning can ensure water quality and the delivery of adequate water and wastewater infrastructure.	In plan-making, there are a number of broad considerations relevant to water supply and water quality: • Infrastructure (water supply and wastewater): There may be a need to identify suitable sites for new or enhanced infrastructure. Consideration should also be given to whether new development is appropriate near to sites used (or proposed) for water and wastewater infrastructure (for example, odour may be a concern). New Development may need to be phased so that water and wastewater infrastructure will be in place when needed; • Water quality; • Wastewater: Plan-making may need to consider the sufficiency and capacity of waste water infrastructure and the circumstances where wastewater from new development would not be expected to drain to a public sewer; • Cross-boundary concerns: Water supply and water quality concerns often cross local authority boundaries and can be best considered on a catchment basis. Liaison between local planning authorities, the Environment Agency, catchment partnerships and water and sewerage companies from the outset (at the plan scoping and evidence gathering stages of plan-making) will help to identify water supply and quality issues, the need for new water and wastewater infrastructure to fully account for proposed growth and other relevant issues such as flood	In preparing the Local Plan, consideration should be given to the sufficiency and capacity of the existing wastewater infrastructure. Liaison with the appropriate external bodies will assist in the evidence gathering and ensure that the Duty to Cooperate is met. Where capacity is currently limited, the Local Plan may require the phasing of new development to ensure the timely delivery of infrastructure improvements. The location of existing (or proposed) sites used for water and wastewater infrastructure should be a factor looked at when selecting sites to include in the Local Plan. An SA objective should be included relating to water.

		risk. The duty to co-operate across boundaries applies to water supply and quality issues; • Strategic environmental assessment and sustainability appraisal: Water supply and quality are considerations in strategic environmental assessment and sustainability appraisal which are used to shape an appropriate Local Plan. Sustainability appraisal objectives could include preventing deterioration of current water body status, taking climate change into account and seeking opportunities to improve water bodies.	
Future Water: The Government's Water Strategy for England (2008)	The document sets out the Government's vision for how the water sector will look by 2030 and some of the steps needed to achieve it.	The vision if for sustainable delivery of secure water supplies and an improved and protected water environment. The Strategy requires planning authorities to work closely with the water companies and the Environment Agency on timing and numbers of new households in areas likely to see the greatest growth. The key messages arising in terms of demand are that water efficiency should play a key role in achieving a sustainable supply/demand balance, with high standards of water efficiency in new homes, and water-efficient products and technologies improving standards in existing buildings.	Local Plan policies should reflect the vision and aims of the strategy, including ensuring high standards of water efficiency and quality. It will be necessary to work with the water companies and the Environment Agency to ensure that new development is delivered in line with any infrastructure improvements required.
Regional			
Flood Risk			
Anglian River Basin District Flood Risk Management Plan 2015 to 2021 (2016)	Flood Risk Management Plans (FRMP) are required by the EU Floods Directive and provide the evidence to support decision making as well as helping to promote a	A selection of the social, economic and environmental objectives in the FRMP are set out below. Social:- • Community preparedness and resilience -	Consider the above social, economic and environmental objectives when framing Local Plan policies and selecting sites for development.

	greater awareness and understanding of the risks of flooding, particularly in those communities at high risk. This FRMP brings together for the first time measures to address all sources of flooding in the Anglian River Basin District.	Reduce the consequences of flooding by enabling communities to take effective action before, during and after a flood. • Minimise community disruption - Minimise the impact of flooding to community services such as schools, hospitals, nursing/care/retirement homes, police stations, fire and ambulance stations, sewerage treatment works and electricity installations. • Avoid inappropriate development in areas of flood and coastal erosion – and seek opportunities to reduce existing and future flood risk through new and future development plans. • Reduce risk to life, and property - Reduce flood risk to life and existing residential properties. • Continue river, watercourse and tidal defence maintenance - Continue appropriate and affordable levels of river, watercourse and tidal defence maintenance. Economic:- • Reduce economic damage to non-residential properties - Reduce the economic damage of flooding to non-residential properties. • Minimise the risk of flooding to transport services - within the catchment such as railway lines, motorways, primary roads and trunk roads. • Consider flood risk to agricultural Land - Consider the value of agricultural land and the damages that can occur as a result of flooding within the economic appraisal of maintenance and investment options for flood risk management.	

		Environmental:- • Contribute to achieving Water Framework Directive (WFD) objectives - by working with natural processes wherever possible, to manage flood risk through protecting and restoring the natural function of the catchment, rivers and flood plains. • Minimise the negative impacts of flooding to Designated nature conservation Sites - Minimise the negative impacts of flooding to designated nature conservation sites (SSSI, SPA, SAC, Ramsar sites and Areas of Outstanding Natural Beauty) throughout the Anglian river basin district, wherever possible contributing to the improvement of such sites. • Minimise the negative impacts of flooding to designated heritage sites - Minimise the negative impacts of flooding to heritage assets and landscape value (SAMs, listed buildings and historic parks and gardens), wherever possible enhancing such assets.	
The Wash Shoreline Management Plan 2 (2010)	The Plan assesses the best ways to manage the risks of flooding and coastal erosion over the next 100 years. SMP2 aims to further the management of the shoreline to achieve a balance between the issues surrounding flood and erosion defence and the social, economic and environmental activities and values around the shoreline.	In the period up to 2025 the policy approach is to hold the defences in the current position and sustain their function so as to safeguard the existing level of flood risk. In the medium and long term, 2025 to 2105, the current alignment might be possible to hold, or localised landward realignment may be needed for part of the frontages around the Wash.	Ensure that the Local Plan takes account of SMP policies and flood and erosion risks.
Landscape			

East Midlands Landscape Character Assessment (2010)	The East Midlands Region Landscape Character Assessment (EMRLCA) was prepared to increase understanding of the region's varied landscape, by identifying distinctive, rare or special characteristics. The report presents a comprehensive analysis of the character of the East Midlands landscape and draws together information about the natural, historic and built environment to facilitate the protection, management and planning of the East Midlands Region. EMRLCA presents objective, non-technical descriptions of each of the 31 regional landscape character types identified as well as a review of the Forces for Change that are currently acting to change the landscape. In addition, the implications of these changes and suggested mechanisms to counter adverse impacts and promote positive change are also considered. The 4 landscape character types identified in South East Lincolnshire are: Coastal Saltmarshes and Mudflats; Shallow Inlet Bay; Offshore	In brief, the aims of the EMRLCA are to: • Implement the objectives of the European Landscape Convention (ELC), providing strategic guidelines for landscape protection, planning and management. These are defined by the ELC as: o Protection - action to conserve and maintain the significant or characteristic features of a landscape o Management - action from a perspective of sustainable development to ensure the regular upkeep of a landscape to guide and harmonise changes which are brought about by social, economic and environmental processes; and o Planning - strong forward-looking action to enhance, restore or create landscape; • Help guide sustainable development decisions; • Guide the production of Green Infrastructure Strategies; • Inform environmental capacity studies that describe the ability of the environment to perform natural functions and accommodate the impact of human processes; • Inform ecosystem services studies that assess the interaction of organisms, habitats, the natural environment and the supporting services they provide; • Bring about greater integration with other key environmental themes such as geodiversity, biodiversity and historic landscape; and • Promote the qualities and diversity of the region's landscape.	The information included in the assessment should be used to inform the production of Local Plan policies and the selection of development sites.

	Industries, Fisheries and Navigations; and Settled Fens and Marshes.		
Water			
Anglian River Basin District River Basin Management Plan 2015	This Management Plan implements the Water Framework Directive in the Anglian River Basin District. It sets out the: • current state of the water environment • pressures affecting the water environment • environmental objectives for protecting and improving the waters • programme of measures, actions needed to achieve the objectives • progress since the 2009 plan It also informs decisions on land-use planning because water and land resources are closely linked.	43% of surface water bodies have an objective of maintaining or aiming to achieve good ecological status between 2015 and 2017. 56% of the groundwater bodies have an objective of maintaining or aiming to achieve good quantitative status between 2015 and 2027. In the Welland catchment, the priority issues to tackle are water quality, habitat quality and hydromorphology. In the Witham catchment, the priority river basin management issues to tackle are: • diffuse pollution and other factors leading to excessive weed growth particularly on the Lower Witham • lack of good quality riparian and in channel habitat in many areas and disconnection from the floodplain • over abstraction and variable water level management The River Basin Management Plan (RBMP) highlights a number of actions to improve the water environment by 2040. The plan highlights that local government has a major role in implementing the RBMP. Example actions that local government could undertake include: • Consider the impact of water quality in the preparation of spatial plans • Make sure that new developments address	Local Plan policies should seek to ensure: water efficiency; the use of sustainable drainage systems where appropriate; and that the priority river basin management issues are addressed. The Local Plan should contribute towards meeting the objectives set out in the management plan, including the default objective of achieving good status or potential by 2021.

		potential pollution problems by using sustainable drainage systems to manage surface water • Incorporate green and blue infrastructure into regeneration schemes where possible • Set local plan policies requiring new homes to meet the tighter water efficiency standard of 110 litres per person per day as described in Part G of Schedule 1 to the Building Regulations 2010 • Commission water cycle studies to inform spatial planning decisions around local water resources. • Consider the impact of pollution when preparing spatial plans	
Anglian Water: Water Resources Management Plan (2015)	Covering the period from 2015 to 2040, the Management Plan outlines how a sustainable balance between water supplies and demand will be maintained over the next 25 years, as well as how the longer term challenge of population increase, climate change and growing environmental needs will be dealt with.	To deliver a sustainable and affordable system of supply which meets the current and future needs of our customers and the environment. To do this it is necessary to: reduce consumption; take better account of the value of water; increase connectivity and water trading; and take into account the views of customers.	The Local Plan should seek to contribute towards reducing water consumption in the area and the delivery of a sustainable water supply.
Local			
Air Quality			
Boston Borough Council Joint AQMA Air Quality Action Plan (updated in 2010)	The Air Quality Action Plan was put together by Boston Borough Council in conjunction with Lincolnshire County Council to improve the air quality in Boston's two	Proposed actions include: • Expansion of Community Travel Zone to encourage walking and cycling • Borough Council will seek to reduce emissions from Council activities • Promotion of walk as a healthy alternative to car	Where appropriate, seek air quality assessment for planning applications. Policies should aim to reduce the need to travel by car and encourage more sustainable

	AQMA's.	use for short journeys within the town-centre • Promotion of Sustainable Travel Plans for large employers (more than 500 employees) • Request detailed air quality assessment for proposed development that is likely to have a significant impact on local air quality • Aspiration for an Outer Distributor Road	travel.
Boston Borough Council Environmental Policy	Sets out the Council's commitment to reducing the environmental impact of its activities both locally and globally. Outlines the Council's commitments and what it will do in order to achieve them.	Commitments relating to air quality include: • Reduce greenhouse gas emissions (principally carbon emissions) and manage climate risks and opportunities • Minimise and monitor air, water, noise and land pollution, accepting the principle that the polluter should pay In order to achieve its commitments, the Council states it will (amongst other things): • Ensure the Council's compliance with all relevant environmental legislation • Enforce regulations and give advice to local industry and businesses • Ensure the planning system and building control operate in a proactive way to support sustainable development	The Local Plan should seek to locate development in sustainable locations and to reduce greenhouse gas emissions. Risks arising from climate change should be considered as well as the need to minimise air and noise pollution resulting from/impacting on new development.
Biodiversity, Geodiversity and Green Infrastructure			
Lincolnshire County Council Natural Environment Strategy (2012-2018)	Together with a number of other documents, the Lincolnshire County Council Natural Environment Strategy forms part of the Council's overarching Environmental Management Strategy. It establishes a clear set of priorities within a national framework.	The Strategy aims to achieve the following outcomes and objectives amongst others: • Lincolnshire's countryside, coastline and towns are much richer in biodiversity by 2018 • The natural environment of Lincolnshire is more resilient to climate change • Planning policy balances promotion of sustainable growth and economic regeneration with the protection and enhancement of the	Consider the protection and enhancement of biodiversity in Local Plan policies and the impact that proposals can have on the natural environment.

		natural environment. This will be achieved by liaison with Local Planning Authorities and through the Council's Minerals and Waste and Local Transport Planning Policy functions • Support initiatives that add to the biodiversity and amenity value of existing areas and sites by creating links between them or extending them where appropriate • Develop a programme of educational activities to inform and involve young people and the wider community • Identify opportunities for initiatives to improve the quality and functioning of ecosystem services	
Lincolnshire Biodiversity Action Plan (3rd edition) (2011-2020)	The Lincolnshire Biodiversity Action Plan aims to set the agenda for action and establish priorities for increasing biodiversity in the historic county of Lincolnshire and the adjoining sea.	• Conserve and enhance Lincolnshire's biodiversity; recreating habitats on a landscape scale and developing networks of interlinked natural areas – a 'living landscape' of which wildlife is an integral part, not confined to specially protected sites. • Ensure that biodiversity is recognised as an essential element of life in the historic county of Lincolnshire: including its contributions to health and wellbeing; the economy, recreation and tourism; and provision of ecosystem services (such as flood protection, retention of water resources, carbon storage and crop pollination). • Ensure biodiversity conservation is sustainable; the benefits are felt by society, the economy and the environment. • Provide and gather biodiversity information to monitor progress and enable individuals and organisations to make decisions based on sound evidence.	Ensure that Local Plan policies recognise the importance of biodiversity and help to conserve and enhance it in a sustainable manner.

Lincolnshire Geodiversity Action Plan (1st edition) (2010)	The aim of the Lincolnshire Geodiversity Action Plan is to enhance understanding and action to conserve and develop the Geodiversity of Lincolnshire, whilst promoting and managing its sustainable use. The Plan sets out the following vision for the county: The historic county of Lincolnshire should be a place where people understand and care about geodiversity, where geodiversity is recognised as part of healthy functioning ecosystems and where geodiversity is a natural consideration in policies and decision making for the benefit and well-being of our communities.	A number of objectives are set out in the Plan. These are: • To develop and maintain an audit of the geodiversity resource in Lincolnshire • To conserve and develop the geodiversity of Lincolnshire • To have geodiversity included in relevant plans and policies of all local and regional authorities and relevant organisations by 2015 • To raise awareness of geodiversity among local authorities, professional partners, landowners and managers, across all levels of education and the general public • To create a positive feedback system enabling effective reporting, monitoring and review of the LGAP to partners and other interested parties • To create a sustaining LGAP that will actively pursue funding to enable it to achieve its aim	Consider the conservation and development of geodiversity in Local Plan policies.
The Wash Biodiversity Action Plan (2011)	The Wash Biodiversity Action Plan (BAP) focuses on habitats and species that are found within The Wash and its hinterlands and are threatened locally, nationally and/or internationally. The aim of the BAP is to focus actions down to a local level and make the whole BAP process more manageable. The following vision is set out in	• To manage, protect and enhance the biodiversity assets of The Wash and its hinterlands. • To promote and raise awareness of the species and habitats making up The Wash and its hinterlands. • To seek and secure resources to undertake data collection, good environmental management, species-specific work and to re-create habitats of wildlife importance. • To ensure local community involvement in the management of our natural environment to	Consider the protection and enhancement of biodiversity in The Wash and its hinterlands in Local Plan policies.

	the Plan: The Wash and its hinterlands will remain a special place, for people and wildlife, for generations to come.	encourage local pride. • To champion The Wash and its hinterlands to ensure they remain special.	
Boston Borough Council Allotment Strategy (2012-2017)	The Allotment Strategy sets out a framework for developing, managing and promoting allotments in partnership with users based on seven objectives.	• Maximising allotment provision for all • Improving the financial position of the allotment service • Providing an acceptable level of management and administration • Understanding the benefits of and promoting self management • Ensuring our sites are safe and accessible • Promoting allotment use and food growing to the whole community • Encouraging good environmental practice	Consider the impact of Local Plan policies and proposals on allotment provision.
Climate Change (Adaptation and Mitigation)			
Boston Borough Council Environmental Policy (2010)	Sets out the Council's commitment to reducing the environmental impact of its activities both locally and globally. Outlines the Council's commitments and what it will do in order to achieve them.	Commitments relating to climate change include: • Reduce greenhouse gas emissions (principally carbon emissions) and manage climate risks and opportunities • Work with partners to promote a more sustainable transport system which integrates land use and all forms of travel to minimise environmental impact and reduces the need to travel, particularly by car • Minimise and monitor air, water, noise and land pollution, accepting the principle that the polluter should pay In order to achieve its commitments, the Council states it will (amongst other things): • Ensure the Council's compliance with all relevant environmental legislation	The Local Plan should seek to locate development in sustainable locations and to reduce greenhouse gas emissions.

		• Enforce regulations and give advice to local industry and businesses • Ensure the planning system and building control operate in a proactive way to support sustainable development	
Flood Risk			
River Witham Catchment Flood Management Plan (2009)	The CFMP considers all types of inland flooding, from rivers, groundwater, surface water and tidal flooding, but not coastal flooding. It establishes flood risk management policies for the River Witham catchment which will deliver sustainable flood risk management for the long term.	The River Witham catchment is divided into eight sub-areas and policy 5 applies to Boston whilst policy 4 applies to the Fens area surrounding it. Policy 4 (The Fens) - Areas of low, moderate or high flood risk where flood risk is already being managed effectively but further action may need to be taken to keep pace with climate change. Actions to implement policy – Produce a flood risk management strategy for The Fens to investigate how flood risk varies across the area and the best approach to manage this risk. Policy 5 (Boston) - Areas of moderate to high flood risk where further action can generally be taken to reduce flood risk. Actions to implement policy – • Reduce the consequences of flooding by improving public awareness of flooding and encouraging people to sign up to, and respond to, flood warnings. • Develop emergency response plans to manage flood risk from the defences failing or being overwhelmed, and work with partners to manage flood risk to critical infrastructure. • Continue with the Boston Combined Strategy to	Consider the flood risk management policies and proposed actions when formulating Local Plan policies and selecting sites for development.

		construct a tidal barrier. • Continue current maintenance activities through the town. • Encourage planners to develop policies to prevent inappropriate development in the floodplain using measures set out in Planning Policy Statement 25 (PPS25). Any new development should be resilient to flooding and provide opportunities to improve river environments. • Work with partners to develop a Surface Water Management Plan for Boston.	
River Welland Catchment Flood Management Plan (2009)	The CFMP considers all types of inland flooding, from rivers, groundwater, surface water and tidal flooding, but not coastal flooding. It establishes flood risk management policies for the River Welland catchment which will deliver sustainable flood risk management for the long term.	The River Welland catchment is divided into nine sub-areas and policy of the plan applies to Spalding and the surrounding Fenlands whilst policy 5 applies to Surfleet.. Fenlands and Spalding (Policy 4) - Areas of low, moderate or high flood risk where flood risk is already being managed effectively but further action may need to be taken to keep pace with climate change. Actions to implement policy in Fenlands sub-area – Produce a flood risk management strategy for The Fens to investigate how flood risk varies across the area and the best approach to manage this risk. Actions to implement policy in Spalding sub-area – • Work with partners in the short term to maintain any structures that are effective at reducing flood risk and continue current maintenance activities. Investigate and consider options to manage the risk of breaching.	Consider the flood risk management policies and proposed actions when formulating Local Plan policies and selecting sites for development.

		• Investigate the feasibility of improving the existing defences through the town to manage future flood risk. • Continue with the flood warning service including the maintenance of flood warning infrastructure such as river flow gauging stations. • Encourage planners to prevent development within the rapid inundation zone. This zone is an area where flood waters may flow rapidly with limited time to evacuate people safely if the defences were to breach. Within other parts of Spalding, planners should be encouraged to develop policies that prevent inappropriate development in the floodplain. • Any new development should be targeted to areas with lowest flood risk. • Reduce the consequences of flooding by improving public awareness of flooding and encouraging people to sign up to, and respond to, flood warnings. Surfleet (Policy 5) - Areas of moderate to high flood risk where further action can generally be taken to reduce flood risk. Actions to implement policy in Surfleet sub-area – In the short term: • Continue the current operation and maintenance of Surfleet Seas End Sluice. • Develop a programme to prepare the community for flood event. • Work with partners to develop an emergency response plan to manage flooding within Surfleet Reservoir.	

		• Develop a community based flood warning service to enable the community to produce a flood warning plan. • Encourage planners to prevent any development within the reservoir. In the long term: • Work with the community and partner organisations to relocate the settlement away from the reservoir.	
River Nene Catchment Flood Management Plan (2009)	The CFMP considers all types of inland flooding, from rivers, groundwater, surface water and tidal flooding, but not coastal flooding. It establishes flood risk management policies for the River Witham catchment which will deliver sustainable flood risk management for the long term.	The River Nene catchment is divided into eight sub-areas and policy 4 applies to the Fens. Policy 4 applies to areas of low, moderate or high flood risk where flood risk is already being managed effectively but further action may need to be taken to keep pace with climate change. Actions to implement policy in the Fens sub-area: Produce a flood risk management strategy for The Fens to investigate how flood risk varies across the area and the best approach to manage this risk.	Consider the flood risk management policies and proposed actions when formulating Local Plan policies and selecting sites for development.
South East Lincolnshire Strategic Flood Risk Assessment Update (2016)	The update is accompanied by mapping which shows the variation in flood risk for land within the Plan area. The report supersedes the Boston Borough SFRA (October 2010) and South Holland District Council's SFRA (January 2010) and provides the latest and best available information on flood risk.	The report covers the two levels of assessment recommended by the National Planning Practice Guidance (i.e. Level 1 and Level 2 assessments). The Level 1 assessment is present in the form of the Environment Agency's Flood Map, Flood Map for Surface Water and Reservoir Flood Map. These maps identify the potential extent of flooding from tidal, fluvial, surface water and reservoirs (further detail on these maps is contained in the relevant sections below). The Level 2 assessment is present in the form of hazard mapping, which classifies flood risk as Danger to Some/Most/All based upon the modelling of factors including the potential depths of flooding,	Ensure that flood risk is fully taken into account when considering allocation options and in the preparation of plan policies. Consider opportunities to reduce flood risk to existing communities and development through better management of surface water, provision for conveyance and of storage of flood water.

		the velocity of flood flows and the presence of water borne debris. The hazard mapping covers the whole of the Boston Borough Council area. In the South Holland area, the hazard map covers Spalding, Pinchbeck, Surfleet, Crowland and Sutton Bridge.	
Community, Health and Wellbeing			
Boston Borough Council Health and Well-being Strategic Framework and Action Plan (2014)	The Strategic Framework document outlines the overarching challenges to health services in Boston and sets out the high level strategic framework for improving the health and wellbeing of the Boston community, aligned to the county-side Joint Health and Wellbeing Strategy. The Framework sets out the strategic health and wellbeing priorities, objectives and ambitions of Boston Borough Council. The Action Plan focusses on six key actions that the Borough Council and its partners will undertake to tackle local health priorities over the 3 year period.	The Council's strategic priorities are: • Promoting healthier lifestyles in Boston • Improve the health and wellbeing of older people in Boston • Address the housing and financial capability issues that most affect the health and wellbeing of people living in Boston There are also a number of objectives associated with achieving these strategic priorities. The Framework also sets out priority ambitions in relation to the priorities above which are: • To help local people lead healthier lifestyles by supporting them to address the main causes of the long term health conditions that affect them • That older people are able to make informed choices and access the advice, help and support they need to meet their individual needs • That local people's home and financial circumstances do not have a detrimental effect upon their health and wellbeing The Actions of relevance in this instance are: Action 2 – Encourage active travel, supporting people to walk and cycle more in their everyday lives and reduce sedentary behaviour Action 6 – Enhance quality of private sector housing	The Local Plan should help support healthier lifestyles amongst residents and ensure good access to good quality private sector housing and affordable homes.

		and improve availability of affordable homes	
Joint Health and Well-being Strategy for Lincolnshire (2013-18)	The strategy is a document that aims to inform and influence decisions about health and social care services in Lincolnshire so that they are focused on the needs of the people who use them and tackle the factors that affect everyone's health and wellbeing.	It is based on the five priorities identified in the Joint Strategic Needs Assessment. These are to: • Promote healthier lifestyles: People are supported to lead healthier lives. • Improve the health and wellbeing of older people in Lincolnshire: Older people are able to live life to the full and feel part of their community. • Delivering high quality systematic care for major causes of ill health and disability: People are prevented from developing long term health conditions, have them identified early if they do develop them and are supported effectively to manage them. • Improving health and social outcomes and reducing inequalities for children: Ensure all children get the best possible start in life and achieve their potential. • Tacking the social determinants of health: Peoples health and wellbeing is improved through addressing wider determining factors of health that affect the whole community (the so-called causes of poor health and health inequalities).	Promote healthier lifestyles (including those of older people) and ensure that people have good access to high quality health care facilities.
South East Lincolnshire Sports Provision and Open Space Assessment (2012)	The overall objectives of the assessment were to provide: a) A locally-derived, evidence-based standard for each type of sports facility and open space, against which to judge surplus or deficit of existing provision. b) An appraisal of the quantity	The assessment covers a number of typologies which cover sports facilities, playing pitches and open spaces. It sets out the current assessed deficiency (2012) and the future assessed deficiency (2031) of sports provision and open space in the area as well as an action plan for meeting them.	Facilitate the meeting of the deficiencies identified within the assessment whilst taking into consideration the planning policy principles set out in the document.

	of sport and open space provision in South East Lincolnshire, highlighting areas where there is surplus or deficit, and also taking into account demographic and participation rate changes in the future. c) An appraisal of the quality of sport and open space provision in South East Lincolnshire, highlighting sites of sub standard quality. d) An estimate of the costs of meeting the required facilities. e) An assessment that can be used by South-East Lincolnshire to develop Planning Policy for open space and sport facilities provision.	Retaining open spaces in the urban sub-areas is a particular priority. It outlines the options available for meeting the identified deficiencies in provision, including: a) new provision b) upgrading and refurbishing c) improved capacity d) enhanced access It also includes considerations that the South East Lincolnshire Joint Strategic Planning Committee should take into account in finalising policies relating to sports facilities and open space.	
Greater Lincolnshire Local Enterprise Partnership Strategic Economic Plan (2014)	The Strategic Economic Plan outlines the LEP's priorities for growth.	Its priorities and drivers for success are: • To drive the growth of the area's three defining and strongest sectors that offer the most competitive advantage: agri-food, manufacturing, visitor economy • To grow specific opportunities identified as future defining features of the area: health and care, low carbon, ports and logistics • To drive this growth by putting expansion into new markets modern telecommunications, infrastructure improvements and the skills of individuals and business owners at the forefront of what we do • To promote Greater Lincolnshire as a place for	The Local Plan sustainability appraisal objectives and policies should work towards achieving the above objective in order to support economic growth in the area.

		sustainable growth through improved transport infrastructure to connect us with national and international markets, enabling wider enjoyment of our world-class heritage sites, culture and strong communities • To recognise the need for new housing for the existing local population and those moving to the area, and to support balanced housing and economic development through promoting the area's capacity to deliver high-quality growth. The *Strategic Economic Plan* also sets out ambitious targets to achieve the following by 2030: • Create 13,000 new jobs • Support 22,000 businesses • Increase the value of the Greater Lincolnshire economy by £3.2 billions by 2030 • Deliver up to 100,000 new homes	
South East Lincolnshire Employment Land Review (2012)	The study aims to inform the future allocation of land and policies for employment uses.	To provide baseline information on existing employment sites and premises, local demand and supply information and indicate any need for changes to current land allocations across the combined area. It sets out future land requirements based on five different scenarios. It also assesses the potential impacts of the proposed Rail Freight Interchange (RFI) at Spalding on existing employment areas and allocations in the area.	When considering the future allocation of land for employment use and formulation of employment related policies, regard should be had to the conclusions of the review and the future employment land requirements that it identifies.

South East Lincolnshire Town Centre and Retail Capacity Study (2013)	A key focus of the Study is to set out the future requirements for retail development in South East Lincolnshire.	The overall aims of the Study are to: • set out the key national trends in various sub-sectors of the retail and other town centre related markets to provide a reference for the remainder of the Study; • assess the current 'health' of the centres of Boston, Crowland, Donington, Holbeach, Kirton, Long Sutton, Spalding and Sutton Bridge including, where relevant, their once/twice weekly markets; • assess the current patterns of retail spending in the comparison and convenience retail floor sectors, based on the results of surveys of households resident within South East Lincolnshire; • assess the quantitative need for further comparison and convenience retail floor space in the periods up to 2016, 2021, 2026 and 2031 under various scenarios, taking into account claims on expenditure growth; • assess the scope for further provision of other town centre related developments; • define a network and hierarchy of centres across South East Lincolnshire; • review and define the extent of town centres and, where appropriate, primary shopping areas based on a clear definition of primary and secondary frontages; and • assess potential opportunities for accommodating any identified need for retail and other town centre related developments in South East Lincolnshire and, if appropriate, advise on reductions to existing allocations.	Make land allocations to meet identified future retail floor space requirements. The historic retail centres of Boston and Spalding should be protected and it is recommended that the current retail hierarchy should be continued.

Historic Environment			
Lincolnshire Heritage at Risk Project (2014)	Current information on heritage at risk has been collected by Heritage Lincolnshire through the Heritage at Risk project which started in 2010. 9,000 assets were surveyed including: listed and unlisted buildings, archaeological sites (a 5% sample taken from the Lincolnshire HER – scheduled ancient monuments are not included), places of worship, conservation areas and parks and gardens (registered parks and gardens are not included). From this work, an accurate picture has been built up of the condition of the county's heritage, and is now being used to inform strategies for its future protection.	The aim of the Lincolnshire Heritage at Risk Project was to identify heritage at risk in Lincolnshire, through: • Completing through the co-ordination of volunteer effort, a full survey of Lincolnshire's heritage assets. • Analysing the results of the surveys to identify key problems and issues and to prioritise intervention. • Defining a strategic way forward for managing intervention in heritage at risk. • Raising awareness and understanding of the issues relating to heritage at risk and the consequences of continued lack of investment or action. • Providing opportunities for local communities to make an active contribution to the management of their historic environment. • Strengthening partnerships and resources to adopt a proactive approach. • Producing a model project design that could be used elsewhere in the country.	Take account of South East Lincolnshire's heritage at risk when formulating Local Plan policies and determining suitable locations for development.
Boston Borough Conservation Area Character Appraisals	The three conservation area appraisals for Boston Borough (Boston, Swineshead and Wigtoft) provide an outline of each settlements historic development up until the present day as well as its archaeological significance and potential, with particular reference to its buried historical deposit. It also	The aim of each character appraisal is to clearly define and analyse its current character and appearance. This is in order to provide a sound basis for both development plan policies and development control decisions, while also providing background toward a subsequent Conservation Area Management Plan.	Consider the relevant townscape features, buildings and spaces that must be conserved because of their historic value when deciding where to locate development. Local Plan policies should seek to protect the archaeological significance of heritage assets and, where possible, seize upon their

	appraises other aspects of each settlements character such as views and historical buildings.		potential.
South Holland District Conservation Area Character Appraisals	The conservation area appraisals for South Holland District provide a detailed assessment of the townscape features, buildings and spaces which make each settlement an attractive historic village/town. The documents are essential reading for anyone proposing development or change within the relevant conservation area. There are appraisals for the Crowland, Donington, Fleet, Fleet Hargate, Holbeach, Long Sutton, Moulton, Pinchbeck, Sutton Bridge and Tydd St Mary conservation areas.	The purpose of the guidance is to manage long term change to preserve or enhance the special character of the conservation area – not to prevent development. In relation to the character appraisals they all, as a minimum, seek to: • retain important views • encourage tree management and new tree planting • build in appropriate materials and style • retain and improve traditional features • respect local character • retain the overall character of the conservation area. In addition to the above, in Donington, Fleet Hargate, Holbeach, Moulton and Pinchbeck, the guidance seeks to: • avoid advertisements that are out of scale and character • avoid dominant security grilles In addition to all of the above, the Crowland, Long Sutton and Sutton Bridge conservation area appraisal suggests a need to: • site street furniture and utility service sympathetically	Consider the relevant townscape features, buildings and spaces that are important for the attractiveness of each settlement when deciding where to locate development. Local Plan policies should take into account the above objectives in order to help conserve and/or enhance the character of South Holland District's conservation areas.
Housing			
South East Lincolnshire Gypsy and Traveller	The assessment was undertaken to identify the future need for Gypsy and	The Assessment identifies an immediate need for the provision of additional residential pitches for gypsies and travellers (to accommodate concealed	The Local Plan should seek to meet the need identified in the Gypsy and Traveller

Accommodation Needs Assessment (2012)	Traveller pitches in South East Lincolnshire. The analysis involved: • Assessment of current pitch supply • Assessment of need • Calculation of shortfall in pitches to meet need • Assessment of expected household formation • Calculation of requirement for additional pitch provision during the plan period	households and households living on unauthorised sites), as well as additional transit or stopping place pitches. However, it identifies no immediate need for additional plots for travelling showpeople. Further into the Local Plan period, the Assessment identifies an on-going need for the provision of more residential pitches for gypsies and travellers to accommodate newly forming households. There is, however, no longer term need neither for further transit or stopping place pitches, nor for additional plots for travelling showpeople.	Accommodation Needs Assessment.
Coastal Lincolnshire Strategic Housing Market Assessment (2012)	The Strategic Housing Market Assessment (SHMA) for the Coastal Lincolnshire sub-region (which includes Boston Borough) was undertaken alongside a parallel exercise for Central Lincolnshire and is designed to increase understanding of: • Lincolnshire's housing markets, the relationships between markets, and trends in housing demand, need and affordability. • The influence of inward and outward migration and commuting patterns on Lincolnshire's housing markets, and the implications of this for the	The SHMA: • Provides robust evidence-based forecasts of need and demand for housing of different types, sizes and tenures (including market housing, intermediate tenures and social renting) to inform local, sub-regional and regional spatial planning and housing strategies. • Increases the capability of the commissioning authorities to monitor and forecast housing market activity and trends. • Enables the commissioning authorities to develop their spatial planning policies and housing strategies so they may intervene positively in the local housing market, on the basis of sound knowledge of local economic, social and cultural relationships.	The SHMA should form a crucial part of the local plan's evidence base, informing policy and contributing to shaping strategic thinking in relation to housing.

	delivery of housing in the study area. • The links between the sub regional economy, employment strategy and the housing market, and the links with wider regional and national strategies.		
Peterborough Sub-Regional Strategic Market Assessment Update (2015)	The Strategic Housing Market Assessment (SHMA) Update 2015 provides an update to the 2014 SHMA for the Peterborough Sub-Regional Housing Market Area (HMA), which includes South Holland District. The purpose of the 2014 SHMA was to develop a robust understanding of housing market dynamics, to provide an assessment of future needs for both market and affordable housing and the housing requirements of different groups within the population. It considered how many homes are needed; what types of homes – both market and affordable; as well as what housing is needed to meet the needs of specific groups within the population, including older people and those with disabilities.	The purpose of the report is to provide an update to analysis of objectively-assessed housing need (OAN) for the Peterborough Sub-Regional HMA to take account of the latest official projections – the 2012-based Population Projections, released by CLG in May 2014, and the 2012-based Household Projections, released February 2015. The update takes account of these latest projections and provides a single figure of OAN for each of the HMA authorities. It also provides an updated assessment of affordable housing need and market signals. The report does not update analysis regarding the need for different types of homes, or the needs of specific groups within the community. It should be read alongside the 2014 SHMA which provides a full assessment of need for different types of accommodation.	The SHMA should form a crucial part of the local plan's evidence base, informing policy and contributing to shaping strategic thinking in relation to housing.
Boston Borough	The Strategy sets out the	The four strategic priorities are:	The Local Plan should

Council Housing Strategy (2012-2017)	Borough Council's four strategic priorities for housing. It also includes an 'Action Plan' which states how the identified housing issues and needs of residents will be addressed, having taken into account local ambition, availability of resources and the views of residents and partner organisations.	• Providing more homes (including new affordable homes to help address the identified housing needs) • Improving existing homes in order to improve the health, safety and wellbeing of residents • Living safely in your home (particularly by ensuring that residents continue to enjoy and live in their own homes, remaining independent for as long as possible) • Facilitating access to your home (by developing a housing market, and putting effective measures in place, that support those in housing need)	support the delivery of additional housing (including affordable homes) to meet the need identified. It should also support good quality housing for all.
Landscape			
Landscape Character Assessment of Boston Borough (2009)	Prior to the forming of the South East Lincolnshire Joint Strategic Planning Committee for the production of the joint Local Plan, the assessment was undertaken to provide a reliable assessment of Boston Borough's landscapes	One of the key aims of the assessment was to inform the development of strategic and development control policies and settlement proposals relating to the Borough. The assessment subdivided the landscape of Boston Borough into nine discrete areas of similar character. For each of these areas, the report describes key characteristics, landscape character, landscape forces for change and the potential sensitivity to change of each area's landscape.	The information included in the assessment should be used to inform the production of Local Plan policies and the selection of development sites.
The Historic Landscape Characterisation Project for Lincolnshire (2011)	The project has identified 10 character areas within Lincolnshire. South East Lincolnshire falls within six of these areas.	The aim of the project was to categorise and characterise the landscape of the county with specific reference to its development over time. It identifies some factors which may cause changes to the landscape in the future.	The information compiled through the project relating to the landscape character areas relevant to South East Lincolnshire should be considered in the Local Plan
Transport			
4th Lincolnshire Local Transport Plan (2013/14 - 2022/23)	Produced by Lincolnshire County Council (LCC) in 2013, the *4th Lincolnshire Local*	The key transport objectives of the plan are: • To assist the sustainable economic growth of Lincolnshire, and the wider region, through	The above objectives should be taken into consideration in the development of the Local

	Transport Plan (LTP4) sets out the transport strategy for the County for the next 10 years.	improvements to the transport network • To improve access to employment and key services by widening travel choices, especially for those without access to a car • To make travel for all modes safer and, in particular, reduce the number and severity of road casualties • To maintain the transport system to standards which allow safe and efficient movement of people and goods • To protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs • To improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment • To improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems • To minimise carbon emissions from transport across the county The plan sets out specific proposals for Boston: • The possibility of a distributor road to the west of Boston forms an important part of the longer term highway improvements in the area and it states that the County Council will continue to work closely with the Borough Council on this during the 4th LTP period. • The Waterways Project will continue to be delivered which includes improvements to cycling facilities alongside the South Forty Foot Drain.	Plan and reflected in its contents where appropriate. The Local Plan should seek to support the delivery of the LTP's proposals for Boston and Spalding whether it be through land allocations for future development or other means.

		The plan identifies the Spalding Western Relief Road as one of the four major schemes that are seen as a priority in the short to medium term.	
Lincolnshire Rail Strategy 2011: Supporting Lincolnshire Railways	This document is the first edition of the County Rail Strategy – the aims of which are: • To outline the challenges and opportunities facing the railway • To define the type of rail intervention that the County Council will support • To clarify the role that the County Council has in regards to railways	The strategy sets out the following policy for the county: To improve rail services further for both passengers and freight throughout Lincolnshire to support our local economy, including tourism. It identifies a number of challenges and opportunities relating to the rail network under 6 headings: Journey times and economic growth; station environments; railway resilience; railway capacity; understanding the network; and freight facilities. The strategy includes a number of strategy actions for the above headings which are aimed at delivering the policy on Lincolnshire railways together with regional objectives and the Local Transport Plan. The strategy aims to maximise the opportunities identified. Short term (to 2012) and medium term (to 2021) targets are identified.	Consideration should be given to how the Local Plan can help facilitate the delivery of the strategy policy and the opportunities identified.
Transport Strategy for Boston 2006-2021	The *Transport Strategy for Boston 2006-2021 and Beyond* was adopted in January 2007. It is a study of all forms of transport in the Boston area and forms a framework to guide future transport improvements in Boston, both for the short term (up to 2010) and the longer term (2011-2021 and beyond). The Strategy is made up of a range of proposed transport	The strategy's aims were identified as: • Reduced car usage for journeys wholly within Boston • Limiting impacts of development • Reduced delays for traffic on A52/A16 corridor with safe facilities for vulnerable users • Improved cross-town movements • Reduced traffic on inappropriate routes • Improved access to facilities • Priority for public transport into/within the town centre • Improved public transport access and	The strategy should act as guidance for the Local Plan and its aims be considered in its development. The Local Plan should seek to assist in the delivery of the strategy's 15 aims through policy and the selection of sites for future development. It should strive to maximise contributions towards the cost of a Boston Distributor Road.

	improvements, together with a timetable for introducing each proposal and the likely means of delivery. It also includes 15 aims which set out what the Strategy is intended to achieve.	provision • Reduced number and severity of crashes for all modes of transport • Improved clarity of priority for all road users • Improved road safety for pedestrians and cyclists • Improved air quality in the Air Quality Management Area • Improved cycling and pedestrian management in the town centre • Improved links between shopping area and public transport facilities • Effective management of car parking. The Strategy recognises that there is a need for additional road infrastructure to provide traffic with an alternative route to travelling through the town centre. It recommends that the most appropriate way forward is to pursue a Distributor Road and that Boston Borough Council should seek to maximise contributions towards the cost of a Distributor Road through the Local Plan process.	
Spalding Transport Strategy 2014-2036	The strategy was developed jointly by South Holland District Council and Lincolnshire County Council's Highways Alliance. It provides an approach to the improvement and provision of transport and access for the town and surrounding area.	The strategy aims to address existing transport issues and supports the emerging proposals for significant housing growth in the town. Its objectives were defined as: • To support the sustainable economic growth of Spalding and its environs through transport improvements. • To ensure transport infrastructure meets the needs of existing and proposed developments. • To address town centre congestion by creating an efficient transport network.	The strategy should act as guidance for the Local Plan and its objectives be considered in its development. The Plan should be formulated so as to help facilitate the provision and/or improvement of transport infrastructure in Spalding to resolve the existing transport issues identified in the strategy.

		• To encourage the use of alternative travel modes by improving the quality of journey experience. • To improve connectivity and maximise accessibility by improving travel options, especially for those without access to a private car. • To improve the quality of life for residents by improving air quality and reducing noise levels by removing unnecessary traffic. • To reduce the number and severity of road accidents by reducing the potential for conflict. • To improve the attractiveness and liveability of Spalding for residents, workers and visitors by creating a safe, attractive and accessible environment and encouraging healthy travel and lifestyles. The delivery of the proposed Spalding Western Relief Road is identified as one of the most important transport issues affecting Spalding.	

Appendix 2: Baseline information

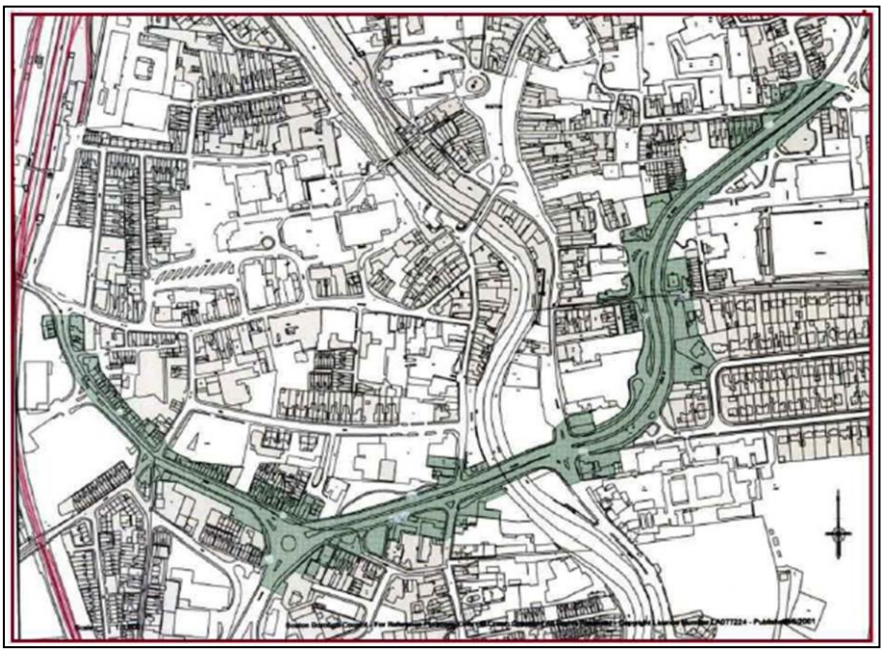
Topic 1: Air Quality

The Environment Act 1995 introduced the system of Local Air Quality Management (LAQM). Since then, local authorities have had to periodically review and assess the current, and likely future, air quality in their areas against national air quality objectives for seven air pollutants. Where any objective is unlikely to be met by the relevant deadline, local authorities must designate those areas as air quality management areas (AQMAs) and take action, along with others, to work towards meeting the objectives.

South Holland District Council currently has no Air Quality Management Areas (AQMA). However, between 1998 and 2001, Boston Borough Council undertook its First Round of Review and Assessment of air quality, which concluded that road traffic emissions in the Haven Bridge area of Boston (Figure 1) were leading to exceedences of the annual mean NO_2 objective, and it was, therefore, necessary to declare an AQMA for NO_2. The AQMA was declared in 2002.

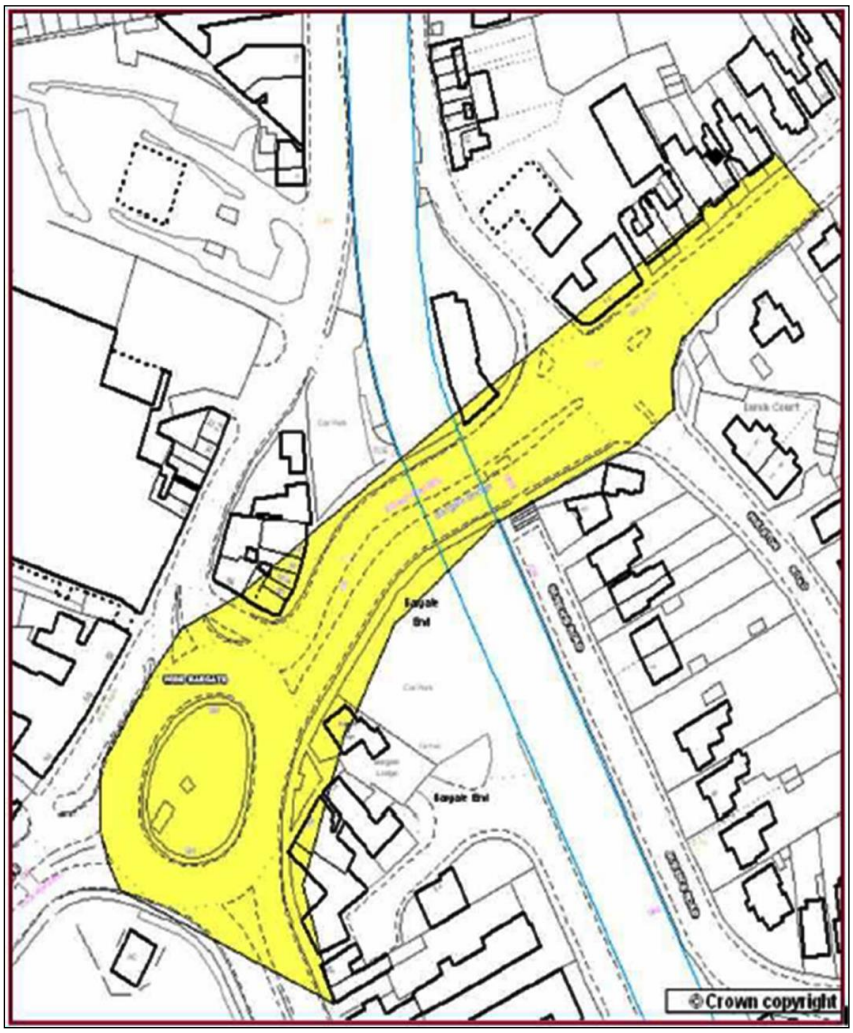
The first phase of the Second Round of Review and Assessment was completed in August 2003, and concluded that a Detailed Assessment, was required for NO_2 at two major road junctions in Boston. The Detailed Assessment completed in May 2004 concluded that there was a risk of exceedences of the NO_2 annual mean objective at the nearest receptors to the junction at Bargate Bridge and it was recommended that BBC consider declaration of an AQMA (Figure 2), where exposure criteria were fulfilled. BBC declared the 'Bargate Bridge AQMA', on 1st March 2005.

Figure 1: Map of Haven Bridge AQMA[1]



[1] Produced by Boston Borough Council

Figure 2: Map of Bargate Bridge AQMA[2]



The first phase of the Third Round of Review and Assessment was completed in June 2006, and this provided a further update with respect to air-quality issues within Boston. It concluded that all objectives were expected to be met outside the AQMAs and no Detailed Assessment was required. In 2007 and 2008, BBC completed Progress Reports, providing updates with respect to the latest air-quality monitoring data. The Progress Reports similarly concluded that all air-quality objectives would be met outside the AQMAs and there was no requirement to complete a Detailed Assessment.

The Fourth Round of Review and Assessment commenced with the 2009 Updating Screening Assessment. This concluded that the air quality objectives for all pollutants would be met. As such, there was no requirement to progress to a Detailed Assessment but monitoring of NO_2 should continue to identify any future changes in pollutant concentrations. The 2010 Annual Progress report concluded that no Detailed Assessment was needed and the current monitoring programme should continue.

[2] Produced by Boston Borough Council

Results of the air quality monitoring carried out in 2012 (the Fifth Round of Review and Assessment) concluded that all sites outside of the existing two AQMAs declared in Boston were below the NO_2 annual mean objective. Inside the Haven Bridge AQMA, monitored results indicated that there was still an air quality issue, as the NO_2 annual mean still exceeded the objective. The NO_2 annual mean objective was also marginally exceeded in the Bargate Bridge AQMA in 2012 at receptors relevant for public exposure, based on estimated concentrations at the façade of nearby properties, using the NO2 fall-off with distance calculator. Therefore, it was concluded that the two AQMAs should remain. The proposed actions related to monitoring were to continue to monitor nitrogen dioxide (NO_2) across the borough using diffusion tubes. No Detailed Assessments were deemed to be required at that time.

The Sixth Round of Review and Assessment was completed in January 2016 and concluded that, as in 2012, all locations outside the existing AQMAs were below the NO_2 annual mean objective and that there is still an air quality issue in the Haven Bridge AQMA. In contrast, the report recommends that consideration can be given to the revocation of the Bargate Bridge AQMA given that concentrations of NO_2 have been below the annual mean objective at locations relevant to public exposure since 2011. However, it is recommended that this is postponed until the impact of a new distributor road and proposed residential development in the area can be properly assessed.

Air quality and transport

As stated before, traffic is seen as a major contributor to air pollution, particularly in urban areas. Traffic management can therefore make a significant contribution to helping reduce emissions of pollutants from road vehicles. For example, schemes which restrict or exclude less clean vehicles from certain roads or areas, such as low emission zones, or reduce road congestion. There are two main trends in the transport sector working in opposite directions: new vehicles are becoming individually cleaner in response to European emission standards legislation, but car ownership rates are increasing.

Table 1 below shows that the percentage of households with more than 1 car or van has increased in both Boston Borough and South Holland District between 2001 and 2011.However car/van ownership is more prevalent in South Holland District than Boston Borough. Compared to the national average (32.3%), South Holland District has a greater proportion of households with more than one car/van (41.1%), whilst Boston Borough is broadly similar (33.2%). Compared to the national average (25.6%), both Boston Borough (20.8%) and South Holland District (14.6%) have a lower proportion of households with no car or van, reflecting the reliance on car travel in rural areas.

Table 1: Car Ownership Rates[3]

	Boston 2001	Boston 2011	South Holland 2001	South Holland 2011	Lincs 2011 %	England and Wales 2011 %
Total Number of Households	23,992	27,291	32,752	37,264	100.0%	100.0%
Households with 0 car or van	5,221 (21.8%)	5,667 (20.8%)	5,276 (16.1%)	5,442 (14.6%)	18.0%	25.6%
Households with 1 car or van	11,802 (49.2%)	12,561 (46.0%)	15,658 (47.8%)	16,499 (44.3%)	44.8%	42.2%
Households with more than 1 car or van	6,969 (29.0%)	9,063 (33.2%)	11,818 (36.1%)	15,323 (41.1%)	37.2%	32.3%

Air quality and climate change

The importance of climate change as an environmental issue of global significance has increased considerably in the past few years. Local planning policies need to be developed taking into consideration their impact on climate change and greenhouse gas emissions, and this is particularly true of air quality. Sustainability appraisal objectives should ensure that planning policies seek to reduce greenhouse gas emissions, such as CO_2, through a co-ordinated approach to the use of land, which in turn can help minimise the need to travel and reduce air pollution from traffic.

Table 2: South East Lincolnshire CO_2 Emissions 2005-13[4]

	Industry and Commercial	Domestic	Transport	Total	Population ('000s, mid-year estimate)	Per Capita Emissions (t)
BBC 2005	188	157	140	485	58.6	8.3
BBC 2006	186	158	141	485	59.8	8.2
BBC 2007	182	155	139	476	61	7.8
BBC 2008	182	154	133	471	62.2	7.6
BBC 2009	167	140	128	435	63.4	6.9
BBC 2010	174	151	128	453	64.5	7.1
BBC 2011	150	132	127	409	64.6	6.4
BBC 2012	165	140	125	430	64.8	6.7
BBC 2013	157	136	124	417	65.9	6.4
SHDC 2005	288	234	215	737	81.7	9.1
SHDC 2006	278	229	219	726	83.2	8.9
SHDC 2007	274	226	222	722	84.5	8.7
SHDC 2008	283	224	211	718	86.0	8.5
SHDC 2009	254	204	204	662	87.0	7.8
SHDC 2010	259	220	207	686	87.9	8.0
SHDC 2011	235	192	203	630	88.4	7.3
SHDC 2012	276	204	198	678	88.5	7.8

[3] From 2001 and 2011 Census

[4] https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2013

SHDC 2013	268	196	200	664	89.2	7.6

The table above shows carbon dioxide levels in both areas between 2005 and 2013. Levels fell overall in both Boston Borough and South Holland District between 2005 and 2009. However, since 2009 both areas have experienced fluctuating levels through to 2013 where emissions stood at 8.3 tonnes per capita in Boston Borough and 7.6 in South Holland District.

Noise pollution

Noise can have a significant effect on the environment and on the quality of life enjoyed by individuals and communities.

In South East Lincolnshire, some of the main sources of noise are likely to result from increasing levels of traffic on the roads and noise generation activities on industrial sites. However, unfortunately there is currently little information available in relation to noise pollution in South East Lincolnshire.

Summary of baseline information

Local authorities have an important role to play in helping deliver the national strategy's air quality objectives. Carbon dioxide levels in South East Lincolnshire have fallen overall between 2005 and 2013 and continuing improvements should be achieved through improved traffic management. Data in relation to noise pollution in the area is limited, but there is a need to recognise the impact of noise pollution from and on new development.

Topic 2: Biodiversity, Geodiversity and Green Infrastructure

Habitats and Wildlife

South East Lincolnshire has a diversity of habitat types, ranging from its saltmarshes and major intertidal banks of sand and mud to parkland, grassland and ponds. All of the habitats in the area have been shaped by humans in some way and are spread across a landscape in which arable farmland is the dominant land use. However, whilst farmed land can be a haven for wildlife, only a limited number of species thrive in areas of intensive agriculture.

International designations in South East Lincolnshire

Internationally designated sites are of exceptional importance in respect of rare, endangered or vulnerable habitats and species, and benefit from a high level of protection.

Adjoining the areas of both Boston Borough and South Holland District (as well as East Lindsey District and Kings Lynn and West Norfolk) is The Wash. The Wash is a large shallow bay comprising very extensive salt marshes, major intertidal banks of sand and mud, shallow water and deep channels. It is the most important staging post and over-wintering site for migrant wildfowl and wading birds in eastern England.

It has Ramsar, Special Protection Area (SPA) and Special Area of Conservation (SAC) designation. Figure 3 shows these designations in the context of South East Lincolnshire.

Ramsar Designation

Ramsar sites are wetlands of international importance and are designated under the Ramsar Convention. The Wash is one of the largest and most important areas of estuarine mudflats, sandbanks and saltmarsh in Britain. The saltmarshes and the plankton in the estuarine water provide a primary source of organic material which, together which other organic matter, forms the basis for the high productivity of the estuary.

Special Protection Area

The Wash SPA is home to internationally and nationally important populations of waterfowl and sea birds as well as internationally important populations of migratory birds. The intertidal flats have a rich invertebrate fauna and colonising beds of Glasswort which are important food sources for the large numbers of waterbirds dependent on the site. The sheltered nature of The Wash creates suitable breeding conditions for shellfish, principally Mussel, Cockle and shrimps. These are important food sources for some waterbirds such as Oystercatchers. The Wash is of outstanding importance for a large number of geese, ducks and waders, both in spring and autumn migration periods, as well as through the winter. The SPA is especially notable for supporting a very large proportion (over half) of the total population of Canada/Greenland breeding Knot. In summer, the Wash is an

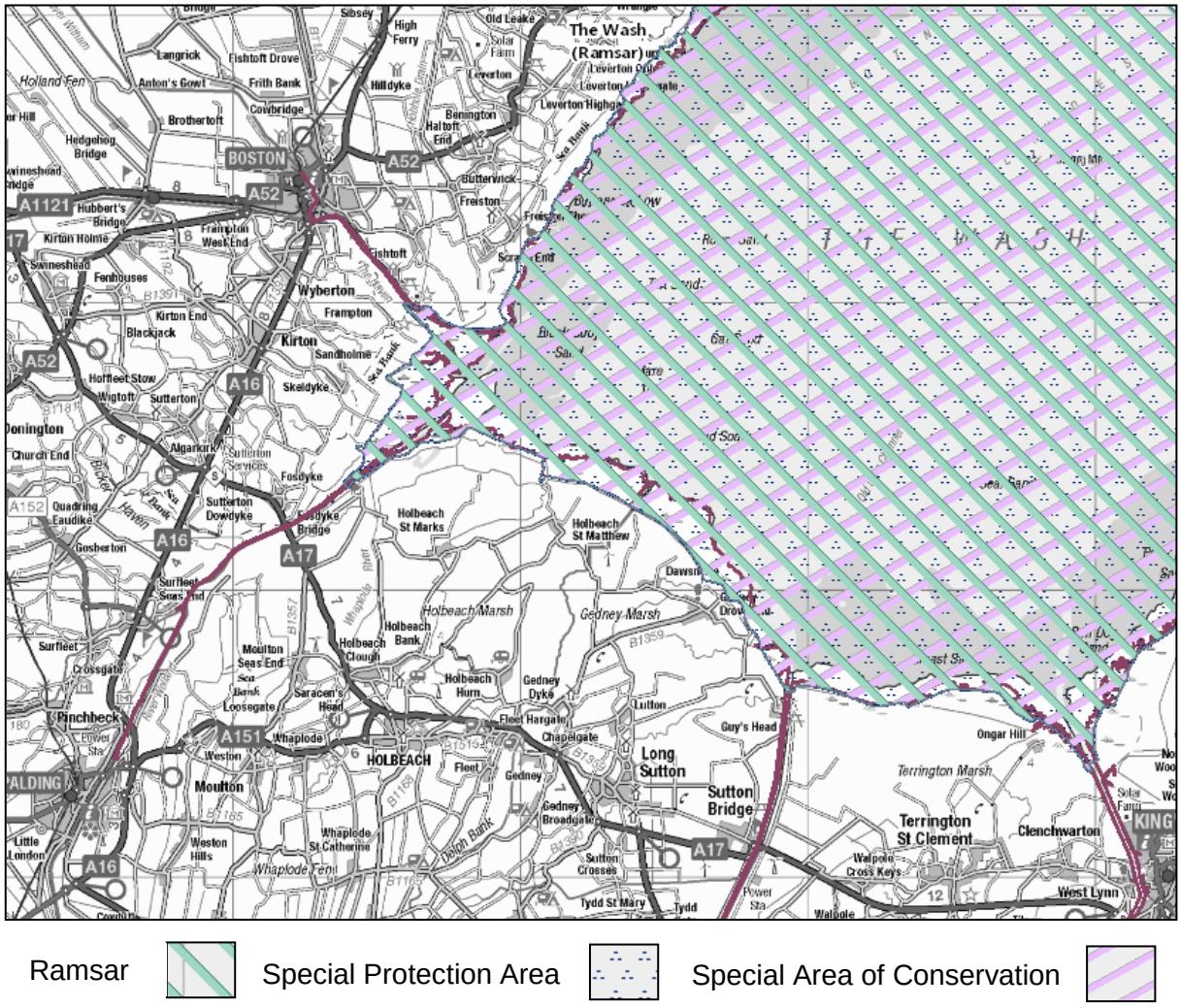
important breeding area for terns and as a feeding area for Marsh Harrier that breed just outside the SPA. Special Protection Areas are designated under the EU Birds Directive 79/409/EEC.

Special Area of Conservation

The Wash and North Norfolk Coastal SAC is designated under the EU Habitats Directive 92/43/EEC. It contains a number of qualifying habitats including, Atlantic salt meadows, coastal lagoons (priority habitat), Mediterranean and thermos-Atlantic halophilous scrubs and reefs. The qualifying species the SAC is home to are the Common Seal and Otter.

Further detail is given in relation to the international, European and national designated sites within (and in close proximity of) South East Lincolnshire in Table 4.

Figure 3: The Wash Ramsar, SPA and SAC Designations[5]



[5] From MagicMap

Table 3: Area of international designations in South East Lincolnshire[6]

Designation	Area (ha)
The Wash Ramsar	62,212
The Wash SPA	62,044
The Wash and North Norfolk Coast SAC	107,718

The table above shows the area of international designations in South East Lincolnshire. The Wash Ramsar accounts for almost 20% of the total area of all Ramsar sites in England (320,648ha) making it the largest Ramsar site in England. The SPA and SAC also make up around 10% of the total area of all SPAs and SACs in the country.

National designations in South East Lincolnshire

There are many sites within South East Lincolnshire designated for their national biodiversity importance ranging between Sites of Special Scientific Interest (SSSIs), National Nature Reserves and RSPB Reserves.

Sites of Special Scientific Interest

SSSIs are designated under the Wildlife and Countryside Act 1981 and the Countryside and Rights of Way Act 2000. The purpose of SSSIs is to protect the most notable examples of flora and fauna, geological and physiographical features in the UK.

Information is available from Natural England for South East Lincolnshire. There are currently 3 SSSIs in South East Lincolnshire. Cowbit Wash SSSI (9.07ha) is a geological site designated for its importance as a site for studies of Flandrian (i.e. post-glacial) sea level changes. Surfleet Lows SSSI (3.48ha) is one of the few remaining wet alluvial meadows in Lincolnshire which has not been subject to agricultural improvement. Meadows of this type are now rare throughout lowland Britain. As well as having Ramsar, SPA and SAC status, the Wash is also designated as a SSSI (62,046ha).

Natural England reports on the condition of SSSIs, grading them into six categories: favourable; unfavourable recovering; unfavourable no change; unfavourable declining; part destroyed and destroyed.

At present, both Cowbit Wash and Surfleet Lows SSSI are in 100% favourable condition. However, The Wash SSSI is currently 67.98% favourable, 31.61% unfavourable recovering and 0.41% unfavourable declining.

Natural England have developed Impact Risk Zones (IRZs) for SSSIs, SACs and SPAs to make a quick initial assessment of the potential risk posed by development proposals to these sites. The zones around each site reflect the particular sensitivities of the features for which it is notified and indicate the types of

[6] From Department for Environment, Food and Rural Affairs

development proposal which could potentially have adverse impacts. These IRZs should be consulted when assessing sites for allocation in the Local Plan.

National Nature Reserves

National Nature Reserves (NNRs) are established to protect the most important areas of wildlife habitat and geological formations in Britain, and as a place for scientific research. They are designated under the National Parks and Access to the Countryside Act 1949 and the Wildlife and Countryside Act 1981. There is only one NNR in South East Lincolnshire – The Wash. Although most of The Wash National Nature Reserve (8,880ha) does not adjoin South East Lincolnshire, it does include Kirton Marsh and also marsh to the west of the River Nene.

Local designations in South East Lincolnshire

Locally designated sites, although not of the same status as international or national sites, have an important role to play in contributing to overall biodiversity targets, the quality of life and well-being of the community, and in supporting research and education.

Local Nature Reserves

There are three Local Nature Reserves (LNRs) in the area – The Vernatts (1.68ha), Havenside Country Park (18.91ha) and The Shrubberies (4.39ha). LNRs are designated under the National Parks and Access to Countryside Act 1949 by the relevant local authority.

Sites of Nature Conservation Importance (SNCI)

SNCIs are sites which contain features of substantive nature conservation value at a local level. These were the predecessors of Local Wildlife Sites and were designated in the 1970 and 80s. However, more recently, these sites have been resurveyed and deselected where they do not meet the criteria for selection as a Local Wildlife Site. There are currently 10 remaining SNCIs in the area (covering a total area of 101ha), all of which are deemed to be in negative management.

Local Wildlife and Geological Sites in South East Lincolnshire

Local Wildlife Sites and Local Geological Sites are non-statutory areas of local importance for nature conservation that complement nationally and internationally designated geological and wildlife sites.

There are currently 81 Local Wildlife Sites (LWS) in South East Lincolnshire covering an area of 1,133 hectares. These have been designated by the two authorities (coordinated by the Greater Lincolnshire Nature Partnership). At present, 61 of the 81 sites (75%) are considered to be in positive management. The management status of all local sites is set out in Table 5.

South East Lincolnshire does not have any Local Geological Sites at this moment in time.

Environmental projects in South East Lincolnshire

Within South East Lincolnshire there are a number of environmental projects:

- Two RSPB reserves at Freiston Shore and Frampton Marsh.
- The South Lincolnshire Fenlands Partnership aims to restore and re-create up to 800 ha of Lincolnshire's lost wild fenlands between Bourne and Market Deeping. This includes the Willow Tree Farm Nature Reserve in South Holland.
- The Boston Woods Project seeks to plant an area of 1200 ha with a mixture of woodland and grassland around the west and north of Boston. At present about 40 ha of land has been acquired and planted.
- The Fens Waterways Project seeks to link Lincoln and Ely with an inland waterway. Currently a lock has been constructed to link the tidal section of the River Haven with the Black Sluice navigation. The next stage; linking the Black Sluice navigation with the River Glen, near Guthram Gowt, in South Holland will require improvement of the upper reaches of the existing water course and a new section of water course to be excavated. Another stretch will be required to link the Welland and the Ouse. Although this project is tourist-related it will also help connect habitats.

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Table 4: International, European and National designated sites in (and within close proximity of) South East Lincolnshire[7]

Site	Designation	Features / reasons for designation	SSSI Assessment Description
Gibraltar Point	Ramsar	**Ramsar criterion 1** The dune and saltmarsh habitats present on the site are representative of all the stages of colonisation and stabilisation. There is a fine example of freshwater marsh containing sedges *Carex* spp., rushes *Juncus* spp., and ferns, including adder's-tongue fern *Ophioglossum vulgatum*. Also most northerly example of nationally rare saltmarsh/dune communities containing sea heath *Frankenia laevis*, rock sea lavender *Limonium binervosum* and shrubby seablite *Suaeda vera*. **Ramsar criterion 2** Supports an assemblage of wetland invertebrate species of which eight species are listed as rare in the British Red Data Book and a further four species listed as vulnerable. **Ramsar criterion 5** - Assemblages of international importance: Species with peak counts in winter**:** 53072 waterfowl (5 year peak mean 1998/99-2002/2003) **Ramsar criterion 6** – species/populations occurring at levels of international importance. Qualifying Species/populations (as identified at designation): Species with peak counts in spring/autumn**:** Grey plover , *Pluvialis squatarola*, E Atlantic/W Africa –wintering 2793 individuals, representing an average of 1.1% of the population (5 year peak mean 1998/9-2002/3) Sanderling , *Calidris alba*, Eastern Atlantic 971 individuals, representing an average of 4.7% of the GB population (5 year peak mean 1998/9-2002/3 - spring peak) Bar-tailed godwit , *Limosa lapponica lapponica*, W Palearctic 3468 individuals, representing an average of 2.8% of the population (5 year peak mean 1998/9-2002/3)	

[7] From Natural England and Department for Environment, Food and Rural Affairs

Site	Designation	Features / reasons for designation	SSSI Assessment Description
		Species with peak counts in winter: Dark-bellied brent goose, *Branta bernicla bernicla*, 682 individuals, representing an average of 0.6% of the GB population (5 year peak mean 1998/9- 2002/3) Species/populations identified subsequent to designation for possible future consideration under criterion 6. Species with peak counts in spring/autumn: Red knot , *Calidris canutus islandica*, W & Southern Africa (wintering) 33930 individuals, representing an average of 7.5% of the population (5 year peak mean 1998/9-2002/3)	
Saltfleetby–Theddlethorpe Dunes and Gibraltar Point	SAC	Shifting and Fixed dunes which have a succession of vegetation. Humid dune slacks also exist with varying levels of salinity; some have become fresh water, and have a variety of species.	
Gibraltar Point	SPA	The area regularly supports breeding Little Tern (1% of the GB breeding population 5 year mean, 1992-1996), and the over wintering birds are Bar Tailed Godwit (1.4% of the GB population 5 year peak mean 1991/92-1995/96) , Sanderling (0.1% of the population 5 year peak mean 1991/92-1995/96) and Grey Pluver (1.2% of the population 5 year peak mean 1991/92-1995/96)	
Gibraltar Point	SSSI	Littoral Sediment, Supralittoral sediment, Earth Heritage	60.33% favourable, 31.21% unfavourable recovering, 8.47% unfavourable declining
Gibraltar Point	NNR	Coastal	
The Wash	Ramsar	**Ramsar criterion 2** The Wash is a large shallow bay comprising very extensive saltmarshes, major intertidal banks of sand and mud, shallow water and deep channels. **Ramsar criterion 3** Qualifies because of the inter-relationship between its various components including saltmarshes, intertidal sand and mud flats and the estuarine waters. The saltmarshes and the plankton in the	

Site	Designation	Features / reasons for designation	SSSI Assessment Description
		estuarine water provide a primary source of organic material which, together with other organic matter, forms the basis for the high productivity of the estuary. **Ramsar criterion 5 -** Assemblages of international importance**:** Species with peak counts in winter: 292541 waterfowl (5 year peak mean 1998/99-2002/2003) **Ramsar criterion 6** – species/populations occurring at levels of international importance. Qualifying Species/populations (as identified at designation): Species with peak counts in spring/autumn: Eurasian oystercatcher , *Haematopus ostralegus ostralegus*, Europe & NW Africa -wintering 15616 individuals, representing an average of 1.5% of the population (5 year peak mean 1998/9-2002/3) Grey plover , *Pluvialis squatarola*, E Atlantic/W Africa –wintering 13129 individuals, representing an average of 5.3% of the population (5 year peak mean 1998/9-2002/3 - spring peak) Red knot , *Calidris canutus islandica*, W & Southern Africa (wintering) 68987 individuals, representing an average of 15.3% of the population (5 year peak mean 1998/9-2002/3) Sanderling , *Calidris alba*, Eastern Atlantic 3505 individuals, representing an average of 2.8% of the population (5 year peak mean 1998/9-2002/3) Eurasian curlew , *Numenius arquata arquata*, N. a. arquata Europe (breeding) 9438 individuals, representing an average of 2.2% of the population (5 year peak mean 1998/9-2002/3) Common redshank , *Tringa totanus totanus*, 6373 individuals, representing an average of 2.5% of the population (5 year peak mean 1998/9-2002/3) Ruddy turnstone , *Arenaria interpres interpres*, NE Canada, Greenland/W Europe & NW Africa 888 individuals, representing an average of 1.7% of the GB population (5 year peak mean 1998/9-2002/3) Species with peak counts in winter:	

Site	Designation	Features / reasons for designation	SSSI Assessment Description
		Pink-footed goose , *Anser brachyrhynchus*, Greenland, Iceland/UK 29099 individuals, representing an average of 12.1% of the population (5 year peak mean 1998/9-2002/3) Dark-bellied brent goose, *Branta bernicla bernicla*, 20861 individuals, representing an average of 9.7% of the population (5 year peak mean 1998/9-2002/3) Common shelduck , *Tadorna tadorna*, NW Europe 9746 individuals, representing an average of 3.2% of the population (5 year peak mean 1998/9-2002/3) Northern pintail , *Anas acuta*, NW Europe 431 individuals, representing an average of 1.5% of the GB population (5 year peak mean 1998/9- 2002/3) Dunlin , *Calidris alpina alpina*, W Siberia/W Europe 36600 individuals, representing an average of 2.7% of the population (5 year peak mean 1998/9-2002/3) Bar-tailed godwit , *Limosa lapponica lapponica*, W Palearctic 16546 individuals, representing an average of 13.7% of the population (5 year peak mean 1998/9-2002/3) <u>Species/populations identified subsequent to designation for possible future consideration</u> <u>under criterion 6.</u> <u>Species with peak counts in spring/autumn:</u> Ringed plover , *Charadrius hiaticula*, Europe/Northwest Africa 1500 individuals, representing an average of 2% of the population (5 year peak mean 1998/9- 2002/3) Black-tailed godwit , *Limosa limosa islandica*, Iceland/W Europe 6849 individuals, representing an average of 19.5% of the population (5 year peak mean 1998/9-2002/3) <u>Species with peak counts in winter:</u> European golden plover , *Pluvialis apricaria apricaria*, P. a. altifrons Iceland & Faroes/E Atlantic 22033 individuals, representing an average of 2.3% of the population (5 year peak mean	

Site	Designation	Features / reasons for designation	SSSI Assessment Description
		1998/9-2002/3) Northern lapwing , *Vanellus vanellus*, Europe – breeding 46422 individuals, representing an average of 1.3% of the population (5 year peak mean 1998/9-2002/3)	
The Wash and North Norfolk Coast	SAC	Large shallow inlets and bays, sandbanks permanently covered with sea water, intertidal sand and mud flats, samphire and annuals colonising mud and sand, Atlantic saltmarsh, Mediterranean saltmarsh scrub, common seals	
The Wash	SPA	Internationally and nationally important populations of waterfowl and sea birds, internationally important populations of migratory birds.	
The Wash	SSSI	Littoral Sediment	67.98% favourable, 31.61% unfavourable recovering, 0.41% unfavourable declining.
The Wash	NNR	Coastal	
Nene Washes	Ramsar	**Ramsar criterion 2** The site supports an important assemblage of nationally rare breeding birds. In addition, a wide range of raptors occur through the year. The site also supports several nationally scarce plants, and two vulnerable and two rare British Red Data Book invertebrate species have been recorded. **Ramsar criterion 6** – species/populations occurring at levels of international importance. Qualifying Species/populations (as identified at designation): <u>Species with peak counts in winter:</u> Tundra swan , *Cygnus columbianus bewickii*, NW Europe 694 individuals, representing an average of 2.3% of the population (5 year peak mean 1998/9- 2002/3) Species/populations identified subsequent to designation for possible future consideration under criterion 6. <u>Species with peak counts in spring/autumn:</u> Black-tailed godwit , *Limosa limosa islandica*, Iceland/W Europe 482 individuals, representing an average of 1.3%	

Site	Designation	Features / reasons for designation	SSSI Assessment Description
		of the population (5 year peak mean 1998/9- 2002/3 - spring peak) <u>Species with peak counts in winter:</u> Northern pintail , *Anas acuta*, NW Europe 1848 individuals, representing an average of 3% of the population (5 year peak mean 1998/9- 2002/3) Contemporary data and information on waterbird trends at this site and their regional (sub-national) and national contexts can be found in the Wetland Bird Survey report, which is updated annually. See www.bto.org/survey/webs/webs-alerts-index.htm.	
Nene Washes	SA	Moreton's Leam, a large drainage channel running along the eastern flank of the Nene Washes, contains the highest recorded density of spined loach *Cobitis taenia* in the UK. There may also be thriving populations in the smaller ditches of the Washes. The site represents spined loach populations in the Nene catchment.	
Nene Washes	SPA	International importance for over wintering and breeding of eight species of birds	
Nene Washes	SSSI	Neutral grassland - lowland	19.95% favourable, 80.05% unfavourable recovering.
Barnack Hills & Holes	SAC	Semi-natural dry grasslands and scrubland facies: on calcareous substrates (*Festuco-Brometalia*)	
Barnack Hills & Holes	SSSI	Calcareous grassland - lowland	100% unfavourable recovering
Barnack Hills & Holes	NNR	Lowland Grassland	
Castor Hanglands	SSSI	Calcareous grassland – lowland, Fen, marsh and swamp – lowland, Broadleaved, mixed and yew woodland – lowland, Neutral grassland - lowland	44.91% favourable, 55.09 favourable recovering
Castor Hanglands	NNR	Woodland, Lowland Grassland	
Baston Fen	SAC	The Counterdrain, a large drainage channel running alongside Baston Fen, contains high densities of spined loach *Cobitis taenia*. It is an example of spined loach populations in the Welland catchment. The patchy cover from submerged plants provides excellent habitat	

Site	Designation	Features / reasons for designation	SSSI Assessment Description
		for the species.	
Roydon Common and Dersingham Bog	Ramsar	**Ramsar criterion 1** The site is the most extensive example of valley mire-heathland biotope within East Anglia – It is a mixed valley mire holding vegetation communities which reflect the influence of both base-poor and base-rich water. **Ramsar criterion 2** Supports an important assemblage of invertebrates - nine British Red Data Book species have been recorded. **Ramsar criterion 3** The vegetation communities have a restricted distribution within Britain. – It also supports a number of acidophilic invertebrates outside their normal geographic range and six British Red Data Book invertebrates	
Roydon Common and Dersingham Bog	SAC	North Atlantic wet heath land with heather and peat bog with dry heathland.	
Dersingham Bog	SSSI	Fen, marsh and swamp - lowland , Dwarf shrub heath - lowland , Earth heritage	100% unfavourable recovering
Dersingham Bog	NNR	Peatland, Lowland Heath	
Grimsthorpe	SAC	Semi-natural dry grasslands and scrubland facies: on calcareous substrates (*Festuco-Brometalia*) with Early gentian *Gentianella anglica*	
Grimsthorpe	SSSI	Broadleaved, mixed and yew woodland - lowland , Calcareous grassland - lowland	94.96% favourable, 5.0% unfavourable recovering
Cowbit Wash	SSSI	Earth Heritage	100% favourable
Surfleet Lows	SSSI	Neutral Grassland – lowland	100% favourable
Adventurers' Land	SSSI	Earth heritage	100% favourable
Baston and Thurlby Fens	SSSI	Fen, marsh and swamp - lowland , Rivers and streams	64.87% favourable 35.13% unfavourable recovering
Bratoft Meadows	SSSI	Neutral grassland - lowland	100% favourable
Candlesby Hill	SSSI	Calcareous grassland - lowland	100% unfavourable recovering

Site	Designation	Features / reasons for designation	SSSI Assessment Description
Cross Drain	SSSI	Standing open water and canals	100% favourable
Dalby Hill	SSSI	Earth heritage	100% favourable
Deeping Gravel Pits	SSSI	Broadleaved, mixed and yew woodland - lowland	100% unfavourable declining
Dogsthorpe Star Pit, Peterborough	SSSI	Standing open water and canals	100% unfavourable recovering
Dole Wood	SSSI	Broadleaved, mixed and yew woodland - lowland	100% unfavourable recovering
Dunsby Wood	SSSI	Broadleaved, mixed and yew woodland - lowland	100% unfavourable recovering
Eye Gravel Pit	SSSI	Earth heritage	100% favourable
Fulsby Wood	SSSI	Broadleaved, mixed and yew woodland - lowland	100% unfavourable recovering
Grimston Warren Pit	SSSI	Earth heritage	100% favourable
Horbling Fen	SSSI	Earth heritage	100% favourable
Hundleby Clay Pit	SSSI	Earth heritage	100% favourable
Islington Heronry	SSSI	Broadleaved, mixed and yew woodland - lowland	100% favourable
Jenkins Carr	SSSI	Broadleaved, mixed and yew woodland - lowland	100% unfavourable declining
Keal Carr	SSSI	Broadleaved, mixed and yew woodland - lowland	100% favourable
Kirkby Moor	SSSI	Dwarf shrub heath - lowland	100% unfavourable recovering
Langtoft Gravel Pits	SSSI	Standing open water and canals	100% unfavourable declining
Math & Elsea Wood	SSSI	Broadleaved, mixed and yew woodland - lowland	100% unfavourable recovering
Mavis Enderby Valley	SSSI	Broadleaved, mixed and yew woodland - lowland & Neutral grassland - lowland	100% favourable
Moor Farm	SSSI	Acid grassland - lowland	100% unfavourable recovering
Newell Wood, Pickworth	SSSI	Broadleaved, mixed and yew woodland - lowland	74.15% favourable, 25.85 unfavourable recovering
River Nar	SSSI	Neutral grassland - lowland	58.68% favourable, 28.41% unfavourable recovering, 12.91% unfavourable no change.
Ryhall Pasture & Little Warren	SSSI	Calcareous grassland - lowland	85.71% unfavourable recovering, 14.29% unfavourable no change.

Site	Designation	Features / reasons for designation	SSSI Assessment Description
Verges			
Sapperton & Pickworth Woods	SSSI	Broadleaved, mixed and yew woodland - lowland	100% unfavourable no change.
Setchey	SSSI	Earth heritage	100% favourable.
Southorpe Meadow	SSSI	Neutral grassland - lowland	100% unfavourable recovering.
Southorpe Paddock	SSSI	Calcareous grassland - lowland	100% unfavourable recovering
Southorpe Roughs	SSSI	Calcareous grassland - lowland	100% unfavourable recovering
Sutton Heath & Bog	SSSI	Calcareous grassland - lowland & Neutral grassland - lowland	100% unfavourable recovering
Swinstead Valley	SSSI	Calcareous grassland - lowland	100% unfavourable recovering.
Tattershall Carrs	SSSI	Broadleaved, mixed and yew woodland - lowland	100% unfavourable recovering.
Tattershall Old Gravel Pits	SSSI	Standing open water and canals	100% unfavourable declining.
Tolethorpe Road Verges	SSSI	Calcareous grassland - lowland	100% unfavourable recovering.
Troy Wood	SSSI	Broadleaved, mixed and yew woodland - lowland	100% unfavourable recovering
Wiggenhall St Germans	SSSI	Earth heritage	100% favourable.
Willoughby Wood	SSSI	Broadleaved, mixed and yew woodland - lowland	100% favourable.
Winceby Rectory Pit	SSSI	Earth Heritage	100% favourable.
Woodhall Spa Golf Course	SSSI	Dwarf Shrub Heath - Lowland	100% unfavourable declining.
Dogsthorpe Star Pit	LNR	A former clay pit with shallow pools which are important for the plants and beetles including brackish and fenland freshwater species. Dry banks of grassland with scrub and trees are good for plants, birds, butterflies and other invertebrates.	
Eye Green	LNR	Old brick workings and now a large lake fringed in places by reeds and scrub. The once bare land has developed into a mix of habitats including grassland.	

Site	Designation	Features / reasons for designation	SSSI Assessment Description
Grimeshaw Wood	LNR	Ancient woodland site. Pipistrelle bats reside here and nettle-leaved bellflowers are particularly evident in the summer.	
Havenside	LNR	There is a superb mix of rough grassland with scrub and brambles, cattle grazed meadows, shallow seasonal ponds, estuary and mud flat. Located within the park is the Pilgrim Fathers' Memorial, marking the place formerly known as Scotia Creek where a group of puritans were arrested attempting to flee to religious freedom in 1607.	
Lattersey Field	LNR	Originally a clay pit for the brick industry. The reserve forms a wildlife island in a sea of intensively farmed land and housing. It is a mix of reedbed, marsh, open water pools and lakes, grassland, trees and scrub.	
Lollycocks Field	LNR	Wildlfower and wetlands habitats. The central pond provides a variety of wildlife.	
Mareham Pastures	LNR	Wildflower meadows, new woodland, hedges, open grassland, Butterflies, hopefully barn owls.	
Ring's End	LNR	The site contains extensive reedbeds, three large ponds and small areas of scrub. The main path through the reserve runs along the old railway embankment, allowing good views across the fen.	
Snipe Dales	LNR	The Country Park woodland is largely conifers which are gradually being replaced by native broadleaved tree species, The Nature Reserve is more open grassland with good views. Ponds, a stream, rush pasture and dry grassland add to the rich mosaic.	
Stanton's Pit	LNR	The area was formerly a sand pit and is a gift from the former owner for use as a nature reserve. The primary interest is ornithological. Recent records show that over 50 species of birds have visited the site, of which 19 species have bred. There is some evidence to suggest that the reserve lies on a migratory route from the Wash inland towards Rutland Water.	
The Boardwalks	LNR	The path system winds through different habitats including ponds, meadow, marsh, trees, scrub and the river.	
The Pingle	LNR	The wildflower meadows and wetalnd areas provide habitats for a variety of flora and fauna. The disused rail line runs by the reserve and provides a walk.	
The Shrubberies	LNR	The Shrubberies comprise old parkland and pasture of a type now	

Site	Designation	Features / reasons for designation	SSSI Assessment Description
		rare in the Fens with fine oak and other large trees. Some 49 species of birds and 12 species of butterflies have been recorded. There is a pond with a wooded island and adjoining marshy areas with fringing alders. The grassland is grazed and sometimes cut for hay. An acre of land was planted with native trees in 1989.	
Vernatts Local Nature Reserve	LNR	Wildflower meadow that in summer is dazzling with bright flowers like yellow rattle and knapweed. These attract many colourful insects including damselflies and small copper butterflies. The other half of the reserve is a mixture of wetland habitats including reedbeds, marsh and a large pond. This is home for the elusive water vole, reed warblers and buzzes with insect life.	
Woodston Ponds	LNR	The old sugar beet settling ponds have developed into wildlife rich ponds and reedbeds and is leased to the Wildlife Trust for 999 years. The River Nene runs alongside the reserve.	
Frampton Marsh	RSPB	Saltmarsh, reedbed, freshwater scrapes and wet grassland.	
Freiston Shore	RSPB	Saltmarsh, saltwater lagoon.	
Nene Washes	RSPB	Grassland, flooded in winter.	
Snettersham	RSPB	Mudflats	
Titchwell	RSPB	Beaches, reedbed, lagoon.	

Table 5: Designations of Local Importance in South East Lincolnshire[8]

Site	Local Site status	Management status
Bell Mere Pool	LWS	Positive
Boston Cemetery	LWS	Positive
Botolphs Park Pond	LWS	Positive
Cole's Lane Ponds	LWS	Positive
Cowbridge Drain	LWS	Positive
Doves' Lane Drain	LWS	Positive
Frith Bank Drain	LWS	Positive
Hall Weir	LWS	Positive
Hobhole Bank	LWS	Positive
Hobhole Drain, Baker's Bridge South	LWS	Positive
Hobhole Drain, Benington Bridge to Baker's Bridge	LWS	Positive
Hobhole Drain, Simmon House Bridge to Benington Bridge	LWS	Positive
Maud Foster Drain, Cowbridge to Boston	LWS	Positive
Shore Road Drain	LWS	Positive
Slippery Gowt Sea Bank	LWS	Positive
South Bank Fosdyke	LWS	Positive
South Forty Foot Drain	LWS	Positive
Tytton Lane West Pits, West	LWS	Positive
Westgate Wood and Meadow	LWS	Positive
Witham Way Country Park	LWS	Positive
Witham Way, Anton's Gowt to Boston	LWS	Positive
Wrangle Brick Pits	LWS	Positive
Frampton Hall	LWS	Negative
Havenside	LWS	Negative
Mackay's Pit	LWS (landowner unknown)	Negative
Tytton Lane West Pits, East	LWS	Negative
Arnold's Meadow	LWS	Positive
Banks Cradge Drain	LWS	Positive
Blue Gowt Drain, North	LWS	Positive
Blue Gowt Drain, North of Pode Hole	LWS	Positive
Blue Gowt Drain, West Marsh Road	LWS	Positive
Boatmere Creek	LWS	Positive
Boston Road Brick Pits	LWS	Positive
Coronation Channel	LWS	Positive
Counter Drain	LWS	Positive
Cross Keys Pool and Field	LWS	Positive
Disused March Line, Spalding	LWS	Positive
Fourth District Main Drain	LWS	Positive
Fred's Pit Crowland	LWS	Positive
Hammond Beck	LWS	Positive
Lambert Drain	LWS	Positive
Lambert Drain to Highstock Drain Connection	LWS	Positive
Little South Holland Drain	LWS	Positive
Locks Dyke South	LWS	Positive

[8] From the Greater Lincolnshire Nature Partnership

Site	Local Site status	Management status
Moulton Marsh	LWS	Positive
Moulton River	LWS	Positive
Nene Bank Road Verges	LWS	Positive
New River	LWS	Positive
New South Eau and North Level Main Drain	LWS	Positive
Newborough Drain	LWS	Positive
North Drove Drain	LWS	Positive
Pinchbeck Fen Slipe	LWS	Positive
Pinchbeck Marsh	LWS	Positive
Risegate Eau	LWS	Positive
River Glen Corridor	LWS	Positive
River Welland Corridor	LWS	Positive
River Welland in Spalding	LWS	Positive
Slys Connection	LWS	Positive
South Drove Drain	LWS	Positive
South Forty Foot Drain	LWS	Positive
South Holland Main Drain Banks	LWS	Positive
South Holland Main Drain, West	LWS	Positive
Twenty Foot Drain	LWS	Positive
Vernatt's Drain	LWS	Positive
Wheatmere Drain	LWS	Positive
Willow Tree Fen Nature Reserve	LWS	Positive
A16 East Verge South of the River Glen	LWS (landowner unknown)	Negative
A16 Verges North of the River Glen	LWS (landowner unknown)	Negative
Crowland Falls Pits	LWS	Negative
Crowland Ponds	LWS	Negative
Crowland Wash Lake	LWS	Negative
Gedney Dyke Pits	LWS	Negative
Guy Wells Pit	LWS	Negative
High Bank Gull	LWS	Negative
Land North of Spalding Station	LWS	Negative
Moulton Park and River	LWS	Negative
Spalding Cemetery	LWS	Negative
Surfleet Bank	LWS (objection)	Negative
Surfleet Seas End Saltmarsh	LWS	Negative
Tydd Gote Bank	LWS	Negative
Vernatt's Nature Reserve	LWS	Negative
Boston West Golf Course	SNCI	Negative
Fenhouses, Swineshead	SNCI	Negative
Holland House Nature Reserve	SNCI	Negative
Porcher's Pit	SNCI	Negative
Sutterton Brickworks	SNCI	Negative
Counter Drain	SNCI	Negative
Decoy Farm Pit	SNCI	Negative
Guthram Gowt (River Glen)	SNCI	Negative
New Gate House Field	SNCI	Negative
Surfleet Bank Pond	SNCI	Negative
Hobhole Drain, Benington Bridge to Baker's Bridge	RIGS	Negative

The Lincolnshire Biodiversity Action Plan (2011) lists a number of UK priority habitats and species as being found in South East Lincolnshire. These are listed in Tables 6 and 7 below.

Table 6: UK Priority Habitats in South East Lincolnshire

UK Priority Habitats	
Saline Lagoons	Ponds
Salt Marsh	Rivers Canals & Drains
Grazing Marsh	Brownfield
Arable Field Margins	Wood Pasture and Parkland
Hedgerows & Hedgerow Trees	Wet Woodland
Lowland Meadow	Traditional Orchard
Reedbeds	Coastal Sand Dunes
Fens	Lowland Mixed Deciduous Woodland

Table 7: UK Priority Species in South East Lincolnshire

UK Priority Species	
Water Vole	Swift
Greater Water Parsnip	Song Thrush
Curlew	House Sparrow
Yellow Hammer	Reed Bunting
Yellow Wagtail	Corn Bunting
Skylark	Grey Partridge
Lapwing	Barbestrelle Bat
Linnet	Daubentons Bat
Starling	Long Eared Bat
Snipe	Pipiestrelle Bat
Red Shank	Whiskered Bat
Gardens & Allotments	Parks & Open Spaces
Barn Owl	Tree Sparrow
Eel	Common Seal
Spined Loach	Smooth Newt
Smelt	Great Crested Newt
Brown Trout	Churchyards & Cemeteries
Plaice and Sole	Sabelloria Spinulosa Reef

There are also a large number of non statutory sites within 15km of the South East Lincolnshire boundary. These are set out in Table 8 below.

Table 8: Non statutory sites within 15km of South East Lincolnshire boundary

Site name	Designation	Site name	Designation	Site name	Designation
A16 Road Verge, Dalby Bar	LWS	Guide Post Plantation	LWS	Ostler's Plantation North (part)	SNCI
Abbey Lane - Kirkstead Disused Railway Line	SNCI	Gunboro' Wood	SNCI	Outfield Holt	SNCI
Asgarby Park	SNCI	Gunboro' Wood Road Verge	SNCI	Park Wood, Thurlby	SNCI
Ash Holt, Roughton	LWS	Gunby Dismantled Railway	LWS	Part of Lincolnshire Gate Scrubs	SNCI
Ash Holt, Scopwick	SNCI	Gunby Estate	SNCI	Pasture at Greatford	SNCI
Aswarby Park	SNCI	Gunby Meadow	LWS	Pasture Wood	SNCI
Aswarby Thorns	LWS	Gunby Park	LWS	Pattinson's Holt	SNCI
Aunby Green Lane	SNCI	Guthram Gowt (River Glen)	SNCI	Pawson's Meadow	LWT
Aunby Valley	SNCI	Guthram Pit	SNCI	Peasgate Lane	SNCI
Auster Wood	SNCI	Hacconby Drove Drain	LWS	Pickworth Wood Road Verges	LWS
Bamber's Holt	SNCI	Haceby Great Wood	LWS	Pillowsyke Holt	SNCI
Banthorpe Wood	SNCI	Haceby Little Wood	LWS	Priory Farm, Stamford	SNCI
Barber's Hill Pit	SNCI	Hagworthingham Meadow	LWS	Rabbit Hill East	LWS
Baston Bird Reserve	LWS	Hagworthingham Parish Land	SNCI	Railway Embankment South of Careby	SNCI
Baston Common Sand and Gravel Pits	SNCI	Halehouse Road	LWS	Reddings Wood	LWS
Baston Fen	LWT	Halfmoon Spinney	SNCI	Redland's Holt	SNCI
Baston Fen Pasture	LWS	Hall Gate Verges	SNCI	Revesby Bridge Plantation	SNCI
Baston Fen Ponds	LWS	Halstead and Stobourn Woods	LWS	Revesby Park	SNCI
Baston No. 2 Pit	LGS	Haltham Marsh	SNCI	Revesby, Grantham's Plantation	LWS
Beacon Hill Railway Cutting	LWS	Haltham Wood	SNCI	Revesby, Wilksby Plantation	LWS
Beck's Field	LWS	Hameringham Hill	RNR	River Glen, Carlby	SNCI
Bellhouse Plantation	SNCI	Hameringham Hill Road Verges	LWS	River Lymn, Partney to Northorpe Bridge	SNCI
Big Rous Holt	SNCI	Hameringham Parish Land	SNCI	River Lymn, Skendleby Tributary North	SNCI
Big Triangle, Tumby	SNCI	Hameringham Pastures	SNCI	River Welland, Borough Fen	SNCI
Billinghay Skirth	SNCI	Hameringham Road Verge, East	LWS	Riverdale Meadow, Hagworthingham	LWS

Site name	Designation	Site name	Designation	Site name	Designation
Birch Wood, Bardney	LWS	Hameringham Road Verges, West	LWS	Roadside Cutting, West Keal Hill	RIGS
Birch Wood, Sleaford	SNCI	Hampshire Holt	SNCI	Robert's Field	LWS
Bitchneaves Wood	SNCI	Hanthorpe	RNR	Robert's Field Road Verges	LWS
Black Holt, Coningsby	SNCI	Hanthorpe Road Verges	LWS	Rose's Holt	SNCI
Blackthorn Holt	SNCI	Harbour Wood	LWS	Roughton Moor	SNCI
Blankney Brick Pit	LWS	Haverholme Park	SNCI	Roughton Moor Road Verges	SNCI
Blankney Car Dyke Belt	SNCI	Heath's Meadows	LWT	Roughton Moor Wood	LWT
Blankney Dyke	LWS	Heckington Grassland	SNCI	Roughton Moor Wood Nature Reserve	LWS
Blankney Fen Farm	SNCI	High Dar Wood	LWS	Roughton Scrubs	SNCI
Blankney Hall	SNCI	Highall Wood	LWS	Row Wood and Ringstone Woods	SNCI
Blankney Wood	LWS	Hobhole Drain, Boston Corporation Farm to Station Cottages	LWS	Ruskington Pit	LWS
Bloxholm Hall Woods	SNCI	Hobhole Drain, Duke of Wellington Public House	RIGS	Sand Holes Plantation	SNCI
Bloxholm Wood	LWS	Hocker Holt	LWS	Sandstone Bluff, Hagworthingham	LGS
Bottleneck and Jackson's Meadows	LWS	Hogg Wood	LWS	Sapperton	RNR
Bourne "Wildlife Park"	SNCI	Hollywell Wood	RNR	Sapperton and Pickworth Road Verges	LWS
Bourne Station	SNCI	Holme Ditch	LWS	Scopwick Station Embankment	SNCI
Bourne Wood	SNCI	Holme Wood	LWS	Scoth Farm Pasture	SNCI
Braceborough Great Wood	SNCI	Holywell Hill	SNCI	Scottlethorpe Grassland	LWS
Braceborough Little Wood	SNCI	Holywell to Careby	RNR	Scottlethorpe Quarry	LWS
Braceby Meadow	SNCI	Holywell to Careby Road Verges	LWS	Scrivelsby Beck	LWS
Bracken Wood, Woodhall Spa	LWS	Holywell Wood Road Verges	LWS	Scrivelsby Spinney	LWS
Bratoft Hall Moat	SNCI	Home Wood & Pell's Wood	SNCI	Scullar Wood	SNCI
Braygate Lane	SNCI	Horbling Line	LWS	Sempringham Priory and Fish Ponds	SNCI
Breache's Wood	SNCI	Horncastle Canal Grassland	LWS	Shillingthorpe Hall Grounds	SNCI
Brickyard Plantation, Scopwick	SNCI	Horsington Wood	LWS	Shire Wood	LWS
Broadhurst Drain East	LWS	Howitt's Gorse	SNCI	Six Acre Plantation, Spilsby	SNCI

Site name	Designation	Site name	Designation	Site name	Designation
Bulby Hall Wood	SNCI	Hundleby Carr	SNCI	Sleaford Drove Meadows	SNCI
Bulby Park East	LWS	Hunger Hill Pasture	LWS	Sleaford Fen	LWS
Burton Plantation (North)	SNCI	Hurrell's Holt	SNCI	Sleaford Meadows	LWS
Burton Plantation (South)	SNCI	Irnham Park	SNCI	Smith's Wood	SNCI
Bush Lees	SNCI	Irnham Verge	SNCI	Snipe Dales	LWT
Buttoncap Holt	SNCI	Jail Holt	LWS	Snipe Dales East	LWS
Bytham Plantation Cutting	SNCI	John Holden Charity Meadows	SNCI	Snipe Dales West	LWS
Callan's Lane Wood	SNCI	Jubilee Plantation, Candlesby Hill	SNCI	South Drain, Billingborough Drove	LWS
Callow Carr	LWS	Keal Carr	LWT	South Wood, Irnham	SNCI
Candlesby Hill Quarry	LWT	Keal Carr East	LWS	Southfield Farm Grassland	LWS
Car Dike Plantation	SNCI	Keal Carr South	LWS	Sow Dale	LWT
Careby Warren	LWS	Keisby Wood	SNCI	Spanby Wood	SNCI
Careby Wood	LWS	King's Covert	SNCI	Spring Wood, Edenham	SNCI
Carlby Hawes	SNCI	Kirkby Airfield	LWS	St Helen's Wood	SNCI
Carlby to Aunby Road Verges	LWS	Kirkby Gravel Pits	LWS	Stainfield Verges	SNCI
Castle Bytham	RNR	Kirkby la Thorpe Pit	LWS	Stanton's Pit	LWS & LGS
Castle Bytham Road Verges	LWS	Kirkby Low Wood	LWT	Stark's Hill	SNCI
Castle Bytham Road Verges South	LWS	Kirkby Moor	LWT	Steeping Marsh	LWS
Castle Leisure Park, Tattershall	LWS & LGS	Kirkby Moor Plantation	LWS	Stickney Picnic Site	SNCI
Castledike Wood	SNCI	Kirkby on Bain Gravel Pits	LGS	Stixwould Wood	LWS
Catbury Wood	SNCI	Kirkby on Bain Pits	LWS	Stone Pit Plantation, Grebby	SNCI
Catton's Holt	SNCI	Kirkby on Bain Road Verges	SNCI	Stone Pit Plantation, Newton	SNCI
Chalk Pit Lane Verges, Candlesby	LWS	Kirkby Underwood Verges	SNCI	Stonepit Wood	SNCI
Church Carr	SNCI	Langrick Pits	SNCI	Summergate Meadow	LWS
Church Lane Verges	SNCI	Langtoft Fen Ponds	LWS	Swan Lane	SNCI
Claxby	RNR	Langton Hill (near Partney)	RIGS	Swinstead Hall	SNCI
Claxby Road Verges	LWS	Lawn Wood	LWS	Swinstead Road Verges North	LWS
Coal Pit Wood	LWS	Leasingham Wood	SNCI	Swinstead Scrub	SNCI
Cobbler's Lock Sedge and Reed Beds	LWS	Lenton Pasture	SNCI	Swinstead, Forstedd Hill Road Verges	LWS
Coningsby Meadow	SNCI	Lilley's Carr	SNCI	Tallington Drain	LWS
Counter Drain South Ditch and Bank	LWS	Lincolnshire Gate Hedge	SNCI	Tallington Lakes	SNCI

Site name	Designation	Site name	Designation	Site name	Designation
Creeton Quarry	LGS	Little Birkwood Wood	LWS	Tasker's Plantation, Scrivelsby	SNCI
Croakhill Plantation Limestone Grassland	LWS	Little Bytham Lodge and Warren Farm	RIGS	Tattershall Railway Cutting	SNCI
Croft Marsh, Gibraltar Point	LWS	Little Warren	RNR	Temple Wood	SNCI
Dalby Hill Chalk Quarry	RIGS	Little Warren, Aunby	SNCI	The Chasm and Northorpe Slipe	LWS
Danes Hill	SNCI	Little Wood, Gunby	SNCI	The Drift	LWS
Dartmouth Marsh	SNCI	Lodge Farm Woodland	SNCI	The Heath	SNCI
Dartmouth Point	SNCI	Lollycock's Field	LWS	The Hollies Field	LWS
Dawber Lane	RNR	Long Wood and Little Wood	SNCI	The Ings, Coningsby	LWS
Dawber Lane Quarry	SNCI	Long Wood, Blankney	LWS	The Mount Wood	SNCI
Dawber Lane Road Verges	LWS	Longwood Quarry, Blankney	LGS	The Pingle	SNCI
Decoy Farm Pit	SNCI	Lordship Close	SNCI	The Ten Acres	SNCI
Deeping Lakes	LWS & LGS	Low Dar Wood	LWS	The Wilderness	SNCI
Deeping Mill Stream	LWS	Low Grounds Plantation	SNCI	The Wilderness, Roughton	LWS
Dembleby Thorns	SNCI	Lower Sow Dale	LWS	The Yews	LWT
Digby Corner	LWS	Magpie Holt	SNCI	Thornton Lodge to Horncastle Dismantled Railway	SNCI
Disused Railway Line - Woodhall Spa	SNCI	Manor Farm, Mavis Enderby	LWS	Thornton Wood	LWS
Ditch at Digby	SNCI	Mareham Pastures	LWS	Thorny Wood	SNCI
Dobbin's Wood	SNCI	Marshall Hill Plantation	SNCI	Thorpe St Peter Brick Pit	SNCI
Dobbin's Wood Dismantled Railway	SNCI	Martin Wood	LWS	Thorpe St Peter Field	SNCI
Docksight Wood	SNCI	Metheringham Barff Woodland	LWS	Thorpe Tilney Woods	SNCI
Dog Whipping Ground	LWS	Metheringham Car Dyke Bank	SNCI	Threekingham Road Verges	LWS
Dole Wood	LWT	Metheringham Delph	LWS	Thunderbolt Quarry, Castle Bytham	LGS
Dole Wood Nature Reserve	LWS	Middle Holt, Tumby Woodside	SNCI	Thurlby Fen Slipe	LWT
Dorrington Churchyard	LWS	Middlemarsh Farm	LWS	Timberland Delph	SNCI
Dovecote Pasture	SNCI	Mill Drain	LWS	Toc H Plot	SNCI
Drove Drain, Horbling Fen	LWS	Mill Drain, Tattershall	LWS	Toft Tunnel	LWS
Duncombe Farm Cutting	SNCI	Mill Farm Holywell Road Verges	LWS	Toynton All Saints Meadow	SNCI
Dyke Fen Drains	LWS	Mill Farm, Holywell	RNR	Toynton All Saints Pit	SNCI
Eager Farm Road Verges	LWS	Mill Hill Farm Fields	LWS	Triangular Plantation, Scrivelsby	SNCI

Site name	Designation	Site name	Designation	Site name	Designation
East Beck	SNCI	Mill Lane	RNR	Tumby Woodside Dismantled Railway	SNCI
East Drains, Billingborough Fen	LWS	Mill Lane East Road Verges	LWS	Uffington Drain	LWS
East Glen Valley	LWS	Mill Lane Road Verges	LWS	Uffington New Wood	SNCI
East Keal Brick Pit	LGS	Mill Ponds, Holywell	SNCI	Uffington North Road Verges	LWS
East Keal Clay Pit	LWS	Millthorpe Drove Drain	LWS	Upper Sow Dale	LWS
Edenham Grassland	SNCI	Monk's Wood	SNCI	Vale Farm Meadow	LWS
Edlington Scrubbs	LWS	Monksthorpe Road Verges	LWS	Wainfleet All Saints Churchyard	SNCI
Emmitt Holt	SNCI	Moon Wood	LWS	Walcot Road Verges	LWS
Evedon Plantation	SNCI	Moor Farm	LWT	Walk Plantation	SNCI
Evedon Road Spinneys	SNCI	Moorby	RNR	Warren Farm Quarry Landfill	LGS
Evedon Wood	LWS	Moorby Road Verges	LWS	Washdike Holt	SNCI
Ewerby Pond	LWS	Morton Drain	LWS	Welby to Haceby Road Verges	LWS
Far Holt	SNCI	Most Holt	SNCI	Wellsyke Lane Field	LWT
Far Old Park Wood	SNCI	Mount Plantation	SNCI	Wellsyke Lane Road Verges	LWS
Feather Bed Farm Pasture	LWS	Neal's Soke Dyke	LWS	Wellsyke Wood	LWS
Fen Road Drain	LWS	Neast Hills	SNCI	Welton Chalk Pit	LWS
Field at Great Steeping	SNCI	Nene Bank Verges	RNR	Welton High Wood	LWS
Field off Mareham Lane	SNCI	New Dike West	LWS	Welton le Marsh Chalk Quarry	LGS
Field Pond, Candlesby	SNCI	New Plantation, Braceborough	SNCI	Welton le Marsh Quarry Verges	LWS
Firsby to Louth Dismantled Railway	SNCI	Newell Wood	SNCI	Welton Low Wood	LWS
Fish Pond	SNCI	Newton Fields	SNCI	West Fen Catchwater	SNCI
Fishpond Holt, Gunby	SNCI	Newton Wood	LWS	West of Sapperton, Wild Flower Way	LWS
Flower Pot Brick Pits	LWS	Newyear's Holt	SNCI	Wheelabout Wood	SNCI
Folkingham Castle Field	SNCI	Nocton Delph	LWS	Whittons Two Acres	SNCI
Frampton Marsh	LWT	Nocton Wood	LWS	Wicker Holt	SNCI
Friskney Decoy Wood	LWT	North Drain, Billingborough Drove	LWS	Wilksby Church to Wood Enderby Road Verges	LWS
Furze Hill	LWS	North Drain, Horbling Fen	LWS	Willoughby Gorse	SNCI
Furze Hill Road Verges	LWS	North Kyme Common	LWS	Willoughby Wood, East	LWS
Gibraltar Point	LWT	North Kyme Common Pond	LWS	Willoughby Wood, North-East	LWS
Glebe Farm Road Verge	SNCI	Northings	SNCI	Willoughby Wood, South-East	LWS

Site name	Designation	Site name	Designation	Site name	Designation
Glebe Farm Verges, Hameringham	LWS	Norwood	SNCI	Willoughby Wood, West	LWS
Glen Lodge Meadow	LWS	Oak Holt, Gunby	SNCI	Willow Farm Drain	LWS
Glen Lodge Woodland	SNCI	Old Bolingbroke Castle	LWS	Willow Holt	SNCI
Gorse Hill	SNCI	Old Church Farm, Great Steeping	LWS	Willow Spinney	SNCI
Gowtham's Holt	SNCI	Old Forty Foot Drain	LWS	Willow Tree Fen	LWT
Gravel Dike	LWS	Old Forty Foot Drain to South Forty Foot Drain	LWS	Witham Way	LWS
Gravel Drain	LWS	Old Hall Farm, Great Steeping	LWS	Woodhall Spa Airfield	LWT
Great Padmires	SNCI	Old River Bain Grassland	SNCI	Woodhall Spa Meadow	SNCI
Greatford Road Verge, South	LWS	Old River Haven	SNCI	Woodhall Spa to Horncastle Dismantled Railway	SNCI
Greatford Road Verges, North	LWS	Old River Lymn	SNCI	Woodhall Spa to Thornton Lodge Dismantled Railway	SNCI
Greenfields Lane	LWS	Old Wood South Kyme	SNCI	Woodhall Spa Wetland	LWS
Grimsthorpe Park	SNCI	Osgodby Road Verges, North	LWS	Woodlands Farm	SNCI
Grindlepits Spinney	SNCI	Ostler's Plantation	LWS		

Public Open Space and Outdoor Recreation

Recreational facilities, including outdoor play space, informal open space and supporting recreation facilities, e.g. club houses and changing rooms, are not only important to local communities for their recreational amenity but also for their impact on the quality of the environment. In high density new housing developments where gardens are smaller, open space and recreation facilities are particularly important. Both Councils therefore require developers to either contribute towards providing new open space within their development or – mostly in the case of smaller sites - to pay a financial contribution to be used to enhance the quantity and/or quality of open space in the locality.

Table 9 below lists the types and number of public open space sites present in South East Lincolnshire. In total, there are 880 sites across the area along with 536km of public rights of way. Some of these rights of way follow rivers or land drains and others cross farmed land. The network also becomes fragmented away from the region's larger conurbations. In addition, Boston Borough Council, South Holland District Council and Lincolnshire County Council also promote a number of circular walk routes in the area. The Boston Woods initiative is creating footpaths on land it buys. However, there is currently a deficit of allotment plots[9] in the area with just below 5 per 1,000 households, well below the recommended provision of 20 plots per 1,000.

Table 9: Public Open Space Sites in South East Lincolnshire

Type	Number of Sites	Comment
Parks and gardens	6	
Natural and semi natural greenspace	41	This includes recently planted woodland.
Amenity greenspace	446	Much of this is small grassed areas on housing developments
Provision for children and young People	133	These are equipped play grounds
Outdoor sports facilities	162	This includes school grounds that are not open to the public.
Allotments	19	782 plots and 36.64ha in total
Cemeteries and Churchyards	78	
Civic Space	1	
Green Corridors		536km of Public Rights of Way
Total	**886**	

[9] Requirement calculated using National Society of Allotment and Leisure Gardeners standard of 20 plots per 1000 households at 250m^2 per plot.

Summary of baseline information

South East Lincolnshire, and the adjoining sea, contains a variety of habitats. Many of these are protected for their biodiversity value and some are deemed as being nationally and internationally important. The Wash – which has Ramsar, SPA and SAC status – is the largest and most significant of these. There are also a number of UK priority habitats and species identified as being in the area. However, there are continued threats to biodiversity from intensive farming methods, climate change and urban expansion. Open space is also important for its impact on the environment.

Development proposals can have a significant adverse effect on wildlife interests. The sustainability appraisal process should therefore seek to protect and, where possible, enhance these biodiversity interests and raise awareness of opportunities to link, buffer or re-create wildlife habitats.

Topic 3: Climate Change (Adaptation and Mitigation)

Predicted effects of climate change and what it means for South East Lincolnshire

Global warming is shown to have already affected world weather patterns with further predicted rises in global sea levels, a loss of sea ice and snow cover, a greater intensity of hot extremes, such as heat waves and heavy precipitation and a greater intensity of other events such as typhoons and hurricanes.

According to the UK Climate Impacts Programme (UKCIP), the UK will experience higher sea levels, hotter, drier summers, wetter, milder winters with a possibility of temperature extremes and increased frequency of storms as a result of climate change.

The likely effects of these weather changes across the UK will include:

- an increase in flooding and erosion with increased pressure on sewer systems
- an increase in storm damage and increased risk of subsistence in prone areas
- habitat and species loss and changes to the landscape
- summer water shortages and increased incidence of low river flows
- increased thermal discomfort in buildings
- increased health risks in summer, but reduced cold weather illness
- less cold-weather transport disruption, but more disruption caused by flooding
- new economic opportunities
- limitation of some existing economic activities

The UKCIP reported in the summer of 2009 on 3 scenarios based on low, medium and high emissions. Their conclusions for the East Midlands on a medium emissions scenario for the 2080s are:

- Summers will be hotter by 3.5ºC and will have 20% less rainfall
- Winters will be warmer by 3ºC and will have 19% more rainfall; and
- Sea level is likely to rise by 36.3cms above the 1990 level.

In South East Lincolnshire, a rise in sea level, rainfall and temperature changes will have an impact on agricultural land use, housing and coastal areas. As a result of an increase in sea level, low lying land is at risk of coastal inundation and, if there is salt intrusion, it could take up to 40 years for the land to recover. Given that the area has some of the best agricultural land in the UK, any coastal inundation could have a serious impact on the economy and food production. Homes may also be at risk with sea level rises bringing an increased threat of flooding. However, the area would not only be affected by flooding as decreasing summer rainfall can lead to rivers with low water flows and very dry soil. Drought conditions will particularly affect farmers who have to use water in crop production. An increase in summer temperatures could have health implications for the population, particularly the elderly.

Nonetheless, climate change will also bring with it some opportunities. Hotter, drier summers could encourage more people to holiday at home, rather than abroad, which the area's economy could benefit from.

Carbon dioxide emissions in South East Lincolnshire

The most recent figures relating to carbon dioxide emissions (for 2013) in South East Lincolnshire show that Boston Borough's total CO_2 emissions were 8.3 tonnes per capita whilst South Holland District's stood at 7.6. Table 10 shows carbon dioxide levels in both areas between 2005 and 2013. Levels fell overall in both Boston Borough and South Holland District between 2005 and 2009. However, since 2009 both areas have experienced fluctuating levels through to 2013. In both Boston Borough and South Holland District, the greatest level of carbon emissions come from industrial and commercial activities.

Spatial planning has an important role to play in reducing CO_2 emissions from a number of sectors including housing, transport and water. New development should be planned in locations and ways which reduce greenhouse gas emissions and opportunities for renewable and low carbon energy should be taken.

Table 10: South East Lincolnshire CO_2 Emissions 2005-2013[10]

	Industry and Commercial	Domestic	Transport	Total	Population ('000s, mid-year estimate)	Per Capita Emissions (t)
BBC 2005	188	157	140	485	58.6	8.3
BBC 2006	186	158	141	485	59.8	8.2
BBC 2007	182	155	139	476	61	7.8
BBC 2008	182	154	133	471	62.2	7.6
BBC 2009	167	140	128	435	63.4	6.9
BBC 2010	174	151	128	453	64.5	7.1
BBC 2011	150	132	127	409	64.6	6.4
BBC 2012	165	140	125	430	64.8	6.7
BBC 2013	157	136	124	417	65.9	6.4
SHDC 2005	288	234	215	737	81.7	9.1
SHDC 2006	278	229	219	726	83.2	8.9
SHDC 2007	274	226	222	722	84.5	8.7
SHDC 2008	283	224	211	718	86.0	8.5
SHDC 2009	254	204	204	662	87.0	7.8
SHDC 2010	259	220	207	686	87.9	8.0
SHDC 2011	235	192	203	630	88.4	7.3
SHDC 2012	276	204	198	678	88.5	7.8
SHDC 2013	268	196	200	664	89.2	7.6

Renewable energy in South East Lincolnshire

The Low Carbon Energy Opportunities mapping exercise provides data that

[10] Available from https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2013

shows technical renewable-energy resource potential and indicates that there is technical capacity for wind turbine development within South East Lincolnshire (see Table 11). Table 12 shows large-scale existing and proposed (with and without planning permission) renewable projects.

Table 11: Technical Renewable Energy Resource Potential for 2020 and 2030 in MW and GWh[11]

	Boston Borough				South Holland				South East Lincolnshire			
	2020 (MW)	2020 (GWh)	2030 (MW)	2030 (GWh)	2020 (MW)	2020 (GWh)	2030 (MW)	2030 (GWh)	2020 (MW)	2020 (GWh)	2030 (MW)	2030 (GWh)
Large Wind	215.69	340.10	215.69	340.10	765.63	1,207.25	765.63	1207.25	981.32	1,547.35	981.52	1,547.35
Medium Wind	2.54	4.01	2.54	4.01	11.45	18.05	11.45	18.05	13.99	22.06	13.99	22.06
Small Wind	143.83	226.79	143.83	226.79	432.13	681.38	432.13	681.38	575.96	908.17	575.96	908.17
Small Wind <6kW	41.37	57.98	41.37	57.98	86.42	121.13	86.42	121.13	127.79	179.11	127.79	179.11
Managed Woodland (heat)	0.07	0.28	0.07	0.28	0.04	0.16	0.04	0.16	0.11	0.44	0.11	0.44
Managed Woodland (elec)	0.01	0.08	0.01	0.08	0.01	0.08	0.01	0.08	0.02	0.16	0.02	0.16
Energy Crops (heat) Medium	7.78	30.67	8.56	33.74	24.99	98.51	27.48	108.33	32.77	129.18	36.04	142.07
Energy Crops (elec) Medium	1.34	10.10	1.47	11.07	4.30	32.39	4.73	35.63	5.64	42.49	5.77	47.33
Agricultural Arisings	4.43	23.31	4.43	23.31	15.24	80.08	15.24	80.08	19.67	103.39	19.67	103.39
Waste Wood (heat)	0.34	1.78	0.37	1.96	0.39	2.04	0.43	2.25	0.73	3.82	0.80	4.21
Waste Wood (elec)	0.39	2.08	0.44	2.29	0.45	2.38	0.50	2.63	0.84	4.46	0.94	4.92
Poultry Litter	0.31	1.61	0.31	1.61	0.18	0.96	0.18	0.96	0.49	2.57	0.49	2.57
Wet Organic Waste	1.21	6.37	1.21	6.37	0.85	4.48	0.85	4.48	2.05	10.85	2.05	10.85
Biomass Co-firing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Municipal Solid Waste (MSW)	1.91	10.04	2.10	11.04	2.35	12.33	2.58	13.56	4.26	22.37	4.68	24.60
Commercial and Industrial	1.77	9.32	1.86	9.79	2.03	10.69	2.14	11.24	3.80	20.01	4.00	21.03
Landfill Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sewage Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hydro	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Solar PV	18.12	14.29	19.33	15.24	26.49	20.88	30.10	23.73	44.61	35.17	49.43	38.97
Solar Thermal	15.58	6.82	16.79	7.35	23.00	10.07	26.61	11.66	38.58	16.89	43.40	18.95
Heat Pumps	117.91	268.55	120.92	275.41	177.89	405.16	186.91	425.71	295.80	673.71	307.83	701.12
Total (electricity)	432.92	706.06	434.60	709.69	1,347.53	2,192.08	1,351.96	2,200.20	1780.44	2,898.16	1,786.31	2910.51
Total (heat)	141.68	308.10	146.71	318.75	226.31	515.95	241.47	548.10	367.99	824.04	388.18	855.79

[11] Available at http://www.emcouncils.gov.uk/write/Documents/Energy%20Study/Emids-low-carbon-Chapter-1-4-maps.pdf

Table 12: Existing and Projected Renewable Energy Development in South East Lincolnshire[12]

Place	Capacity MW	Number of homes supplied	CO2 Tonnes saved	Annual electricity generated GWh
Existing				
Bicker wind farm[i]	26.0	14,592	37,466	61.7
Deeping St Nicholas wind farm[ii]	16.0	8,980	23,056	37.9
Gedney wind farm [iii]	12.0	6,735	17,292	28.5
Tydd St Mary wind farm[iv]	14.0	10,000	Unknown	33.1[v]
Boston Landfill Scheme	1.3			
Staples anaerobic digester[vi]	3.0	N/A	Unknown	23.7
Long Sutton PV[vii]	2.75	602[viii]	1,028[ix]	2.38[x]
Fen Road[xi]	1.5	300	559	1.3
Leverton Ings[xii]	12.0	3,500	5,800	10.4
Nowhere Farm (under construction)[xiii]	10.0	1,600	3,732	8.68
Grange Farm (under construction)[xiv]	10.0	1,600	3,732	8.68
Installed PV under FIT[xv]	8.45	1,237	2,098	4.89
Installed wind under FIT[xv]	0.22	137	Unknown	0.52[xvi]
Installed Micro CHP[xv]	0.001	Unknown	Unknown	Unknown
SUB TOTAL	117.22	49,283	94,763	221.75
Proposed with Planning Permission				
Boston gasification plant [xvii]	10.5	10,500	Unknown	88.2[xviii]
Decoy Farm (AD)[xix]	1.8	Unknown	Unknown	Unknown
Friths Solar[xx]	28.0	6,000	1,045	24.3
Fendyke Solar Farm[xxi]	17.6	3,410	9,858	16.7
Decoy Farm (Solar)[xxii]	13.8	3,100	7,590	12.0
Long Sutton PV[xxiii]	0.79	175	298	0.69
SUB TOTAL	72.49	23,185	18,791	141.89
Domestic PV	133.7	29,337	43,430	116.0
Proposed without planning permission				
Sutton Bridge renewable energy park[xxiv]	48.0	55,000	140,000	403.2[xxv]
Holbeach Marsh windfarm[xxvi]	16.0	7,500	21,024	37.8
Delph Wind Farm[xxvii]	18.0	8,940	mid point 24,000	41.9v
SUB TOTAL	82.0	71,440	185,024	482.9
Total	405.41	173,245	342,008	962.54

[12] See Endnotes for sources

Table 13: Domestic energy consumption in South East Lincolnshire[13]

	Boston Borough 2014	South Holland District 2014	England 2014	Boston Borough 2005	South Holland District 2005	England 2005
Average domestic electricity consumption per household (kWh)	4,199	4,463	4,039	4,897	5,191	4,618
Average domestic gas consumption per household (GWh)	12,706	13,180	13,226	19,022	19,385	18,921

In the 10 year period from 2005 to 2014, the average domestic electricity and gas consumption of a South East Lincolnshire resident fell as well as in England as a whole. Although there has not been a significant decrease in domestic electricity consumption, domestic gas consumption has reduced considerably. In Boston Borough there was a 33% decrease whilst South Holland District saw only a slightly lower reduction of 32%. South East Lincolnshire's average domestic electricity consumption in 2014 was above the national average. This is in contrast to the average domestic gas consumption which was below the average for England.

Table 14: Non domestic energy consumption in South East Lincolnshire[14]

	Boston Borough 2014	South Holland District 2014	England 2014	Boston Borough 2005	South Holland District 2005	England 2005
Average industrial and commercial electricity consumption per meter (kWh)	97,294	114,834	74,752	89,165	83,923	80,541
Average industrial and commercial gas consumption per meter (kWh)	373,102	1,170,356	649,410	293,600	719,983	623,036

[13] From https://www.gov.uk/government/statistical-data-sets/regional-and-local-authority-electricity-consumption-statistics-2005-to-2011 and https://www.gov.uk/government/statistical-data-sets/gas-sales-and-numbers-of-customers-by-region-and-local-authority

[14] As footnote 4

Non domestic electricity and gas consumption increased in South East Lincolnshire between 2005 and 2014. The most notable change was in the average gas consumption in South Holland District where there was a 38% increase.

Car use in South East Lincolnshire

Transport, and car use in particular, is seen as a major emitter of greenhouse gas emissions. Traffic management can therefore make a significant contribution to helping reduce emissions of pollutants from road vehicles. For example, schemes which restrict or exclude less clean vehicles from certain roads or areas, such as low emission zones, or reduce road congestion. There are two main trends in the transport sector working in opposite directions: new vehicles are becoming individually cleaner in response to European emission standards legislation, but car ownership rates are increasing.

Table 15 below shows that the percentage of households with more than 1 car or van has increased in both Boston Borough and South Holland District between 2001 and 2011.However car/van ownership is more prevalent in South Holland District than Boston Borough. Compared to the national average (32.3%), South Holland District has a greater proportion of households with more than one car/van (41.1%), whilst Boston Borough is broadly similar (33.2%). Compared to the national average (25.6%), both Boston Borough (20.8%) and South Holland District (14.6%) have a lower proportion of households with no car or van, reflecting the reliance on car travel in rural areas.

Table 15: Car Ownership Rates in South East Lincolnshire[15]

	Boston 2001	Boston 2011	South Holland 2001	South Holland 2011	Lincs 2011	England and Wales 2011
Total Number of Households	23,992	27,291	32,752	37,264	100.0%	100.0%
Households with 0 car or van	5,221 (21.8%)	5,667 (20.8%)	5,276 (16.1%)	5,442 (14.6%)	18.0%	25.6%
Households with 1 car or van	11,802 (49.2%)	12,561 (46.0%)	15,658 (47.8%)	16,499 (44.3%)	44.8%	42.2%
Households with more than 1 car or van	6,969 (29.0%)	9,063 (33.2%)	11,818 (36.1%)	15,323 (41.1%)	37.2%	32.3%

Table 16 shows that the proportion of people travelling to work by car (either as a driver or passenger) in both Boston Borough and South Holland District is greater than the national average. The use of public transport is considerably lower, although those travelling by bicycle is higher than the national average. Compared to

[15] From Census 2001 and 2011

2001, the percentage of people travelling to work by car (either as a driver or passenger) has declined by around 31% in Boston Borough and 34% in South Holland District.

Table 16: Mode of Travel to Work in South East Lincolnshire (people aged 16-74 in employment)[16]

	Boston 2001	Boston 2011	South Holland 2001	South Holland 2011	Lincs 2011	England and Wales 2011
Driving a Car or Van	58.7%	38.9%	64.3%	43.1%	39.6%	35%
Passenger in a car or van	8.0%	7.3%	7.2%	4.2%	3.9%	3.2%
Public Transport	2.1%	1.5%	2.4%	1.6%	2.3%	10.2%
Bicycle	10.1%	4.1%	5.7%	2.7%	2.5%	1.8%
On Foot	9.2%	5.8%	6.9%	4.5%	6.8%	6.3%
Work from Home	9.5%	6.3%	11.6%	8.1%	7.8%	6.9%

Summary of baseline information

The Local Plan has an important role to play in helping the area adapt to and mitigate climate change. Carbon dioxide levels in South East Lincolnshire have fallen overall between 2005 and 2013 and continuing improvements should be achieved through improved traffic management. However, car ownership rates are increasing, although the percentage of people travelling to work by car decreased in both Boston Borough and South Holland District between 2001 and 2011. There are opportunities for renewable and low carbon energy in South East Lincolnshire. At present, an evidence gap exists in relation to the monitoring of renewable energy generation.

[16] From Census 2001 and 2011

Topic 4: Flood Risk

Flood Risk

South East Lincolnshire is predominantly rural with a few larger urban areas being surrounded by a substantial number of smaller villages and hamlets. The area falls within the River Witham, Welland and Nene catchment areas where coastal and river flooding pose the most significant flood risk. This is particularly the case in the tidal and fluvial river corridors running through the urban areas of Boston and Spalding. Extensive areas of land are identified as within Flood Zone 3a.

Climate change is predicted to result in more frequent flooding along with a greater magnitude of flood events. Therefore, government guidance contained in the National Planning Policy Framework and the National Planning Practice Guidance advises that a Strategic Flood Risk Assessment (SFRA) should be carried out by one or more local planning authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk.

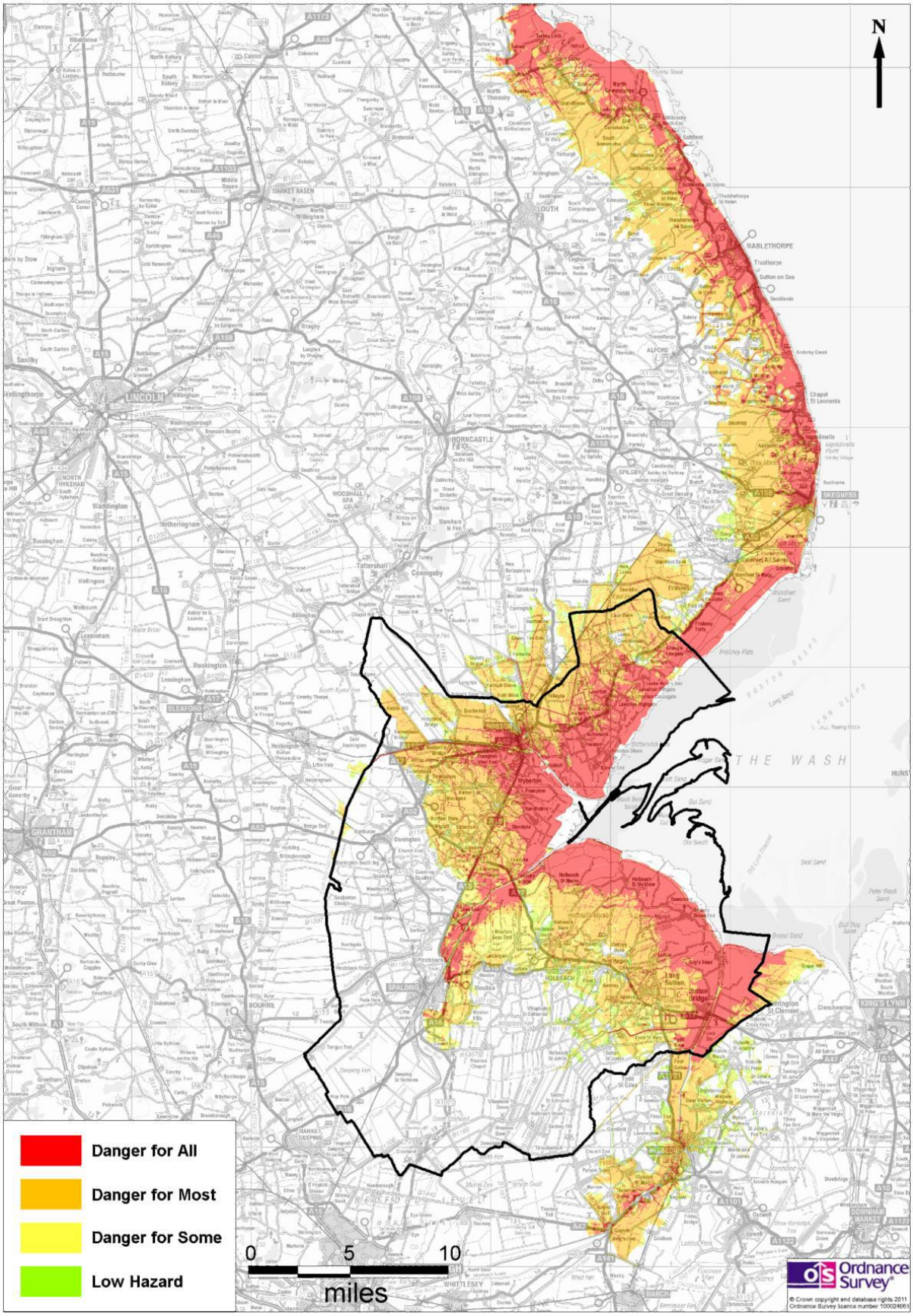
South East Lincolnshire Strategic Flood Risk Assessment

The South East Lincolnshire SFRA Update (2016) shows the variation in flood risk for land within the Plan area. The SFRA contains maps which identify the potential extent of flooding from tidal, fluvial, surface water and reservoirs. It also includes hazard mapping for the whole of the Boston Borough Council area and, in the South Holland area, the hazard map covers Spalding, Pinchbeck, Surfleet, Crowland and Sutton Bridge.

Lincolnshire Coastal Study

The Lincolnshire Coastal Study (2010), set within the context of Shoreline Management Plans, cautioned against allowing major housing development in the area's Red, Orange and Yellow (ROY) flood hazard zones. The Coastal Study includes a single overall flood hazard map (see Figure 4), relating only to breaching.

Figure 4: Lincolnshire Coastal Study Residual Coastal Flood Hazard Map[17]



[17] From the Lincolnshire Coastal Study (2010)

The following table provides a description of the five flood-hazard zones used in the Lincolnshire Coastal Study.

Table 17: Flood hazard classification[18]

Degree of coastal flood hazard	Hazard Rating	Colour on mapping	Description of hazard
None	Little or no hazard	White	Little or no hazard (from coastal flooding)
Low	Low hazard	Green	Caution, low risk to people
Moderate	Danger to some	Yellow	Risk to the vulnerable, such as children, the elderly and the infirm
Significant	Danger for most	Orange	Risk to most, including the general public
Extreme	Danger for all	Red	Extreme hazard, danger to all, including the emergency services

The flood hazard map above reveals that very little of Boston Borough, especially Boston town itself and its immediate environs, is free from designation as either a red, orange or yellow flood hazard zone. In the case of South Holland, over half of the district is free from these three designations.

Planning and Flood Risk

Given the relative flood risk in Boston Borough in comparison to South Holland District it is not surprising that the majority of permissions and completions within ROY zones in the area are in the former. The table below shows the shows the number of dwellings permitted and completed across South East Lincolnshire in all the different zones in 2014/15.

Table 18: Number of dwellings permitted and completed in South East Lincolnshire in 2014/15[19]

	Permissions BBC	Permissions SHDC	Total	Completions BBC	Completions SHDC	Total
White	16	305	321	1	234	235
Green	2	1	3	5	2	7
Yellow	150	2	152	4	4	8
Orange	602	50	652	28	3	31
Red	179	4	183	82	12	94
Total	949	362	1,311	120	255	375

The table below shows the number of new planning permissions that were granted contrary to Environment Agency advice during 2014/15. Such data should be monitored over the Plan period to ensure that development is not being directed towards inappropriate places.

[18] Defra and Environment Agency, 2008
[19] Data from Boston Borough Council and South Holland District Council

Table 19: Number of planning permissions granted contrary to Environment Agency Advice[20]

	Flooding	Water Quality	Total
Boston Borough	0	0	0
South Holland District	6	0	6

Sustainable Drainage

Surface water flood risk on development sites should be managed using sustainable drainage systems such as swales, filter drains, bio retention basins, permeable paving, rain gardens, green roofs, etc. Sustainable drainage systems (SuDS) should be designed to control surface water runoff as close to where it falls as possible and mimic the natural catchment process. The design should aim to reduce runoff by integrating stormwater controls throughout a site in small discrete units rather than using large flow attenuation and flow control structures.

SuDS provide opportunities to:

- reduce surface water run-off;
- encourage natural groundwater recharge;
- reduce pollution;
- enhance amenity and biodiversity.

The National Planning Practice Guidance requires sustainable drainage systems to be provided for all proposed major development, unless demonstrated to be inappropriate, and states that priority must be given to the use of sustainable drainage systems in areas at risk of flooding. All developments, regardless of scale and constraints, should seek to incorporate sustainable drainage.

Surface water management schemes should be designed to provide multiple benefits, contributing to the enhanced amenity of developed areas, providing wildlife habitats and opportunities for biodiversity enhancement, as well as providing flood risk management function.

Evidence gaps

There is currently no assessment in relation to the impact of flooding on critical infrastructure, access and evacuation in Boston Borough.

Summary of baseline information

There is a significant risk of flooding in certain parts of the Plan area, particularly within Boston Borough. Despite the risk, permissions have been granted in areas of significant and extreme risk of coastal flooding. This risk of flooding in South East Lincolnshire could increase if the predicted impacts of climate change - such as a greater frequency of higher intensity rainfall events - occur. It is therefore necessary to apply a sequential approach to the location of development in order to guide it

[20] Data from Environment Agency

towards areas of lower flood risk. New development should be built that will enable adaptation to such scenarios in the future and policies should help promote the use of sustainable drainage systems to reduce the impacts of surface water.

Topic 5: Community, Health and Wellbeing

This section has been structured according to the nine protected characteristics covered by the Equality Act 2010. It is then followed by sections on health and general community and wellbeing.

Age

As Table 20 shows, younger people (those aged below 49) are proportionally underrepresented in South East Lincolnshire, with the number of those between 20 and 29 particularly low when compared with the regional and England levels. There is a corresponding over-representation of people aged 50 and above, when compared with the region or England. There are no major differences between the population structures of Boston Borough and South Holland, although South Holland has a higher proportion of over 70s and a lower proportion of 20-39s.

Table 20: Age Structure (2011 Census)[21]

	Boston Borough Number/(%)	South Holland Number/(%)	South East Lincolnshire Number/(%)	East Midlands (%)	England & Wales (%)
0-9	7,000 (10.9)	8,800 (10.0)	15,800 (10.3)	11.4	11.8
10-19	7,200 (11.1)	9,900 (11.2)	17,100 (11.2)	12.4	12.1
20-29	8,300 (12.9)	9,200 (10.4)	17,500 (11.4)	12.9	13.6
30-39	7,800 (12.1)	10,000 (11.3)	17,800 (11.6)	12.3	13.2
40-49	8,900 (13.8)	12,800 (14.5)	21,700 (14.2)	14.9	14.6
50-59	8,300 (12.9)	11,400 (12.9)	19,700 (12.9)	12.5	12.1
60-69	8,100 (12.5)	12,100 (13.7)	20,200 (13.2)	11.6	10.8
70-79	5,400 (8.4)	8,700 (9.8)	14,100 (9.2)	7.3	7.1
80+	3,500 (5.4)	5,500 (6.2)	9,000 (6.0)	4.7	4.6
Total	64,600	88,300	152,900		

Disability

At the time of the 2001 Census[22], 19.9% of South East Lincolnshire's population said that they had a limiting long-term illness. As a point of comparison, the equivalent figures for the East Midlands and for England were 18.4% and 17.9% respectively. A further 9.5% of South East Lincolnshire's population said that their health was 'not good'. The equivalent figures for the East Midlands and for England were 9.1% and

[21] http://www.ons.gov.uk/file?uri=/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/2011censuspopulationestimatesbyfiveyearagebandsandhouseholdestimatesforlocalauthoritiesintheunitedkingdom/r12ukrttablep01ukv2_tcm77-304130.xls

[22] Office for National Statistics Neighbourhood Statistics, available at: http://www.neighbourhood.statistics.gov.uk/dissemination/

9.0% respectively. If these two groups are used as the basis for estimating the number of people who may meet the Disability Discrimination Act definition of a disabled person, then this equates to 29.4% of South East Lincolnshire's population, or nearly 39,000 people.

Gender reassignment

No data is available relating to this protected characteristic.

Marriage and civil partnership

In both Boston Borough and South Holland District, 0.2% of the population are registered in a same-sex civil partnership. This is the same as the East Midlands and England as a whole. However, the proportion of South East Lincolnshire's population which is married is higher than the equivalent figures for the East Midland's region and England.

Table 21: Marital Status and Civil Partnership Status (2001)[23]

	Boston Borough %	South Holland %	South East Lincs %	East Midlands %	England %
Married	49.3	53.3	51.3	48.5	46.6
Civil partnership	0.2	0.2	0.2	0.2	0.2

Pregnancy and maternity

No data is available relating to this protected characteristic.

Race

As Table 22 shows, ethnic diversity within South East Lincolnshire is far more limited than is the case for the region or England, with only 2.6% of the population being non-white. Although many people originating from other EU countries have recently made South East Lincolnshire their home, their exact numbers are not currently known. There are no obvious differences in findings between Boston Borough and South Holland, apart from a slightly higher percentage of Asian or Asian British residents in South Holland District.

Table 22: Resident Population by Ethnic Group (2011)[24]

	Boston Borough Number/(%)	South Holland Number/(%)	South East Lincolnshire Number/(%)	East Midlands Number/(%)	England Number/(%)
White	62,592	86,370	148,962	4,046,356	45,281,142

[23] Office for National Statistics Neighbourhood Statistics (2011) Marital and Civil Partnership Status, 2011, available at: http://www.neighbourhood.statistics.gov.uk/dissemination/LeadDatasetList.do?a=7&b=6275241&c=South+Holland&d=13&g=6446960&i=1001x1003x1032&m=0&r=1&s=1400665042676&enc=1&domainId=62

[24] Office for National Statistics Neighbourhood Statistics (2011) Ethnic Group, available at: http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=6275026&c=Boston&d=13&e=61&g=6445706&i=1001x1003x1032x1004&m=0&r=1&s=1400670314584&enc=1&dsFamilyId=2575

	(96.8)	(94.2)	(97.4)	(89.3)	(87.4)
Mixed	664 (1.1)	796 (1.1)	1,460 (1.0)	86,224 (1.9)	1,192,829 (1.8)
Asian or Asian British	928 (1.4)	747 (2.9)	1,675 (1.1)	293,423 (6.5)	3,324,001 (6.1)
Black or Black British	278 (0.4)	257 (0.7)	535 (0.3)	81,484 (1.8)	1,846,614 (2.9)
Other ethnic group	175 (0.3)	100 (0.3)	275 (0.2)	25,735 (0.5)	548,418 (0.7)

Religion or belief

As Table 23 shows, a greater proportion of South East Lincolnshire's population identifies itself as Christian than is the case for the region or England. There is a correspondingly lower proportion of the area's population who identify themselves as members of other religions or as having no religion. There are no obvious differences in the findings between Boston Borough and South Holland.

Table 23: Resident Population by Religion (2011)[25]

	Boston Borough Number/ (%)	South Holland Number/ (%)	South East Lincolnshire Number/ (%)	East Midlands Number/ (%)	England Number/ (%)
All people	64,637 (100.0)	88,270 (100.0)	152,907 (100.0)	4,533,222 (100.0)	53,012,456 (100.0)
Christian	45,941 (71.0)	63,861 (72.3)	109,802 (71.8)	2,666,172 (58.8)	31,479,876 (59.4)
Buddhist	126 (0.2)	119 (0.1)	245 (0.2)	12,672 (0.3)	238,626 (0.5)
Hindu	191 (0.3)	100 (0.1)	291 (0.2)	89,723 (2.0)	806,199 (1.5)
Jewish	30 (0.1)	69 (0.1)	99 (0.1)	4,254 (0.1)	261,282 (0.5)
Muslim	434 (0.7)	258 (0.3)	692 (0.4)	140,649 (3.1)	2,660,116 (5.0)
Sikh	47 (0.1)	69 (0.1)	116 (0.1)	44,335 (1.0)	420,196 (0.8)
Any other religion	197 (0.3)	260 (0.3)	457 (0.3)	17,918 (0.4)	227,825 (0.4)
No religion	13,143 (20.3)	17,146 (19.4)	30,289 (19.8)	1,248,056 (27.5)	13,114,232 (24.7)
Religion not stated	4,528 (7.0)	6,388 (7.2)	10,916 (7.1)	309,443 (6.8)	3,804,104 (7.2)

[25] Office for National Statistics Neighbourhood Statistics (2011) Resident Population by Religion, available at: http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=6275241&c=South+Holland&d=13&e=61&g=6446960&i=1001x1003x1032x1004&m=0&r=1&s=1400678732528&enc=1&dsFamilyId=2579

Sex

As Table 24 shows, the female population of South East Lincolnshire outweighs the male population at roughly the same rate as for England. There are no obvious differences in the findings between Boston Borough and South Holland.

Table 24: Sex (2011)[26]

	Boston Borough Number/(%)	South Holland Number/(%)	South East Lincolnshire Number/(%)	East Midlands Number/(%)	England Number/(%)
Female	33,101 (51.3)	45,151 (51.0)	78,252 (51.2)	2,298,729 (50.7)	26,943,308 (50.8)
Male	31,536 (48.7)	43,119 (49.0)	74,655 (48.8)	2,234,493 (49.3)	26,069,148 (49.2)
All persons	64,637 (100.0)	88,270 (100.0)	152,907 (100.0)	4,533,222 (100.0)	53,012,456 (100.0)

Sexual orientation

No data is available on this protected characteristic below regional level but, in the East Midlands: 95.3% of people identify themselves as straight/heterosexual; 0.6% as gay/lesbian; 0.3% as bisexual; 0.2% as other; 3.2% refused to respond or responded as 'don't know; and 0.4% gave no response[27]. If this data is used as a basis for making local estimates, it suggests that in South East Lincolnshire:

- 136,279 people will identify themselves as straight/heterosexual;
- 8,580 as gay/lesbian;
- 4,290 as bisexual; and
- 2,860 as other

General health

The following section looks at the baseline situation in relation to health more generally.

In South East Lincolnshire, between 2003 and 2012, death rates from all causes have improved. However, early deaths from heart disease and stroke remain above the national average across the area. Despite this, cancer deaths are below the average for England.

Life expectancy figures for Boston Borough and South Holland District are shown in Table 25. They show that both male and female life expectancy in Boston Borough is below the average for the region and England whilst in South Holland it is above average.

[26] Office for National Statistics Neighbourhood Statistics (2011) Mid Sex, 2011, available at: http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=6275241&c=South+Holland&d=13&e=61&g=6446960&i=1001x1003x1032x1004&m=0&r=1&s=1400678732528&enc=1&dsFamilyId=2493

[27] Office for National Statistics (2011) Integrated Household Survey – April 2010 to March 2011, available at: http://www.ons.gov.uk/ons/dcp171778_227150.pdf

Table 25: Life expectancy at birth (2011-2013)[28]

	Boston Borough	South Holland	East Midlands	England
Males	78.6	79.7	79.3	79.4
Females	82.7	83.3	83.0	83.1

Table 26 shows that alcohol attributable hospital admissions are more prevalent in Boston Borough than South Holland. In South East Lincolnshire, male admissions are below the national average but female admissions are similar to the average. Table 27shows that male alcohol related mortality is similar in both Boston Borough and South Holland District and is below the national average. However in South Holland, the number of female deaths linked to alcohol is much greater than in Boston Borough and is above the average for England.

Table 26: Alcohol attributable hospital admissions (2015)[29]

	Boston Borough	South Holland	East Midlands	England
Male alcohol attributable hospital admissions (per 100,000 population)	2,800	2,320	2,730	2,950
Female alcohol attributable hospital admissions (per 100,000 population)	1,530	1,360	1,390	1,450

Table 27: Alcohol related mortality (2014)[9]

	Boston Borough	South Holland	East Midlands	England
Male alcohol related mortality (per 100,000 population)	54.8	54	64.7	65.4
Female alcohol related mortality (per 100,000 population)	24.1	35.7	28.9	28.8

Table 28 shows that smoking is more prevalent in South East Lincolnshire than in the East Midlands or England. However, the rate of smoking related deaths exceeds the regional and England averages only in Boston Borough.

Table 28: Smoking and respiratory disease[30]

	Boston Borough	South Holland	East Midlands	England
% adults smoking (2014)	18.6	22.7	18.8	18
Smoking-related deaths (per 100,000 persons aged 35+) (2012-14)	286	263.7	271.5	274.8

[28] http://www.research-lincs.org.uk/UI/Documents/health-profile-boston-2015.pdf
http://www.research-lincs.org.uk/UI/Documents/health-profile-south-holland-2015.pdf
[29] Local Alcohol Profiles for England, available at: http://www.lape.org.uk/index.html
[30] http://fingertips.phe.org.uk/profile/health-profiles/data#page/0/gid/3007000/pat/6/par/E12000004/ati/101/are/E07000136/iid/108/age/163/sex/2

Table 29 shows that the premature mortality rate from all causes in South East Lincolnshire (as well as the East Midlands and England as a whole) is higher in males than females. In Boston Borough, there is a higher rate amongst both males and females than for South Holland District, the East Midlands and England.

Table 29: Premature mortality from all causes (2012-14)[10]

	Boston Borough	South Holland	East Midlands	England
Males (per 100,000 population)	425	383	407	410
Females (per 100,000 population)	294	273	270	268

Obesity

Table 30 shows that adult obesity is more prevalent in South East Lincolnshire than in Lincolnshire or England. Whilst childhood obesity appears more prevalent in South Holland than in Lincolnshire or England, the Boston Borough figure is slightly lower than that for the county and England.

Table 30: Obesity (2013)[8]

	Boston Borough	South Holland	Lincolnshire	England
% Adults	26.8	26.9	25.0	24.2
% Year 6 Children	17.5	22.3	19.5	19.2

Sport and recreation

Table 31 shows that a lower percentage of South East Lincolnshire's adult population is physically-active than is the case for Lincolnshire as well as England as a whole. South Holland District has a higher percentage of physically active adults than Boston Borough (and the national average). Furthermore, as shown in Table 32, both Boston Borough and South Holland District have a greater proportion of physically active children than England as a whole (although this is less than the Lincolnshire average).

Table 31: Physical activity in adults (2012-2013)[8]

	Boston Borough	South Holland	Lincolnshire	England
% physically active adults	49.6	55.7	55.7	56.0

Table 32: Physical activity in children (2011)[8]

	Boston Borough	South Holland	Lincolnshire	England
% physically active children	60.7	62.4	63	55

Road safety

Table 33 shows that, between 2012-14, the road of road users being killed or seriously injured (KSI) in South East Lincolnshire was higher than that for the East Midlands and England as a whole.

Table 33: Road traffic accidents (2012-14)[10]

	Boston Borough	South Holland	East Midlands	England
KSI casualties (per 100,000 persons)	59.7	68.4	43.6	39.3

Deprivation

The Indices of Multiple Deprivation (IMD) 2015[31] rank South Holland as 134th (out of 326 local authority areas in England) in terms of overall deprivation (a rank of 1 equals the most deprived), whilst Boston ranks 66th. The IMD is made up of seven domain indices of deprivation: income; employment; health deprivation and disability; education; skills and training; barriers to housing and services; living environment; and crime.

Crime

Crime levels in South East Lincolnshire are very close to (but slightly below) regional and England averages, as is shown by Table 34.

Table 34: Notifiable offences recorded by the police (April 2010 – March 2011) (per 1,000 persons) [32]

	South East Lincolnshire	East Midlands	England
Violence against the person	13.1	14.3	14.7
Burglary	8.6	9.4	9.5
Theft of or from a motor vehicle	6.0	6.4	7.6

Educational attainment

The percentage of Key Stage 4 pupils achieving 5+ A-C grades in South East Lincolnshire is below the average for the East Midlands and England. However, the percentage of Key Stage 4 pupils attaining 5 or more A-G grades is higher than average, as Table 35 shows. Furthermore, as the Employment and Economy topic paper shows, South East Lincolnshire's workforce is comparatively poorly qualified.

[31] www.gov.uk/government/statistics/english-indices-of-deprivation-2015
[32] http://www.neighbourhood.statistics.gov.uk/dissemination

Table 35: Educational attainment[12]

	Boston Borough	South Holland	South East Lincolnshire	East Midlands	England
% KS4 pupils achieving 5+ A-C (Sep 12-Aug 13)	75.3	78.4	76.9	82.8	83.0
% KS4 pupils achieving 5+ A-G (Sep 12-Aug 13)	95.1	96.9	96	95.8	95.8

Access to services

Most of South East Lincolnshire's cultural facilities (e.g. cinemas, music venues, and theatres) are concentrated within Boston and Spalding, but museums and libraries can also be found in smaller settlements. Furthermore, voluntary groups run arts and social activities (primarily for older people and children) within the area's 59 community centres and village halls.

The indicators below show the percentage of a given population who can access various key services within a given time during daytime by public transport or walking. The time thresholds for service user populations to access services within are as follows: Employment centre 30 minutes, Primary School 15 mins, Secondary School 30 mins, GP 15 mins, Hospital 45 mins, Food store 15 mins, and a Town centre within 30 minutes.

Table 36: Access to services (2014)[33]

Indicator	Boston Borough %	South Holland %	Lincolnshire	England
Employment	88.3	82.9	93.3	97
GP	52.1	53.8	64.8	81
Hospital	81.1	3.4	57.5	75
Primary School	77.3	73.6	79.2	91
Secondary School	90.6	78.2	89.1	93
Town Centre	71.9	62.5	70.1	89
Food Store	82.4	70.9	80.1	90

The statistics set out in Table 36 show that access to the majority of key services in South East Lincolnshire is worse than the national average. This reflects the predominantly rural nature of the area although Boston Borough does tend to fair better than South Holland in respect of the majority of indicators.

Open space

Recreational facilities, including outdoor play space, informal open space and supporting recreation facilities, e.g. club houses and changing rooms, are not only important to local communities for their recreational amenity but also for their impact

[33] http://www.research-lincs.org.uk/Access-to-Services.aspx

on the quality of the environment. In high density new housing developments where gardens are smaller, open space and recreation facilities are particularly important. Both Councils therefore require developers to either contribute towards providing new open space within their development or – mostly in the case of smaller sites - to pay a financial contribution to be used to enhance the quantity and/or quality of open space in the locality.

Table 37 below lists the types and number of public open space sites present in South East Lincolnshire. In total, there are 880 sites across the area along with 536km of public rights of way. Some of these rights of way follow rivers or land drains and others cross farmed land. The network also becomes fragmented away from the region's larger conurbations. In addition, Boston Borough Council, South Holland District Council and Lincolnshire County Council also promote a number of circular walk routes in the area. The Boston Woods initiative is creating footpaths on land it buys. However, there is currently a deficit of around 545[34] allotment plots in the area.

Table 37: Public open space sites in South East Lincolnshire[35]

Type	Number of Sites	Comment
Parks and gardens	6	
Natural and semi natural greenspace	40	This includes recently planted woodland.
Amenity greenspace	443	Much of this is small grassed areas on housing developments
Provision for children and young People	131	These are equipped play grounds
Outdoor sports facilities	164	This includes school grounds that are not open to the public.
Allotments	18	
Cemeteries and Churchyards	78	
Civic Space	1	
Green Corridors		536 Km of Public Rights of Way[36]
Total	880	

Evidence gaps

No data could be found relating to the local population concerning the following protected characteristics: gender re-assignment; pregnancy and maternity; and sexual orientation. Also, the social and economic impact of recent inward migration from other EU countries is unknown.

Summary of baseline information

[34] Requirement calculated using National Society of Allotment and Leisure Gardeners standard of 20 plots per 1000 households at 250m^2 per plot.
[35] Produced by Boston Borough Council
[36] Data from Lincolnshire County Council during the SA Scoping consultation exercise

Planning has an important role to play in ensuring the good health of residents and by providing access to the services necessary to support their health and wellbeing. As shown above, access to the majority of key services in South East Lincolnshire is poor and so this issue should be adequately reflected in the sustainability appraisal objectives. Furthermore, educational attainment is poor and adult physical activity levels are low meaning that there is a high level of obesity in the area. South East Lincolnshire also has an ageing population. Sustainability appraisal objectives should be formulated so as to take these issues into consideration.

Topic 6: Economy and Employment

Workforce

ONS mid-year population estimates indicate that, in 2014, there were 94,200 people of working age (16-64) in South East Lincolnshire. Between January 2014 and December 2014, 74.6% of these people were economically active (either in employment or unemployed)[37]. This compares to 78% in the East Midlands, and 77.3% in Great Britain. However, Table 38 shows that the area's workforce is comparatively poorly qualified. This is particularly apparent in terms of the proportion of people with no qualifications in Boston.

Table 38: Highest Qualification Attained (Jan 2014 – Dec 2014)

	Boston Borough	South Holland	East Midlands	Great Britain
NVQ4 and above	10.2	24.3	30.9	36.0
NVQ3 and above	33.3	40.8	53.4	57.4
NVQ2 and above	56.2	59.2	71.4	73.3
NVQ1 and above	68.8	81.3	84.7	85.0
Other qualifications	13.9	8.8	6.0	6.2
No qualifications	17.2	9.9	9.3	8.8

Employment by industry

Given the rural nature of the area, employment is focused on agriculture, food processing and allied sectors, as is shown in Table 39.

Table 39: Percentage of persons employed by industry (2011)[38]

	Boston Borough	South Holland	South East Lincolnshire	East Midlands	England
Agriculture, forestry and fishing	5.4	6.2	5.8	1.2	0.8
Mining and quarrying	0.1	0.0	0.1	0.3	0.2
Manufacturing	17.9	15.8	14.8	12.9	8.9
Electricity, gas, steam and air conditioning supply	0.3	0.4	0.4	0.8	0.6
Water supply: sewerage, waste management and remediation activities	0.8	0.7	0.8	0.8	0.7
Construction	6.0	7.8	6.9	7.7	7.7
Wholesale and retail trade; repair of	20.1	20.8	20.5	17.8	15.9

[37] From Office for National Statistics Official Labour Market Statistics www.nomisweb.co.uk
[38] ONS Neighbourhood Statistics (2011) Industry of Employment; All People, available at: http://www.ons.gov.uk/ons.publications/re-reference-tables.html?newquery=*&newoffset=25&pageSize=25&edition=tcm%3A77-286262

motor vehicles and motor cycles					
Transport and storage	5.2	6.6	5.9	5.2	5.0
Accommodation and food service activities	4.2	3.6	3.9	5.1	5.6
Information and communication	1.0	1.5	1.3	2.6	4.1
Financial and insurance activities	1.1	2.1	1.6	2.5	4.4
Real estate activities	1.1	0.9	1.0	1.1	1.5
Professional, scientific and technical activities	2.6	4.3	3.5	5.0	6.7
Administrative and support service activities	6.4	6.0	6.2	4.5	4.9
Public administration and defence; compulsory social security	3.4	3.6	3.5	5.6	5.9
Education	6.5	6.7	6.6	9.9	9.9
Human health and social work activities	14.6	9.4	12.0	12.6	12.4
Other	3.3	3.6	3.5	4.4	5.0

Enterprises by industry

Table 40 highlights even more strongly the importance of agriculture and food processing to the area's economy. It shows that high percentages of the businesses operating within the area are in agriculture and transport. Both industries are more prominent in South East Lincolnshire than the wider East Midlands and the rest of England. In contrast, a relatively small percentage of the area's businesses are in communications and finance.

Table 40: Percentage of enterprises by industry (2013)[39]

	South-East Lincolnshire	East Midlands	England
Agriculture, forestry & fishing	17.4	6.3	4.4
Production	5.7	7.7	5.9
Construction	11.0	10.7	10.2
Motor trades	4.0	3.8	3.0
Wholesale	6.1	5.3	4.9
Retail	11.0	11.0	10.7
Transport & storage	6.9	4.3	3.2
Accommodation & food services	4.8	6.0	6.2
Information & communication	2.4	4.6	7.1
Finance & insurance	1.6	2.5	2.6
Property	2.2	3.3	3.7

[39] http://www.ons.gov.uk/ons/rel/bus-register/uk-business/2013/index.html

Professional, scientific & technical	6.6	12.3	15.3
Business administration & support services	6.6	6.1	7.0
Public administration & defence	1.0	1.3	0.9
Education	2.5	2.8	2.5
Health	5.5	6.0	5.7
Arts, entertainment, recreation & other services	4.9	6.0	6.8

Employment by occupation

The percentage of people in South East Lincolnshire with managerial, professional and associate professional jobs is low in comparison to the East Midlands and Great Britain. This is evidence that the area has yet to fulfil its potential in generating high value-added 'knowledge economy' jobs. In contrast, the percentage of people in operative and elementary occupations is high. This could possibly be explained by the fact that the area's workforce is comparatively poorly qualified as was shown in Table 38 above. It is also indicative of the nature of businesses in South East Lincolnshire given the high percentage of businesses shown to be operating within the agricultural industry. Table 41 below shows the percentages of persons in employment by occupation.

Table 41: Percentage of persons employed by occupation[40]

	South East Lincolnshire	E. Midlands	Great Britain
Managerial, professional, associate professional and technical occupations	25.5	41.3	44.6
Administrative, secretarial, and skilled trades occupations	23.9	21.6	21.3
Personal service, sales and customer service occupations	21.4	16.6	16.9
Process, plant and machine operatives and elementary occupations	29.2	20.5	17.2

Earnings and commuting

South East Lincolnshire as a whole has a lower proportion of people of working age in employment compared to the regional and national average. However, when looking at South Holland by itself the rate is fairly similar. In terms of containment, in 2011 the majority of South East Lincolnshire's working residents worked inside the area, thus indicating a fairly high level of self-containment. In Boston Borough, 28.3% of residents worked elsewhere, more than double that of South Holland (11.9%)[41]. On average 7.8% moved between the two local authority areas. East Lindsay attracted 18.7% of out-commuters from Boston, while South Kesteven was

[40] nomis Official Labour Market Statistics, available at: http://www.nomisweb.co.uk/reports/lmp/la/contents.aspx

[41] Office for National Statistics, Travel to Work Patterns, 2011 Census

the predominant attraction for South Holland residents (4.7%). At the same time, approximately 16% of workers commuted into Boston Borough, mainly from South Holland and North Kesteven, while approximately 23% commuted into South Holland from a wide range of areas, including Fenland, King's Lynn and West Norfolk, North Kesteven, Peterborough and Boston.

The Annual Survey of Hours and Earnings shows that earnings in South East Lincolnshire are considerably lower than those for the region or country. However, Table 42 below shows that gross average earnings for employees working in South Holland are higher than for those in Boston Borough.

Table 42: Gross mean pay (2015)[42]

	Boston Borough	South Holland	South East Lincolnshire	East Midlands	Great Britain
Weekly pay	£411.2	£443.70	£427.45	£492.00	£529.60
Hourly pay	£9.27	£10.16	£9.72	£12.26	£13.33

The Index of Multiple Deprivation 2010 includes domains for income and employment. One part of Fenside ward in Boston is in the top 10% most deprived in the country for income and employment. Some other central areas of Boston Borough fall within the top 20% in the country for both, whilst part of St Paul's ward in South Holland also comes within the top 20% most deprived for income in England.

Employers

Table 43 below shows that businesses in South East Lincolnshire tend to be larger and longer-established when compared to the regional or national average. Furthermore, businesses in the area are located predominantly in rural areas which reflects the rural nature of Boston Borough and South Holland.

Table 43: Size, age and nature of enterprise (March 2013)[43]

	South East Lincolnshire	East Midlands	England
% of urban businesses employing 5 or more people	41	37.6	33.8
% of businesses that are rural	54.7	37.2	25.3
Percentage of total businesses greater than 10 years	55.2	46.1	42.8

[42] nomis Official Labour Market Statistics, available at: http://www.nomisweb.co.uk/reports/lmp/la/contents.aspx

[43] http://www.neighbourhood.statistics.gov.uk/dissemination/LeadHome.do?m=0&s=1476441133922&enc=1&nsjs=true&nsck=false&nssvg=false&nswid=1280

Self-employment

Self-employment is relatively common in South East Lincolnshire. Nomis Official Labour Market Statistics show that, between July 2012 and June 2013, a total of 12,000 people within the area were self-employed. This equates to 12.4% of employed residents, and compares with rates of 8.4% in the East Midlands and 9.5% in Great Britain.

Unemployment

Unemployment rates in South East Lincolnshire remain relatively low in comparison to the regional and national average and have been steadily decreasing between January 2012 and March 2016. The unemployment rate for the area's economically active population has fallen from 7.3% to 3.9%. In comparison, in March 2016, the East Midland's unemployment rate stood at 4.4% whilst the rate was 5.1% for Great Britain.

In February 2016, 980 people in South East Lincolnshire were claiming Jobseeker's Allowance, which equates to 1.1% of the working age population. The equivalent rates for the East Midlands and Great Britain were 1.4% and 4.5% respectively.

Employment Land

Within the area, there are a number of sites and/or premises where planning permission for B-Use Class development has been granted but not implemented (see Table 44 below). While planning permission is no guarantee of development, it gives an indication as to how much land could potentially be available. Loss of employment land (or a particular type of employment land) has also been noted.

Table 44: Employment land commitments in South East Lincolnshire in hectares (October 2012-March 2015)

	B1a	B1b	B1c	B2	B2	Mixed B	Losses	Total
South Holland	0.93	0.78	2.54	9.19	10.09	-	-1.51	22.02
Boston Borough	0.1	-	0.8	0.6	1.1	0.5	-1.4	1.7
South East Lincolnshire	1.03	0.78	3.34	9.79	11.19	0.5	2.91	23.72

On top of the above commitments, there was also almost 190 hectares of allocated employment land with no planning permission in March 2015. This is set out in Table 45 below.

Table 45: Allocated employment land with no planning permission (March 2015)

Allocated Site	Area Available (Ha)
Boston Borough	54.89
Enterprise Park, Spalding	38.96

Crowland	5.5
Donington	10.6
Holbeach	10.1
Long Sutton	11.31
Wingland	50.4
Port Sutton Bridge	13
Total:	**189.55**

The take-up of employment land in South East Lincolnshire is relatively low, with only 5.41ha being developed between 2012 and 2015. This took place mainly through intensification or extension of an existing business, in most cases outside an existing employment allocation. Furthermore, the majority of net additional employment floor space completed during this period was located in South Holland District.

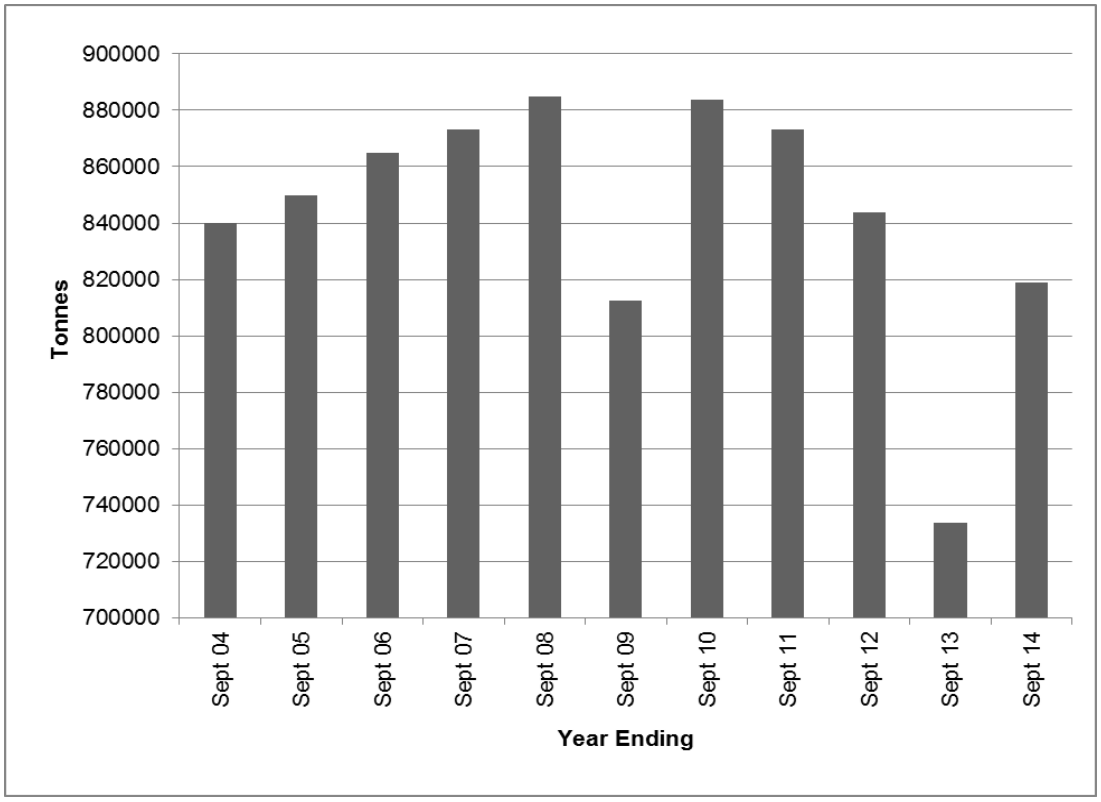
The number of businesses starting up has increased year on year since 2011 with the total number of enterprises in South East Lincolnshire rising from 5,110 to 6,125 in 2016[44]. This equates to an increase of around 20% in comparison to the East Midlands as a whole and Great Britain which experienced a rise of 23%.

The Port of Boston

The Port of Boston is one of Boston Borough's major employers. The graph below shows the tonnage of grain, timber, steel, paper and other products being handled. The period September 2012-13 saw a reduction in the tonnage handled due to a poor grain harvest resulting in reduced exports. Generally however, the port continues to do well and the tonnage handled increased again between September 2013-14. The Port of Boston continues to benefit from ample available space and storage areas including grain silos, 18,000 square metres of buildings and a container park. The rail line to the port is allowing larger quantities of materials to be transported by the rail networks.

[44] nomis Official Labour Market Statistics, available at: http://www.nomisweb.co.uk/reports/lmp/la/contents.aspx

Figure 5: Total tonnage of grain, timber, steel, paper and other products handled by the Port of Boston (2004-2014)



Retail

The South East Lincolnshire Town Centre and Retail Capacity Study (2013) concluded that, in general, South East Lincolnshire is well provided with shopping facilities. The quantity and quality, in terms of accessibility and the range of retailers and retail formats, is broadly appropriate to meet the needs of local people. It has a healthy market share of convenience goods expenditure and a reasonable share of comparison goods expenditure, although leakage exists from peripheral areas, particularly in the south and east.

In South East Lincolnshire, Boston town centre is the defined retail centre for Boston Borough whilst the South Holland Local Plan (2006) sets out a hierarchy of town centres for retail policy purposes identifying Spalding, Holbeach, Long Sutton, Crowland, Donington and Sutton Bridge as places with defined retail centres.

Vacancy Rates

Generally speaking, vacancy rates for retail units in the area's town centres were higher during the recessionary period starting in 2008. Between 2009 and 2014, vacancy rates for retail units in the area's town centres remained fairly stable overall. Disappointingly, however, rates increased in 2014/15 to a greater level than that at the beginning of the recession in 2008. Table 46 below shows the number of vacant ground floor units within South East Lincolnshire's town centres in March 2015.

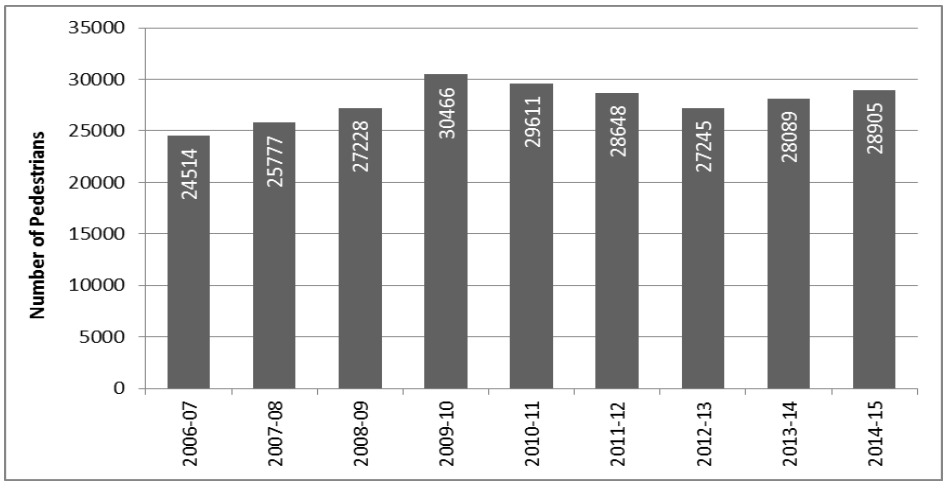
Table 46: Number of vacant ground floor units within town centres in South East Lincolnshire (March 2015)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Boston	39	28	38	48	32	37	28	41	40	36	45
Kirton	-	-	-	-	-	-	-	-	-	2	4
Spalding	16	18	21	23	22	29	21	26	20	14	21
Holbeach	3	3	10	9	13	11	9	5	13	14	17
Long Sutton	6	10	9	10	9	9	12	10	9	9	10
Sutton Bridge	3	5	5	5	7	7	7	7	3	3	4
Crowland	4	4	4	4	6	6	7	4	4	3	5
Donington	1	4	4	6	7	5	5	4	4	4	4
Total	**72**	**72**	**91**	**105**	**96**	**98**	**89**	**97**	**93**	**85**	**110**

Town Centre Pedestrian Counts (Boston Only)

The number of people walking through a town centre is one of the key measures of town centre's health and vitality. The graph below shows the total number of pedestrians recorded as passing through Strait Bargate, Boston during monthly surveys conducted on Wednesday market days. It shows year-on-year increases until 2010/11 followed by a short period of decline, perhaps linked to the recent recession, before recovering in 2013/14. 2014/15 recorded the third highest total in the nine year period 2006/07 – 2014/15. Figure 6 below shows the town centre pedestrian counts for Boston.

Figure 6: Hourly pedestrian traffic through Strait Bargate on Wednesday market day (2006/07-2014/15)

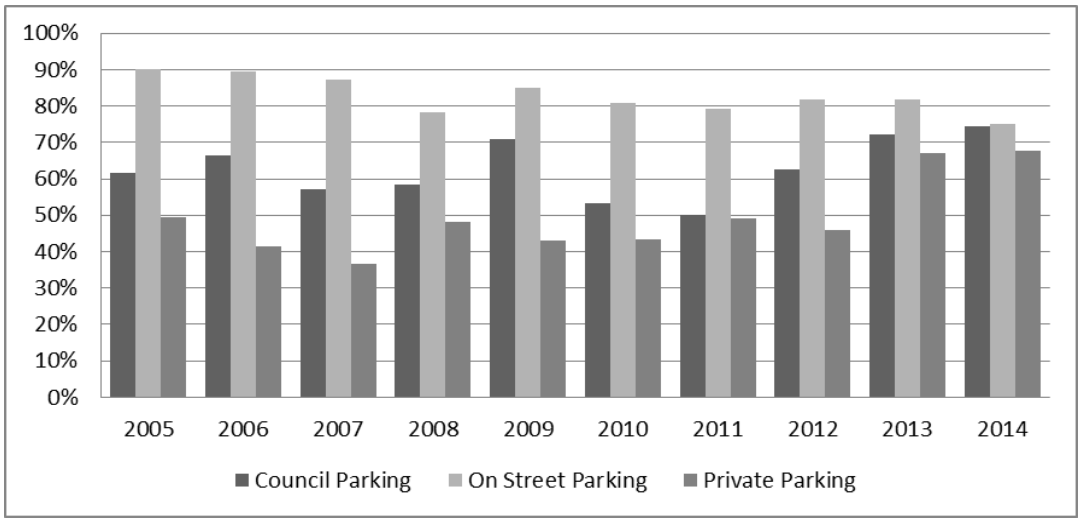


Town Centre Car Park Usage (Boston Only)

As with town centre pedestrian counts, the usage of town centre car parks provides another general measure of the town centre's vitality. The following graph shows that the occupancy rate of on street car parking has not varied greatly between 2005 and 2014 although there has been an overall decrease of around 15% from the

beginning to end of that period. In contrast, the use of Borough Council off street car parks declined significantly from 2009 to 2010 (reflecting both the nationwide reduction in vehicle use caused by the recession, as well as the local effects of increased bus usage), but has recovered in more recent years reaching the highest level in the ten year period from 2005. Between 2005 and 2012, private parking remained below 50% although in 2013 and 2014 this increased to around 65%.

Figure 7: Occupancy of Boston's town centre car parks in October (2005-2014)



Summary of baseline information

Summary of baseline information

The evidence has shown that South East Lincolnshire does not perform as well as the regional and national averages in relation to some indicators. For example, the area's workforce is comparatively poorly qualified and those working in South East Lincolnshire tend to earn less. The area's economy is focussed on the agricultural and manufacturing industries and there are fewer people working in highly skilled jobs than in the wider East Midlands area and Great Britain. However, the employment rate in South East Lincolnshire is below the regional and national average. Furthermore, the majority of South East Lincolnshire's working residents work inside the area, thus indicating a fairly high level of self-containment. There is currently a large amount of allocated employment land with no planning permission in the area and employment land up-take has generally been low in recent years. The Port of Boston remains an important player in Boston Borough's economy.

In terms of retail, South East Lincolnshire is well provided with shopping facilities, although there has been a recent spike in vacancy rates in the area's town centres.

Topic 7: Historic Environment

Designated historic assets in South East Lincolnshire

Designated heritage assets include World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields and Conservation Areas that are designated under the relevant legislation.

In 2016 in South East Lincolnshire there were:

- 1,026 Listed Buildings
- 43 Scheduled Ancient Monuments
- 24 Conservation Areas
- 2 Registered Parks and Gardens

Listed buildings and conservation areas

Listed buildings are those registered on a statutory list of buildings of special architectural or historical interest and are graded to indicate their relative level of importance. Such buildings fall into one of three grades:

- Grade I buildings are those of exceptional interest
- Grade II* are particularly important buildings of more than special interest
- Grade II are of special interest, warranting every effort to preserve them.

There are 1,026 listed buildings in South East Lincolnshire. These include 46 Grade I, 60 Grade II* and 920 Grade II. The table below shows the number of each grade that are located in each of Boston Borough and South Holland District.

Table 47: Number of listed buildings in South East Lincolnshire by grade

	Boston Borough	South Holland District
Grade I	21	25
Grade II*	24	36
Grade II	454	466

Conservation areas are areas of special architectural or historic interest, whose character or appearance is considered to be desirable to preserve or enhance. Both conservation areas and listed buildings are designated under the Planning (Listed Buildings and Conservation Areas) Act 1990. There are 24 conservation areas in South East Lincolnshire. Of these, 16 have Conservation Area Character Appraisals although these are all 10 or more years old.

Scheduled Ancient Monuments
Archaeological sites and monuments that are considered to be of 'national importance' are classed as Scheduled Ancient Monuments (SAM). They are included in the Schedule of Monuments kept by the Secretary of State for Culture, Media and Sport and the regime is set out in the Ancient Monuments and Archaeological Areas Act 1979. By definition, a monument is:

- any building, structure or work, whether above or below the surface of the land and any cave or excavation;
- any site comprising the remains of any such building, structure or work of any cave or excavation;
- any site comprising, or comprising the remains of, any vehicle vessel, aircraft or other movable structure provided the situation of that object or its remains in that particular site is a matter of public interest.

In South East Lincolnshire there are currently 43 SAMs.

Registered Parks and Gardens

Parks and gardens that are said to be of 'special historic interest' are classed as Registered Parks and Gardens. Sites are graded I, II* or II along the same lines as listed buildings.

Although a registered park or garden is not protected by a separate consent regime, the National Planning Policy Framework (NPPF) defines them as designated heritage assets and as such their conservation should be an objective of all sustainable development. Substantial harm to or total loss of a Grade II registered park or garden should be exceptional and for a Grade II* or I registered park or garden such loss or harm should be wholly exceptional.

In South East Lincolnshire there are currently 2 Registered Parks and Gardens – Boston Cemetery (Boston Borough) and Ayscoughfee Hall (South Holland District).

Heritage at Risk in South East Lincolnshire

There are many pressures on the historic environment, in both urban and rural areas. Archaeological remains are vulnerable to destruction from development, agricultural practices and infrastructure projects. Similarly, historic aspects of buildings can be irrevocable lost through redesign, adaptation and demolition. As a consequence of these pressures, the area's assets are not all in an acceptable condition.

The table below identifies the number and percentage of historic assets on Historic England's Heritage at Risk Register 2015. A notable point is that the percentage of conservation areas, scheduled monuments and Grade I and II* listed buildings 'at risk' in South East Lincolnshire is above the national average. However, the percentage of registered parks and gardens 'at risk' is below the national average.

Table 48: Historic assets in South East Lincolnshire on the Heritage at Risk Register 2015

	Boston Borough	South Holland District	England
Registered Parks and Gardens (Number and %)	0	0	94 (5.8%)
Conservation Areas (Number and %)	2 (18%)	2 (15%)	505 (6.1%)
Scheduled Ancient Monuments (Number and %)	2 (14%)	4 (14%)	2,700 (13.6%)
Grade I and II* Listed Buildings (including places of worship at risk) (Number and %)	6 (13%)	7 (11%)	1,100 (3.5%)

Between 2010 and 2014, heritage assets across South East Lincolnshire were surveyed as part of the Lincolnshire Heritage at Risk project. A variety of assets were surveyed, including listed buildings, places of worship, conservation areas, archaeological sites and parks and gardens.

Lincolnshire Historic Environment Record

The Historic Environment Record (HER) is a record of all known archaeology in the County of Lincolnshire. It records the archaeology from the earliest Stone Age (the Palaeolithic, from about 500,000 years ago) to almost the present day.

Information from the Lincolnshire HER showed that, in June 2016, there were 4,088 records of elements of the historic environment within South East Lincolnshire. This includes all of the above designated heritage assets, but also includes other sites of archaeological interest or buildings of historic interest that can be described as heritage assets because of their architectural, artistic, archaeological or historic significance. They include:

- 1,222 historic building records
- 322 findspots
- 42 maritime features
- 2,502 monuments and sites records

Evidence gaps

There is potential within South East Lincolnshire for the discovery of new historic assets which may be of local or national significance. Furthermore, 8 of the 24 conservation areas do not currently have Conservation Area Character Appraisals and those that do are 10 or more years old.

Summary of baseline information

There are over 1,000 designated heritage assets in South East Lincolnshire. Some of these assets are considered to be ‘at risk’ – the percentage of which is higher than the national average - and so are included on Historic England’s Heritage at Risk Register. The majority of listed buildings in South East Lincolnshire are Grade II listed. In total, there are over 4,000 records of elements of the historic environment in

South East Lincolnshire and these are all recorded in the Lincolnshire Historic Environment Record.

Topic 8: Housing

Dwelling stock

According to the 2011 Census, there were an estimated 28,345 dwellings in Boston Borough and 38,661 in South Holland.

The type of housing provided in South East Lincolnshire reflects the rural nature of the area as there is a higher percentage of detached properties than the national average. In contrast, the percentage of properties that are either flats/maisonettes is well below the national average. The data on property type in the area originates from the 2011 Census and is set out in Table 49 below.

Table 49: Percentage of property types in South East Lincolnshire (2011)[45]

	Boston Borough	South Holland	England
Detached	43.2	55.2	22.3
Semi-detached	30.5	29.5	30.7
Terraced	14.7	9.8	24.5
Flats/maisonette	11.1	4.9	22.1
Caravan or other mobile or temporary structure	0.5	0.6	0.4

In respect of tenure, the 2011 Census showed that the majority of properties in South East Lincolnshire are owner occupied, followed by social rented and private rented. Shared ownership is the least common form of tenure. Table 50 below shows the split between tenures in more detail.

Table 50: Percentage of property tenures in South East Lincolnshire (2011)[46]

	Boston Borough	South Holland	England
Owned outright	33.9	39.2	30.6
Owned with a mortgage or loan	30	33.3	32.8
Shared ownership (part owned and part rented)	0.8	0.7	0.8
Social rented from Local Authority	6.1	10.3	9.4
Social rented (other)	12.1	2.4	8.3
Private rented (private landlord or	14.3	11.2	15.4

[45] Census 2011
[46] Census 2011

letting agency)			
Private rented (other)	1.4	1.5	1.4
Living rent free	1.4	1.4	1.3

In 2013, 615 homes were reported as being vacant in Boston Borough, whilst 922 were reported in South Holland.

Average house prices

Average house prices locally remain well below those for Lincolnshire and the rest of England[47]. The average house price in Boston Borough in May 2016 was £142,580 and in South Holland it was £169,737. Both are therefore well below the average price of a property in England of £227,971. Between 2000 and 2010, average houses prices in Boston Borough and South Holland increased 159% and 154% respectively. Since 2010, house prices in South East Lincolnshire have increase more slowly.

Homelessness

Levels of applications for homelessness decreased overall in Boston Borough between 2008 and 2013. However, the last two years has seen an upward trend, whilst the number of homeless preventions had declined. In South Holland, homelessness applications also decreased between 2008 and 2013. However, there was a significant rise in 2013/14, with the number of applications doubling compared to the previous year. This number remained at almost the same level in 2014-45. Between 2012 and 2015 the number of acceptances against applications fell sharply. Tables 51 and 52 below set out the situation in relation to homelessness in South East Lincolnshire in more detail.

Table 51: Homelessness in Boston Borough

	2008/2009	2009/2010	2010/2011	2011/12	2012/13	2013/14	2014/15
Homeless applications taken	146	93	80	84	71	86	94
Homeless acceptances	37	15	23	11	13	14	12
Percentage of acceptances against applications	25	16	29	13	18	16	13
Homeless preventions	112	113	177	149	154	51	21

Table 52: Homelessness in South Holland

	2008/2009	2009/2010	2010/2011	2011/12	2012/13	2013/14	2014/15
Homeless applications taken	78	51	59	62	44	88	86
Homeless acceptances	18	20	30	15	23	13	13

[47] http://landregistry.data.gov.uk/app/ukhpi/explore

Percentage of acceptances against applications	23	39	50	24	52	15	15
Homeless preventions	392	444	406	289	642	784	594

Housing completions

In terms of housing completions, there was a year on year reduction in house build rates from 2007/08 to 2011/12 in South Holland – this trend extends to 2012/13 in Boston Borough where completion rates have fluctuated since. However, in South Holland house build rates have increased year on year since 2011/12. In 2015/16, 180 homes were built in Boston Borough while 292 were completed in South Holland. Table 53 sets out the net housing completions for Boston Borough and South Holland since 2007/08.

Table 53: Net housing completions in South East Lincolnshire (1st April 2007 – 31st March 2016)

	Boston Borough	South Holland
2007/08	503	560
2008/09	282	418
2009/10	128	282
2010/11	96	202
2011/12	91	167
2012/13	64	200
2013/14	175	270
2014/15	109	302
2015/16	180	293

The National Planning Policy Framework encourages the effective use of land in terms of reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value. Boston Borough has a consistent record of delivering more dwellings on brownfield sites than South Holland District over the period 2006/07 to 2015/16. In 2015/16, 72% of Boston Borough's development was on brownfield land, compared to 34% in South Holland District. Overall since April 2006, of the 1,899 dwellings built in Boston Borough, 1,388 (73%) have been built on previously developed land. However, over the same period in South Holland, of the 3,041 homes built in South Holland District, 1,154 (38%) were on brownfield land. Table 54 below sets out the year by year breakdown from 2006/07 to 2015/16.

Table 54: Net housing completions on Greenfield and Brownfield Sites (2006/07 – 2014/15)

	Boston Borough Greenfield	Boston Borough Brownfield	South Holland Greenfield	South Holland Brownfield
2006/07	86	185	204	144
2007/08	210	293	221	339
2008/09	46	236	157	261
2009/10	21	107	127	155
2010/11	22	74	149	53
2011/12	3	88	138	29
2012/13	24	40	190	10

2013/14	53	122	256	14
2014/15	46	63	251	51
2015/16	50	130	195	98

Affordable housing

The provision of new affordable housing is a basic need for low income families and individuals that may be reliant on private rented accommodation that is inadequate or costly, or have little choice but to share overcrowded accommodation.

The respective SHMA's for the area identify a requirement for 250 affordable dwellings per annum in Boston Borough and 284 per annum in South Holland. Table 55 indicates that the delivery of affordable homes in recent years has been much lower than this requirement.

Table 55: Affordable housing completions in South East Lincolnshire (1st April 2006 – 31st March 2016)

	Boston Borough	South Holland
2006/07	42	102
2007/08	74	122
2008/09	34	85
2009/10	14	102
2010/11	73	115
2011/12	62	82
2012/13	14	73
2013/14	53	76
2014/15	37	124
2015/16	22	91

5 year housing land supply

The National Planning Policy Framework (NPPF) 2012 sets out a requirement for local authorities to provide a five-year supply of deliverable housing land. Due to the trend of persistent under delivery of housing across the Plan Area, an additional buffer of 20% has been applied in both Boston Borough and South Holland District. This is in line with the NPPF and creates a realistic prospect of achieving the planned supply whilst ensuring choice and competition in the market for land. Based on the housing need identified in the two Strategic Housing Market Assessments, South Holland District had 3 years and Boston Borough had 2.9 years worth of deliverable sites (as of 31st March 2016).

Gypsies and travellers

Table 56 highlights that between 2008 and 2016 there has been an overall slight decrease in the number of gypsy and traveller caravans in South East Lincolnshire. January 2016 saw the highest number of such caravans in the area since the start of 2008. According to the South East Lincolnshire Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2012), there is an immediate need for the provision of additional permanent residential pitches for gypsies and

travellers as well as transit or stopping place pitches. Further into the Local Plan period, the Assessment identifies an on-going need for the provision of more residential pitches for gypsies and travellers to accommodate newly forming households.

Table 56: Gypsy and Traveller Caravan Count in South East Lincolnshire 2008-2016[48]

	Boston	South Holland	South East Lincolnshire
January 2008	39	144	183
July 2008	31	69	100
January 2009	31	61	92
July 2009	31	62	93
January 2010	31	39	70
July 2010	31	54	85
January 2011	36	71	107
July 2011	35	73	108
January 2012	48	85	133
July 2012	48	64	112
January 2013	48	105	153
July 2013	48	83	131
January 2014	48	101	149
July 2014	48	99	147
January 2015	48	119	167
July 2015	48	118	166
January 2016	48	126	174

Evidence gaps

Revised national Planning Policy for Traveller Sites[49] changed the definition of "gypsies and travellers" and so a new Gypsy and Traveller Accommodation Assessment has been commissioned for the area to determine whether the need based on this definition is different to the that identified in the 2012 study.

Summary of baseline information

The baseline evidence presented above shows that house building rates across the area will need to increase if the need identified (for both market and affordable housing) in the respective SHMA's is to be met. Furthermore, neither local authority currently has the requisite 5-year supply of deliverable housing. In terms of the use of previously-developed land for housing, Boston Borough has consistently had a higher rate of completions on brownfield land than South Holland.

[48] Lincolnshire Research Observatory (2011) Gypsy and Travellers Caravan Count available at http://www.research-lincs.org.uk/LROPresentationTools/UI/Pages/MappingTool.aspx

[49] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf

The number of detached properties and properties that are owned outright in South East Lincolnshire is above the national average, whilst house prices in the area are well below the average price of a property in England.

Overall, there has been a recent increase in the number of homelessness applications taken by the two local authorities and there has been a slight decrease in the number of gypsy and traveller caravans in South East Lincolnshire.

Topic 9: Land and Waste

Land in South East Lincolnshire

South East Lincolnshire covers an area of approximately 1,100 square kilometres (km^2), 360km^2 of which is in Boston Borough and 740km^2 in South Holland. Located in the south-east of the County of Lincolnshire, the two districts have traditionally been viewed as rural. Extensive land reclamation over many centuries has created a flat fen landscape intersected by raised banks and corridors of watercourses, sea defences and roads. The area is one of the most productive agricultural areas in England and is intensively farmed, with an emphasis on vegetables. Being largely reclaimed alluvial land the countryside is generally low and flat, and has very limited tree cover since many hedges or small areas of woodland have been cleared in the interests of extensive farming methods.

Contaminated Land

In terms of land with potential contamination issues, there are 352 sites in Boston Borough that total 401ha and 1027 in South Holland that total 1,219ha (Figure 8).

There are a number of environmentally-sensitive features within South East Lincolnshire. These are outlined in greater detail in Topic Paper 2 which is concerned with Biodiversity, Geodiversity and Green Infrastructure.

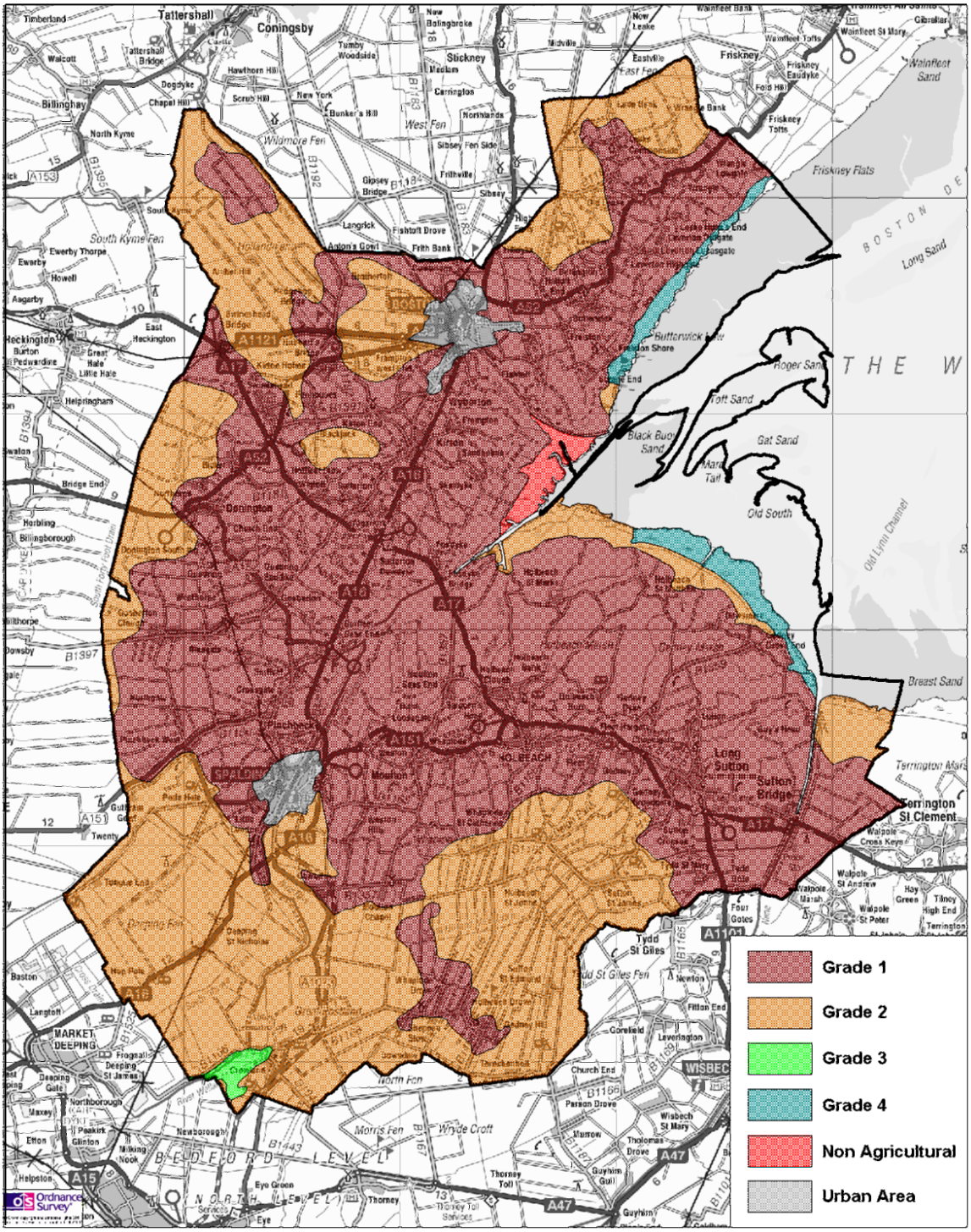
Figure 8: Contaminated Land in South East Lincolnshire[50]

[50] Produced by Boston Borough Council

Agricultural Land

Agricultural land classification began in 1966 with the aim of protecting the best and most versatile agricultural land. The classification is based on the long term physical limitations of land for agricultural use and classifies land into a number of grades – 1, 2, 3a, 3b, 4 and 5.

Figure 9: Agricultural Land Quality in South East Lincolnshire[51]



[51] Produced by Boston Borough Council

A significant amount of agricultural land in South East Lincolnshire (over 98%) is at grade 3 or higher. This compares favourably to figures nationally where in 2012 it was estimated that Grades 1 and 2 together formed about 21% of all farmland in England; Subgrade 3 also covered about 21%. This illustrates the importance of agriculture to the area. Table 57 below shows the distribution of land in South East Lincolnshire.

Table 57: Land classifications in South East Lincolnshire[52]

Classification	Hectares (ha)	Percentage of total area (%)
Grade 1	65,419	59.2
Grade 2	40,865	37
Grade 3	325	0.3
Grade 4	1,565	1.4
Non-agricultural	687	0.6
Urban area	1,672	1.5

Soils

There is little data available on the quality of soils at the national or local level. However, soils share an interdependent relationship with air and water, which can sometimes lead to contamination of groundwater and watercourses from soil through surface run off and leaching. Equally soils can be damaged by deposition from the air or water.

The Anglian River Basin Management Plan (2015 – 2021) outlines a number of significant water management issues. These include pollution from waste water as a result of the inadequate treatment to remove phosphates and harmful chemicals as well as the build up of nitrate in groundwater from fertilisers as a result of decades of use.

Brownfield and Greenfield land use

The National Planning Policy Framework states that planning should encourage the effective use of land by reusing land that has been previously-developed (brownfield land), provided that it is not of high environmental value. This will help promote regeneration and minimise greenfield land take – particularly of our best and most versatile agricultural land - for development.

[52] Produced by Boston Borough Council and South Holland District Council

Figure 10: Net housing completions on Greenfield and Brownfield sites (2006/07 – 2014/15)[53]

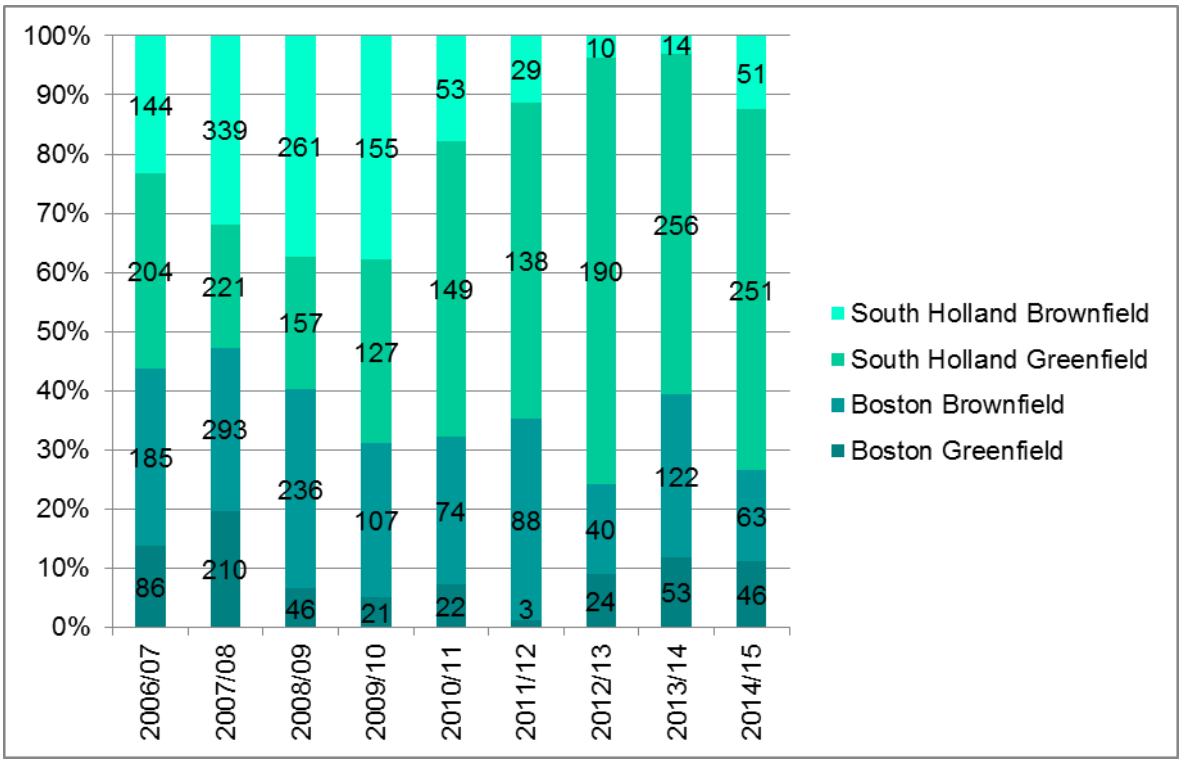


Figure 10 above shows that Boston Borough has a consistent record of delivering more dwellings on brownfield sites than South Holland District over the period 2006/07 – 2014/15. In 2014/15, 58% of Boston Borough's development was on brownfield land, compared to 20% in South Holland District. Overall since April 2006, of the 1,719 dwellings built in Boston Borough, 1,208 (70%) have been built on previously developed land. However, over the same period in South Holland, of the 2,749 homes built in South Holland District, 1,056 (38%) were on brownfield land.

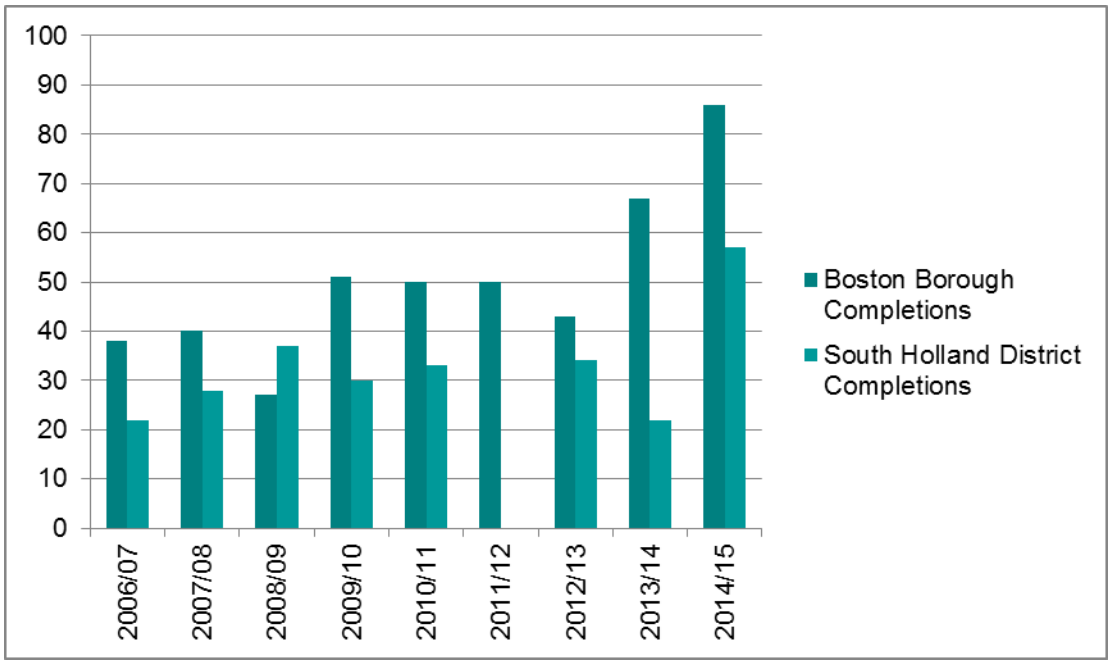
Making efficient use of land

Making the best use of land is also about building at appropriate densities. Higher densities help to achieve more sustainable forms of development, by reducing the use of greenfield land and making the best use of the limited amount of land available for development.

Figure 11 below sets out the densities (dwellings per hectare) of sites of 10 of more dwellings completed in Lincolnshire between 2007/07 and 2014/15. Since 2006/07, Boston Borough has consistently delivered sites of higher densities than South Holland District resulting in a net density of 50 dph in comparison to 29 dph.

[53] Source: Boston Borough Council and South Holland District Council

Figure 11: Average density of housing on large schemes completed in Boston Borough and South East Lincolnshire[54]



Waste in South East Lincolnshire

Waste has traditionally been seen as an unavoidable by-product of increased prosperity and economic activity. In more recent years, the development of new products and materials, and changes in the way they are used has led to a steady growth in the amount, and a change in the nature, of the waste produced. Disposal of waste has been predominantly to landfill, which has led to environmental problems, including greenhouse gas emissions and liquid pollutants (although modern landfill sites are now much more tightly regulated). More recently, increasing concern about the environmental impacts of landfill has led to investigation into alternatives that are more sustainable. Integrated waste management planning is now seen as best practice. Integrated or sustainable waste management attempts to segregate the various components of the waste stream and to manage each in an environmentally-sound and economically-efficient manner, making use of waste as a resource wherever possible.

Municipal Waste

In terms of waste, Tables 58 and 59 outline the trends for waste management in South East Lincolnshire. In Boston Borough, there has been an overall increased in the tonnage of municipal waste but the general overall trend has been a decrease in that going to landfill compared to that being recycled. In South Holland, the overall tonnage of municipal waste has remained broadly the same over the 10 year period although the amount of waste going to landfill has decreased, and the amount recycled has increased, in this time.

[54] Source: Boston Borough Council and South Holland District Council

Table 58: Destination of Municipal Waste in Boston Borough[55]

	Residual (landfill) Tonnes	%	Dry Recycling Tonnes	%	Green Tonnes	%	Total Tonnes
2005/06	18,091	77.6	5,215	22.4	0	0	23,306
2006/07	17,064	73.5	6,141	26.5	0	0	23,205
2007/08	16,242	70.4	6,473	28.1	341	1.5	23,056
2008/09	16,119	69.1	6,149	26.3	1,071	4.6	23,339
2009/10	17,483	72.5	5,423	22.5	1,206	5	24,112
2010/11	17,552	70.8	6,481	26.1	771	3.1	24,804
2011/12	17,570	69.6	6,390	25.3	1,282	5.1	25,242
2012/13	16,426	61.0	5,967	22.2	4,520	16.8	26,913
2013/14	15,893	60.3	6,326	24.0	4,153	15.7	26,372
2014/15	15,660	57.1	6,565	23.9	5,213	19.0	27,438

Table 59: Destination of Municipal Waste in South Holland District[56]

	Residual (landfill) Tonnes	%	Dry Recycling Tonnes	%	Green Tonnes	%	Total Tonnes
2005/06	25,249	82.6	5,320	17.4	0	0	30,569
2006/07	24,236	80.2	5,985	19.8	0	0	30,221
2007/08	21,353	70.6	8,896	29.4	0	0	30,249
2008/09	19,734	65.7	9,979	33.2	309	1.1	30,022
2009/10	19,168	66.4	9,385	32.5	331	1.1	28,884
2010/11	19,709	67.0	9,438	32.1	277	0.9	29,424
2011/12	19,169	65.4	9,618	32.8	523	1.8	29,310
2012/13	19,114	66.5	9,193	32.0	422	1.5	28,729
2013/14	19,354	67.6	9,023	31.5	274	0.9	28,651
2014/15	20,969	68.9	9,203	30.2	272	0.9	30,444

Evidence gaps

There is no information on the overall percentage of land that is used for agricultural purposes.

Summary of baseline information

South East Lincolnshire is a predominantly rural area with a significant proportion of its area being classified as Grade 3 agricultural land or above. The Local Plan should seek to protect the area's best and most versatile agricultural land by promoting the effective use of land. This could involve re-using land that has been previously developed, where appropriate. This is particularly important in South Holland given that housing completions on greenfield land have consistently exceeded those on brownfield land. However it should be noted there is a limited supply of previously developed land in South East Lincolnshire due to its largely rural nature. In addition, the average density of large residential developments completed in Boston Borough between 2006/07 and 2014/15 has tended to be higher than that in South Holland District.

[55] Produced by Boston Borough Council
[56] Produced by South Holland District Council

In terms of waste, both Boston Borough and South Holland District have seen an overall decrease in the total tonnage of waste going to landfill, whilst the amount being recycled has increased.

Topic 10: Landscape

Landscape character

England is divided into 159 distinct character areas. Each is defined by a unique combination of landscape, biodiversity, geodiversity, history, and cultural and economic activity. Their boundaries follow natural lines in the landscape rather than administrative boundaries. South East Lincolnshire is covered by a single National Character Area – The Fens, a low lying open landscape which extends from Boston Borough to Ely and Kings Lynn.

The Character Map of England Study identified four broad variations within the Fens, three of which are found in South East Lincolnshire:

- The 'Settled Fens' or 'Townlands' lie in a broad arc inland from the Wash between Boston and Kings Lynn. This area has a historic and smaller-scale landscape with an irregular field pattern, sinuous lanes and a higher density of settlements;
- The 'Wash Marshes' is a band of land reclaimed from the Wash by the construction of a series of sea-wall defences, which started in the 17th Century. There are extensive fields of crops on the reclaimed land, and beyond the sea banks are salt marshes and tidal mudflats that stretch out into the Wash;
- The extensive 'Peaty Fens' or 'Black Fens' which were comprehensively drained in the 17th to 19th Centuries. This area has geometric/linear fields, linear settlements and isolated farmsteads with associated shelterbelts.

The East Midlands Region Landscape Character Assessment was published in 2010 and identifies 4 defined landscape character areas within South EastLincolnshire. These are: Coastal Saltmarshes and Mudflats; Shallow Inlet Bay; Offshore Industries, Fisheries and Navigations; and Settled Fens and Marshes.

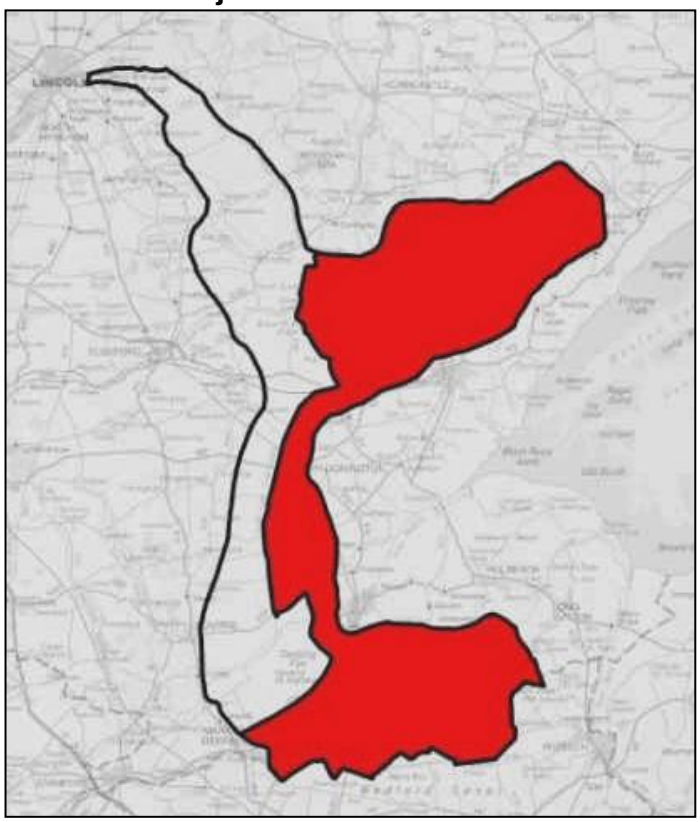
In 2009, the Boston Borough Landscape Character Assessment was published to provide a baseline for the area. It describes the areas key characteristics, landscape character, landscape forces for change and the potential sensitivity to change of each area's landscape. The most commonly shared characteristics of the 9 character areas relate to the Borough's predominantly flat landform (some of which is low-lying), open views with big skies, sparse tree cover and arable landscape. There are also saltmarsh character areas that have more of a coastal landscape appearance.

The Historic Landscape Characterisation Project (HLC) for Lincolnshire (2011) identified 10 character areas within the county and South East Lincolnshire contains two of these areas – The Fens and The Wash. A number of separate character zones are identified within these character areas and are described in more detail below.

The Eastern Fens zone identified in the project (see Figure 12 below) is described as having a dispersed settlement pattern with some nucleated settlements scattered throughout the character zone. There are also some linear settlements, which are formed by the infilling of several dispersed settlement types within the character

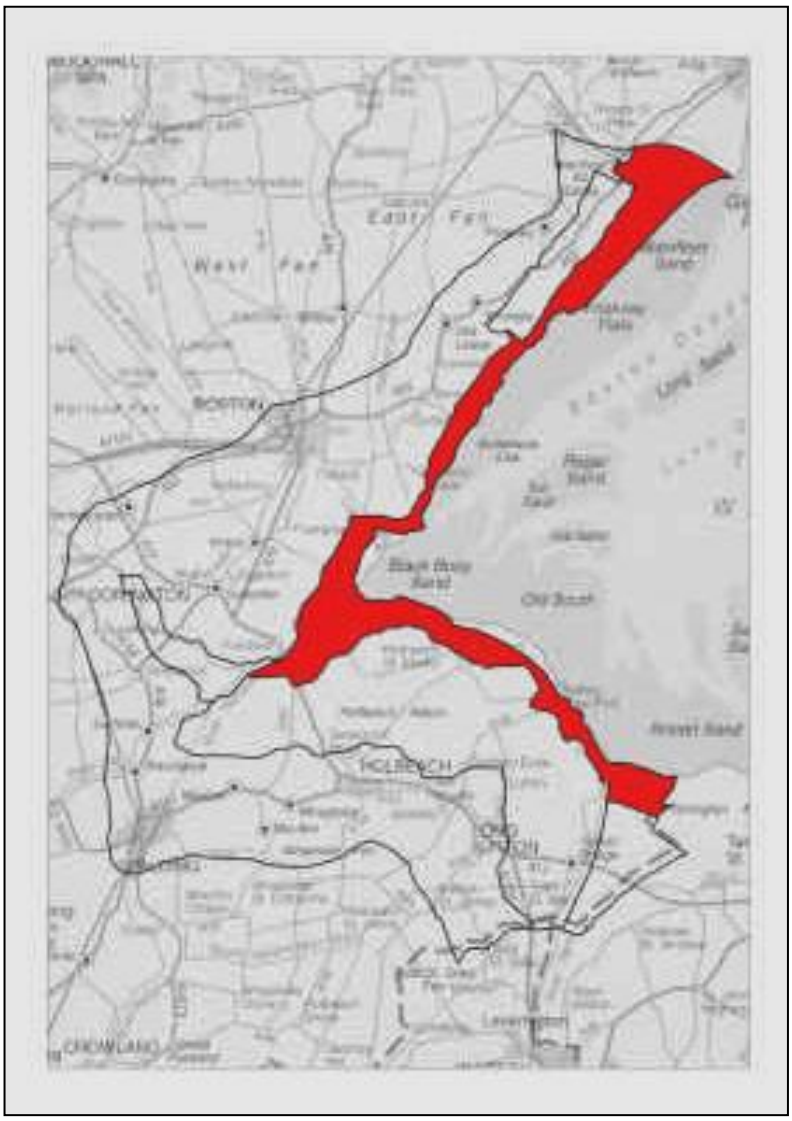
zone. All other settlements in the character zone comprise a combination of isolated farmsteads and ragged linear settlements along the main roads. Much of the planned enclosure landscape survives to this day and certainly throughout the character zone there is a strong feeling of openness, with few hedges demarcating fields. The planned enclosure landscapes of the eighteenth and nineteenth centuries are the most readily identifiable historic landscapes in the character zone, due to their extensive survival.

Figure 12: Lincolnshire HLC Project – Eastern Fens character zone



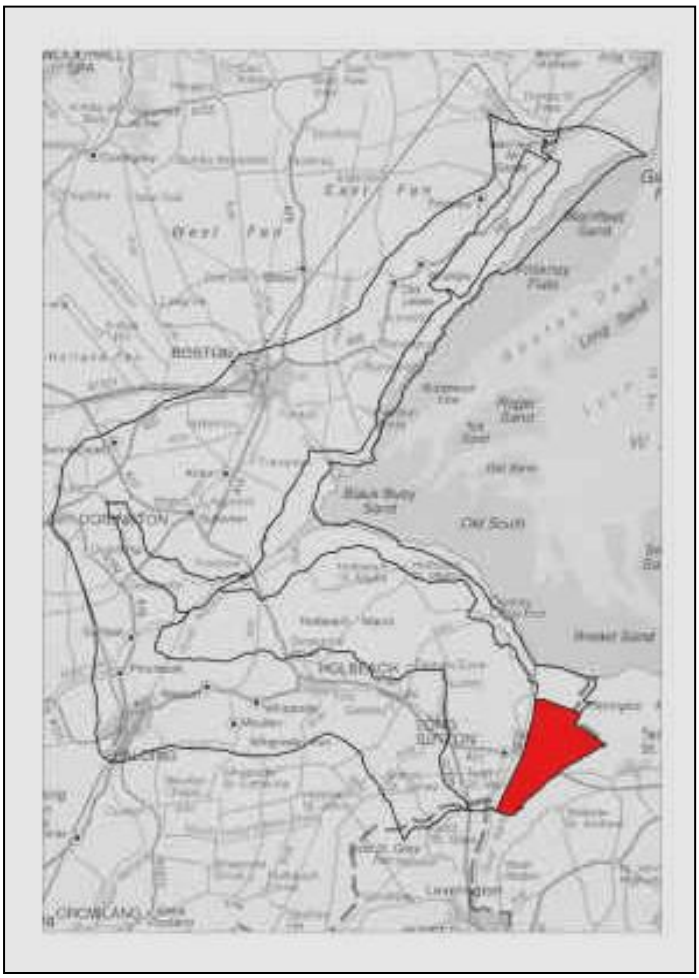
The Reclaimed Coastal Fringe character zone (see Figure 13) also falls within South East Lincolnshire. Land in this zone is described as predominantly agricultural, with fields intensively cultivated and the seabanks and outlying saltmarsh grazed. The zone is characterised by a network of active and relict earthen sea-banks aligned parallel and perpendicular to the coastline. The landscape is agricultural in appearance, being composed of rectilinear fields bounded by narrow and shallow wet dykes, reflecting an organised and recent pattern of land division associated with modern coastal land drainage. Settlement density is very low, with buildings almost entirely limited to a handful of individual nineteenth- and twentieth-century farmsteads and isolated barns predominantly located within more inland parts of the character zone. Much of the land immediately adjacent to the coast is entirely unpopulated. The zone is dissected by a number of navigable canalised river outlets: the Nene, Witham, and Welland. Water features are few and comprise a small number of agricultural reservoirs and drains. Woodland and natural vegetation is extremely sparse and where evident are limited to small scale rectilinear twentieth-century plantations and isolated patches of scrub. Wet dykes and small areas of wetland are often the foci of wetland species.

Figure 13: Lincolnshire HLC Project – Reclaimed Coastal Fringe character zone



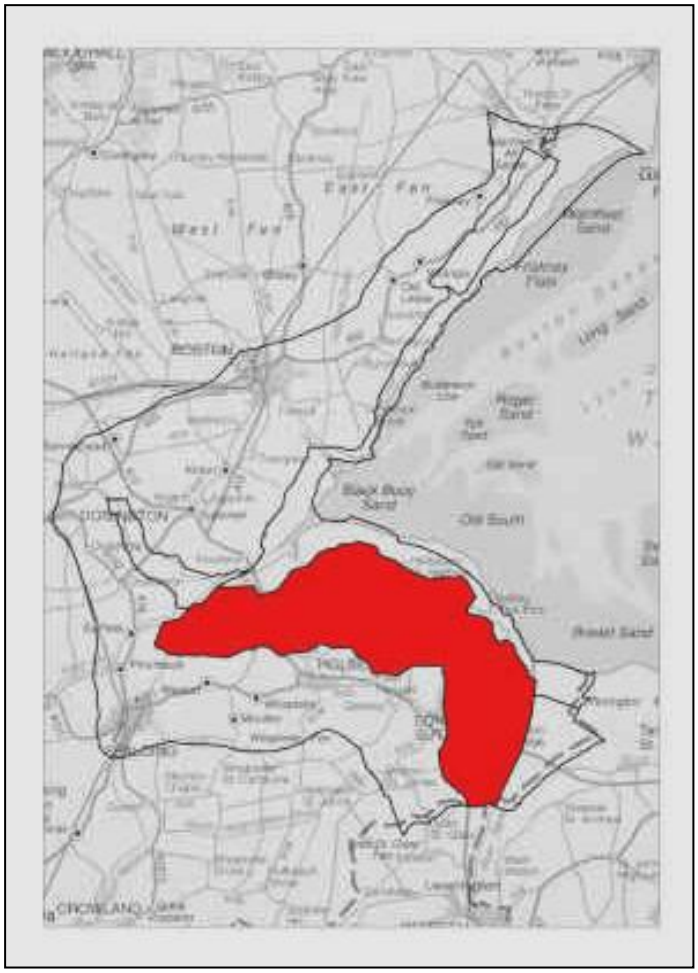
In the Cross Keys Wash zone (see Figure 14), the overwhelming majority of land is intensively cultivated, with a sparse distribution of farmsteads, and a growing number of private dwellings. Land use in the centre of the zone is industrial, with smaller individual industrial sites in the south of the zone, including a sewage works, an electricity transformer station and large farm-based storage and distribution complexes. The zone's landscape is primarily agricultural in character. A late enclosure landscape of large rectilinear fields interspersed with frequently truncated curvilinear and sinuous field boundaries prevails throughout the zone. Field boundaries are defined by thin and shallow wet dykes. The zone is intersected by active and relict earthen flood defence banks, associated with the piecemeal intake of coastal land in the nineteenth and twentieth centuries, and the canalised River Nene which forms the western boundary of the zone. Settlement density in the zone is low, comprising dispersed linear post medieval and modern hamlets and villages concentrated along a network of straight minor roads and tracks which run alongside field boundaries. The centre of the zone is more industrial in character being dominated by the Sutton Bridge gas-fired power station, the A17 and other industrial works. Woodland is extremely sparse and, where evident, is limited to small scale twentieth-century rectilinear plantations, notably in the north-east of the zone.

Figure 14: Lincolnshire HLC Project – Cross Keys Wash character zone



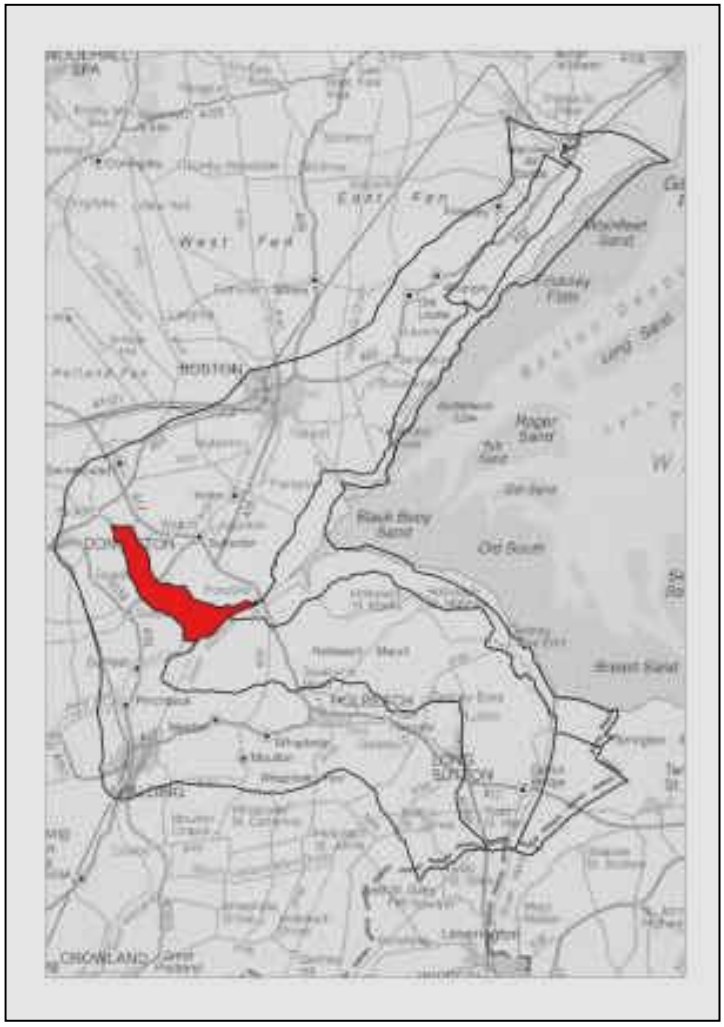
In the Reclaimed Wash Farmlands character zone (see Figure 15), land use throughout the entire zone is primarily agricultural and there are few industrial sites. The agricultural landscape of the zone comprises a semi-regular pattern of field enclosures, with occasional areas of coherent rectilinear field divisions in the east of the zone and around Moulton Common. Field boundaries predominantly comprise narrow and shallow wet dykes, although embanked natural watercourses form continuous linear boundaries across the zone. Relict sea-banks around the periphery of the zone are associated with successive stages of coastal land reclamation. Sea-banks run roughly parallel to the coastline, with few perpendicular banks dividing inland areas. The west edge of the zone is formed by the canalised river channel of the Welland, while the east edge of the zone is the large straight drainage channel of the North Level Main Drain and the canalised River Nene. Settlement in the area is mainly dispersed and, where grouped, is linear (mostly adhering to the road infrastructure). The southern limits of the zone have a higher population density, with settlement following the course of the 'Roman Bank' (a sea-bank dating to about 1300) and forming more nucleated settlements, such as Holbeach Hurn or Moulton Seas End, that are satellite villages to inland market towns. The northern limits of the zone similarly feature a string of smaller post medieval satellite hamlets such as Gedney Drove End and Holbeach St Marks. The far east of the zone is dominated by the port of Sutton Bridge.

Figure 15: Lincolnshire HLC Project – Reclaimed Wash Farmlands character zone



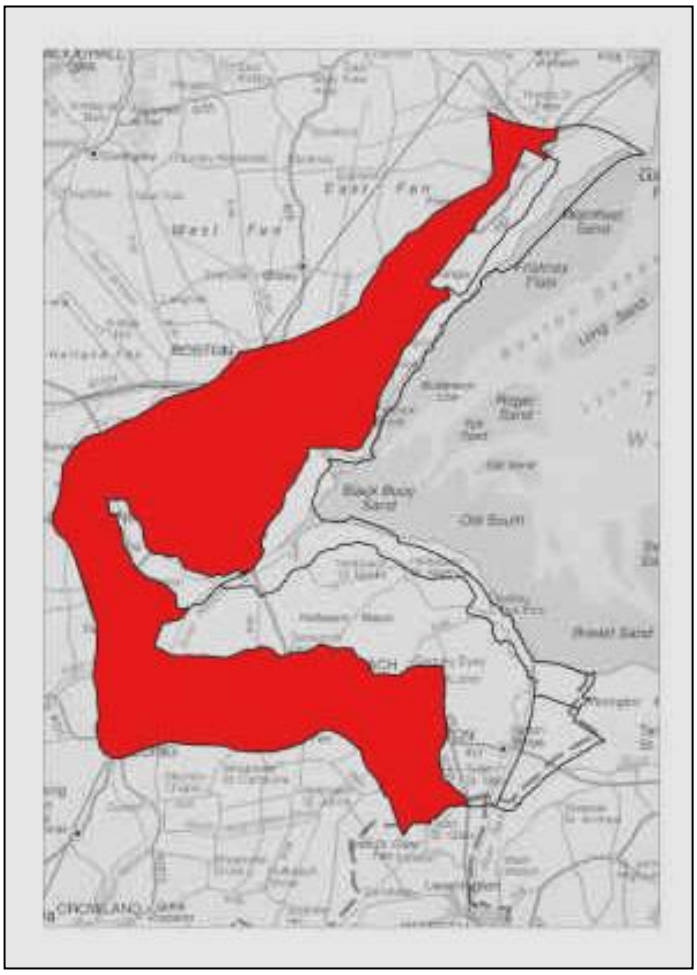
In the Bicker Haven character zone (see Figure 16), settlement in the area is predominantly made up of working farm complexes, with only a few examples of individual private houses. The character of settlement in this area is entirely dispersed, with no nucleation. The landscape of the southern part of the zone is a juxtaposition of irregular geometric field boundaries and small sinuous relict natural drainage channels aligned in a north-west to south-east direction. The pattern reflects the retention of the larger natural waterways when the land was drained and enclosed in the late seventeenth century. Field boundaries are discontinuous and in the form of shallow wet dykes which connect to form a drainage network discharging into canalised embanked watercourses. The south of this area is characterised by a landscape of later parliamentary enclosure with strict rectilinear field morphology. The upper reaches of the former haven is characterised by more irregular fields and localised areas of gently undulating relief. The change in topography is a result of waste produced during extended periods of medieval salt manufacture. The borders of the zone are delineated by the course of the 'Roman Bank' (a sea-bank dating to about 1300) which remains extant in part. The south-east limit of the zone is defined by the canalised and embanked River Welland.

Figure 16: Lincolnshire HLC Project – Bicker Haven character zone



In the Townlands character zone (see Figure 17), the greater part of this area is made up of arable fields, which are used to cultivate a variety of food and cash crops. Although predominantly agricultural, this character zone encompasses most of the nucleated settlements in the wider Wash region. The two largest settlements, Boston and Spalding, have markedly different roles within the local area. Boston, a medieval port, retains a strong maritime character, with working docks and associated infrastructure. Spalding, although possessing a roughly equivalent proportion of industrial types, is very much the hub of the food production industry in the region, with an assortment of processing plants, canneries and distribution centres. The smaller settlements in the area are primarily residential, although there are several examples of smaller industrial areas on the outskirts of these towns. The pattern of settlement in the zone is distinct, with a string of nucleated medieval market towns and villages running roughly parallel to the coastline. Several small hamlets bridge, or lie adjacent, to the 'Roman Bank', some of which are satellite communities of the larger market towns. Settlements are of late Anglo-Saxon origin, with later medieval and subsequently twentieth-century expansion. Tree cover is the zone is sparse, comprising deciduous and non-deciduous, small scale, nineteenth- and twentieth-century plantations located in field edges and corners, around settlements and as shelter belts around farmsteads.

Figure 17: Lincolnshire HLC Project – Townlands character zone



Pressures on the landscape

There are a number of pressures on South East Lincolnshire's landscape character, including:

- Wind farm developments and pylons/energy infrastructure;
- Commercial development and housing development expanding towns and villages;
- Intensification of arable agriculture and field amalgamation;
- Expanded and modern infrastructure/buildings associated with intensive agriculture;
- Roadside and other planting of hedgerows and trees; and
- Increase in human activity and presence and loss of tranquillity.

External and strategic factors may be playing a part in creating these pressures, for example: increased energy generation particularly from renewable and other secure sources; increased numbers of households; and the need to secure sustainable development to cater for the requirements of existing communities.

The loss of greenfield land for housing development can have a significant impact on the landscape. One of the core planning principles of the National Planning Policy Framework is to encourage the effective use of land by reusing land that has been

previously developed (brownfield land), provided that it is not of high environmental value. Table 7 in Topic Paper 8: Housing shows that, in broad terms, Boston Borough has a better record of delivering housing on brownfield sites than South Holland.

Landscape Sensitivity

The open and flat landscape of much of South East Lincolnshire means that there is generally a low level of visual enclosure over much of the area. It is therefore likely that views towards new developments would be difficult to restrict from sensitive views within the landscape. It is therefore important that any development should take into account the existing pattern, scale and specific characteristics of that particular area. The location of any new development should be concentrated around existing settlements and developments to prevent any further loss of the rural landscape.

Evidence gaps

The Landscape Character Assessment for South Holland is now 13 years old, being published in 2003 and there is no evidence on the impact of light pollution on the landscape/townscape.

Summary of baseline information

It is clear that South East Lincolnshire has a predominantly open, flat and rural landscape. Much of the area is agricultural with a combination of nucleated and linear settlements. A large part of South East Lincolnshire is drained fen that has been reclaimed from The Wash from the 17th Century onwards. Tree cover in the area tends to be sparse and the enclosure landscape is generally still visible. There are a number of pressures on South East Lincolnshire's landscape, many of which are due to an increasing population in the area and the demand that it brings. The open and flat landscape of the area means that it is sensitive to development and so the location and design of new development are very important considerations.

Topic 11: Transport

Transport infrastructure and traffic growth

Much of the road network for which the local highway authority (Lincolnshire County Council) is responsible is narrow and of poor alignment, with almost 80% being C class or unclassified road. Furthermore, a large proportion of the County Strategic Road Network linking the major towns falls well below current design standards with resulting low speeds and safety issues.

Although South East Lincolnshire has a number of main 'A' roads, it is not served by strategic national road corridors. The nearest trunk road is the A1 which links London and Scotland and is situated well to the west. The main roads within the sub-region include the:

- A17 which bisects the area along a north-west to south-east axis;
- A16 which bisects the area in a north-south direction to the A47 at Peterborough;
- A52 across the northern part of the area in an east to west direction;
- A1121 in the north linking the A17 to A52 close to the western edge of Boston;
- A151 in the east linking the A17 in the vicinity of Holbeach to the A16 on the eastern edge of Spalding, and hence on westwards towards Bourne;
- A1101 in the east linking Long Sutton to Wisbech;
- A152 linking the A52 at Donington to the A16 north of Spalding; and
- A1175 linking the A16 south of Spalding to the A1 at Stamford.

Between 1993 and 2012 there was an overall 29% increase in the number of vehicle kilometres travelled in Lincolnshire. This compares to a regional increase of 25% and a national increase of 17%. However, the number decreased in Lincolnshire slightly (by 2.8%) between 2007 and 2012 in line with the trend in the East Midlands and England.

Table 60: Million Vehicle Kilometres Travelled (1993 – 2012)[57]

	Lincolnshire	East Midlands	England
1993	4,487	32,658	355,306
2000	5,199	37,477	402,030
2005	5,760	40,917	424,376
2006	5,880	41,587	429,593
2007	5,996	42,050	433,021
2008	5,910	41,573	428,494
2009	5,841	41,169	424,402
2010	5,832	40,853	417,767
2011	5,830	40,775	418,866
2012	5,791	40,843	417,051

[57] LCC (2013) Lincolnshire 4th Local Transport Plan, available at: http://www.lincolnshire.gov.uk/transport-and-roads/strategy-policy-and-licences/local-transport-plan/4th-lincolnshire-local-transport-plan/102070.article

Bus patronage

The primary inter-urban network in South East Lincolnshire provides separate links to Boston from Lincoln and Skegness, and to Spalding from King's Lynn (via Holbeach) and from Peterborough (via Crowland). Supporting this primary network is an on-demand bus service (CallConnect) that operates in response to pre-booked requests without a fixed timetable, the route taken being defined by passenger demand. Expansion of the CallConnect services during 2010 and 2011 saw a 52% increase in the number of passengers carried over these two years[58].

Other commercial bus services link the towns of Boston and Spalding directly and provide links to the rural-hinterland settlements of the two towns. The greatest frequency and coverage of local services is found at the two towns. Three 'Into Town' routes at Boston provide regular services linking residential neighbourhoods to the town centre on a 30-minute cycle throughout the day. At Spalding, two 'Into Town' routes provide a similar service. Spalding also benefits from bus services that stop at the town's railway station. Overall, some rural areas with less frequent services may have difficulties in accessing services. Table 61 shows that growth in bus patronage between 2005/06 and 2008/09 was almost 31%, significantly above the 8% growth in England over the same period. However, between 2008/09 and 2012/13 a decline of 11% was recorded before a slight increase in 2013/14.

Table 61: Bus Patronage in Lincolnshire (2002/03 – 2013 -14)[59]

Year	Passenger Journeys
2002/03	14,746,293
2003/04	14,782,638
2004/05	13,582,018
2005/06	13,464,317
2006/07	15,578,970
2007/08	17,482,853
2008/09	17,571,978
2009/10*	16,300,000
2010/11*	16,900,000
2011/12*	16,400,000
2012/13*	15,600,000
2013/14*	16,100,000

Rail network

Rail provision in South East Lincolnshire is relatively limited in both coverage and service level and is not served by strategic national rail routes; The East Coast Main Line between London and Scotland is well to the west.There are currently rail stations at Boston and Spalding and there are rural halts at Hubberts Bridge and Swineshead Bridge. Rail passenger usage has fallen between 2005/06 and 2014/15 at the area's two largest stations with Boston seeing a decrease of 4% and Spalding

[58] 4th Lincolnshire Local Transport Plan (2013), available at: as footnote 1
[59] * Change in data source
4th Lincolnshire Local Transport Plan (2013), available at: as footnote 1

a 1% decline. However, at Hubberts Bridge and Swineshead Bridge there has been an overall increase in rail passenger usage. Table 62 gives a breakdown of each station year by year.

Table 62: Usage of South East Lincolnshire's Rail Stations[60]

	Boston	Spalding	Hubberts Bridge	Swineshead Bridge
2005/06	219,327	173,735	187	562
2006/07	208,880	176,925	411	838
2007/08	204,267	173,657	305	1,015
2008/09	198,898	186,394	558	1,028
2009/10	205,046	197,072	296	1,312
2010/11	207,822	183,278	342	2,378
2011/12	216,818	173,090	692	2,260
2012/13	213,034	166,112	590	3,192
2013/14	207,002	171,960	334	3,294
2014/15	209,618	171,274	324	3,886

A continuing concern is the proposal to route freight traffic currently using the East Coast Main Line along the upgraded Peterborough – Spalding – Lincoln – Doncaster Joint Line running through South East Lincolnshire. Whilst the proposed improvements to the Joint Line may bring benefits for passenger services in terms of improved journey times and a longer operating day, the proposal will substantially increase the down time at level crossings. This is a particular concern for Spalding, with it being likely that there will consequent delays for traffic and pedestrians.

Car ownership and access to services

Car ownership in South East Lincolnshire is above the county and national average, reflecting the rural nature of the area, limited rail provision and lack of access to services in some areas. The number of households with access to a car increased in Boston Borough between 2001 and 2011. In South Holland, the number of households with 1 car decreased over this period, although the number with 2 or more cars increased.

Table 63: Car Ownership Rates[61]

	Boston Borough 2001	Boston Borough 2011	South Holland 2001	South Holland 2011	Lincs 2011 %	England and Wales 2011 %
Total Number of Households	23,992	27,291	32,752	37,264	100.0%	100.0%
Households with 0 car	5,221 (21.8%)	5,667 (20.8%)	5,276 (16.1%)	5,442 (14.6%)	18.0%	25.6%

[60] Office of Rail and Road, available at: http://orr.gov.uk/statistics/published-stats/station-usage-estimates

[61] South East Lincolnshire JSPC (2014) South East Lincolnshire Monitoring Report 2013/14, available at: http://southeastlincslocalplan.org/monitoring/

Households with 1 car	11,802 (49.2%)	12,561 (46.0%)	15,658 (47.8%)	16,499 (44.3%)	44.8%	42.2%
Households with 2 or more cars	6,969 (29.0%)	9,063 (33.2%)	11,818 (36.1%)	15,323 (41.1%)	37.2%	32.3%

It is important that key services and facilities (such as employment, education and healthcare) are accessible to all, and not just those with access to a private car. However, as shown in Table 36 of Topic 5: Community, Health and Wellbeing, access to the majority of key services in South East Lincolnshire is worse than the national average. This reflects the predominantly rural nature of South East Lincolnshire and means that a large proportion of the area's residents rely on the private car to access services and facilities.

Mode of travel to work

Table 64 below shows that the number of people travelling to work by car or van in both Boston Borough and South Holland is above the national average. The use of public transport is considerably lower, but those travelling by bicycle is higher than the national average, most notably in Boston.

Table 64: Mode of Travel to Work in Lincolnshire (people aged 16-74 in employment)[62]

	Boston Borough 2011 %	South Holland 2011 %	Lincolnshire 2011 %	England and Wales 2011 %
Driving a Car or Van	38.9%	43.1%	39.6%	35%
Passenger in a car or van	7.3%	4.2%	3.9%	3.2%
Public Transport	1.5%	1.6%	2.3%	10.2%
Bicycle	4.1%	2.7%	2.5%	1.8%
On Foot	5.8%	4.5%	6.8%	6.3%
Work from Home	6.3%	8.1%	7.8%	6.9%

Public Rights of Way

Footpaths, bridleways, etc. provide links and routes across the area, including long-distance routes, such as the Nene Way and MacMillan Way. The provision of cycling infrastructure varies throughout the area. The National Cycle Network Route 1 is a shared-surface facility on a generally north/south axis, which runs through the area as part of a route linking Dover and Scotland. Sections of Route 12 link Spalding to Peterborough and south to Huntingdon. Proposed extensions will link Boston to the north and run further along the coast to Grimsby.

Summary of baseline information

[62] Census 2011, available at: https://www.nomisweb.co.uk/census/2011/qs701ew

South East Lincolnshire's car ownership rate is higher than the county and national average and car/van is the most common mode of travel to work in the area. This reflects the largely rural nature of South East Lincolnshire, which also means that access to the majority of key services and facilities in the area is worse than the national average. Rail provision in South East Lincolnshire is limited and passenger usage of Boston and Spalding's stations has declined in recent years. However, the use of Hubberts Bridge and Swineshead Bridge stations has been increasing overall. The number of vehicle kilometres travelled in the county has been decreasing in recent years. Public Rights of Way provide links and routes across the area.

Topic 12: Water

South East Lincolnshire falls within the Anglian river basin district which covers 27,900km^2 and extends from Lincolnshire in the north to Essex in the south and from Northamptonshire in the west to the east Anglian coast. The areas main watercourses are the River Witham, River Welland and River Nene and have tidal influences which require everyday management through the operation of pumping stations and sluices.

Paragraphs 1.3.4 to 1.3.10 summarise the relevant baseline information for water that is set out in the Anglian River Basin District River Basin Management Plan (RBMP). 1.3.11 to 1.3.14 relates to the Anglian Water: Water Resources Management Plan.

Significant water management issues

The significant water management issues are the main issues that limit the uses and potential benefits of managing the water environment in the river basin district in a sustainable way. They have been identified based on the results of public consultation and assessments of the pressures caused by people now, in the past, and predicted in the future.

Many of these issues arise from current activities that provide a wide range of benefits. It may therefore not be possible or desirable to fully resolve the issues.

The most common significant water management issue in the area is physical modifications followed by pollution from rural areas and pollution from waste water.

Physical modifications - affecting 51% of water bodies in this river basin district

People have made many physical changes to rivers, lakes and estuaries, for example, flood defences and weirs, and changes to the size and shape of natural river channels for land drainage and navigation. These modifications alter natural flow levels, cause excessive build up of sediment in surface water bodies and the loss of habitats and recreational uses. In many cases the uses and associated physical modifications need to be maintained. In these circumstances it may not be possible to achieve good ecological status.

Pollution from rural areas - affecting 47% of water bodies in this river basin district

Some approaches to land management have increased the amount of soils and sediment that are being washed off the land carrying phosphorus into waters which can cause excessive algae growth called 'eutrophication'. A changing climate means that more intense rainfall is likely to occur, increasing the risk of impacts further. Nitrate from fertilisers has built up in groundwater over decades and will take a long time to reduce. Sedimentation from erosion, forestry practices, saturated and compacted fields and livestock trampling on river banks has affected river ecology by smothering fish spawning grounds. Other impacts include bacteriological contaminations from animal faeces and inappropriately stored and applied livestock slurry being washed off the land, and pesticides from farming, forestry, golf courses

and parks. These contaminants pose a particular threat to bathing waters, shellfish waters and drinking water.

Pollution from waste water – affecting 50% of water bodies in this river basin district

Waste water, or sewage, can contain large amounts of nutrients (such as phosphorus and nitrates), ammonia, bacteria, harmful chemicals and other damaging substances. It can enter water bodies where sewage treatment technology to remove enough of the phosphorus and harmful chemicals doesn't exist, from leakages from privately owned septic tanks and, in wet weather, storm overflows can discharge untreated sewage having a significant impact on bathing waters. Population growth and changes in rainfall patterns are increasing the pressure on the sewer network.

Current and predicted status of surface water and groundwater bodies

Currently, 11% of surface water bodies in the Anglian river basic district are considered to be of good or better ecological and chemical status. By 2021 it is predicted that this will rise to 13%. In terms of groundwater bodies, currently 48% and 52% are considered to be of good quantitative and chemical status respectively. In 2021 it is predicted that the percentage with good quantitative status will rise to 58% but the number for chemical status will remain the same. The total percentage of water bodies as good or better overall status now stands at 12% with it being predicted to increase by 14% by 2021.

Water supply

Through a combination of high population density and relatively low rainfall, the Anglian region as a whole is already classed as being in severe water stress. However, it is forecasted that Anglian Water's East Lincolnshire Resource Zone (in which South East Lincolnshire falls) will still be in surplus in 2039-40. In the southern part of the Resource Zone, supplies are either from the Lincolnshire Limestone groundwater sources or are imported from the adjacent Ruthamford North Zone. The majority of household use is for personal washing and toilet flushing, with unmeasured customers using more water for these activities than measured customers. This is consistent with the regional pattern of consumption.

The Anglian Water: Water Resources Management Plan states that over the next 25 years, their supply-demand balance is at risk from growth, climate change and the reductions in deployable output that they will make to restore abstraction to sustainable levels. It is also necessary to manage risks from drought, deteriorating raw water quality and the impact of cold, dry weather on the distribution system and customer supply pipes.

Diffuse pollution can result in deteriorating raw water quality and is most commonly associated with the fertilisers and pesticides that are used in agriculture. These leach into water percolating through the ground and are transported to our groundwater and surface water sources. The vulnerable nature of the groundwater systems in East Anglia mean that we are similarly at risk from point source pollution.

To secure the supplies that we need, Anglian Water needs to invest to maintain full compliance with drinking water quality standards.

The Management Plan shows that East Lincolnshire is vulnerable when considering the worst case climate change impacts on supply. The threat in this instance is the deployable output from the relevant Anglian Water reservoir and direct river intakes. However, climate change impacts on demand are marginal and equivalent to an increase of around 2% over the whole of the forecast period.

Summary of baseline information

The Anglian region is classed as being in severe water stress. However, it is forecasted that Anglian Water's East Lincolnshire Resource Zone (in which South East Lincolnshire falls) will still be in surplus in 2039-40. Anglian Water's supply-demand balance is at risk from population growth, climate change and the reductions in deployable output that they will make to restore abstraction to sustainable levels. There are also risks from drought, deteriorating raw water quality and the impact of cold, dry weather on the distribution system and customer supply pipes. It is forecast that climate change will result in a 2% increase in water demand up until 2040.

There are a number of significant water management issues that affect the area's water bodies, but the most common are physical modifications, pollution from rural areas and pollution from waste water. It is predicted that the percentage of surface water bodies in the Anglian river basic district that are considered to be of good or better ecological and chemical status will rise by 2% by 2021.In terms of groundwater bodies, the percentage with good quantitative status is forecast to increase by 10% by 2021.

Appendix 3: Appraisal of Policy Options

Appraisal of policy options for the Combined Preferred Options and Sustainability Appraisal Report (May 2013)

Policy 1 – Presumption in Favour of Sustainable Development	
Reasonable Policy Options: It is considered that there is only one reasonable option relating to this issue, which is to formulate a policy that seeks to implement the presumption in favour of sustainable development that ensures that other locally-derived polices are able to be given appropriate weight in the development management process. The Planning Inspectorate (PINS) has produced a model policy which is designed to carry out this function.	
Topic Area	**Option A – To include the PINS model policy in the Local Plan**
Air Quality	?
Biodiversity, Geodiversity & Green Infrastructure	?
Climate Change (adaptation and mitigation)	?
Community, Health and Wellbeing	?
Economy and Employment	?
Flood Risk	?
Historic Environment	?
Housing	?
Land and Waste	?
Landscape	?
Transport	?
Water	?
Conclusion: Overall it is considered that Option A has an uncertain impact. When compared to the baseline situation it is unclear what the result of having this policy will be. The purpose of this policy is to ensure that the local plan is in conformity with the presumption in favour of sustainable development as outlined in the NPPF, rather than to deliver sustainable development itself. That is the role of the comprehensive suite of policies within the local plan. **Delivery:** As there is only one option, there are no relative delivery benefits of other approaches. This policy ensures that the local plan is in	

conformity with the presumption in favour of sustainable development, as outlined in the NPPF. Sustainable development will be delivered through the comprehensive suite of policies contained within the local plan.

Preferred Option Chosen and Reason: **Option A** is the preferred option as it is the only reasonable option and, given that the presumption in favour of sustainable development is at the heart of the NPPF, including this policy within the local plan will ensure that it is in accordance with the approach taken in national guidance.

Policy 3 – Development Management		
Reasonable Policy Options: It is considered that there are two reasonable options relating to a preferred policy approach to development management. The first is to produce an overarching development management policy, relevant to any type of proposal, which draws on the other policies within the Local Plan to help decision-takers, and applicants alike, to focus on the type of factors that will be assessed in considering development proposals. The second approach is to not have an overarching development management policy and instead rely on the other policies within the Local Plan.		
Topic Area	**Option A – to include an overarching development management policy**	**Option B - to not include an overarching policy and rely upon other policies in the Local Plan.**
Air Quality	✓	✓
Biodiversity, Geodiversity & Green Infrastructure	✓	✓
Climate Change (adaptation and mitigation)	✓	✓
Community, Health and Wellbeing	✓	✓
Economy and Employment	✓	✓
Flood Risk	✓	✓
Historic Environment	✓	✓
Housing	✓	✓
Land and Waste	✓	✓
Landscape	✓	✓
Transport	✓	✓
Water	✓	✓

Conclusion: Whilst option A seeks to provide an overarching policy approach to ensure that the full range of sustainability considerations are taken into account in the determining of planning applications, other policies within the plan already provide the same function (option B). As such, both options score positively in terms of sustainability.

Delivery: Both options would be delivered through the development management process. Option A has the operational benefit of bringing together sustainability considerations into one overarching policy. The counter to this is that there is an element of duplication with other policies within the plan, which could lead to confusion for decision-takers and applicants and dilute the importance of these other policies.

Preferred Option Chosen and Reason: **Option A** is the preferred option as providing an overarching development management policy has the operational benefit of highlighting the particular sustainable development considerations that will be taken into account by decision-takers when determining planning applications. Although other policies within the plan cover the full range of sustainability considerations, the provision of an overarching policy approach to development management will help to avoid the confusion that could arise from duplication with other policies.

Policy 4 – Design of New Development			
Reasonable Policy Options: It is considered that there are two reasonable options related to design. The first is to produce a policy approach outlining what should be taken into account in terms of ensuring good design in South East Lincolnshire having regard to its local characteristics. The second is not to produce a design policy and rely on the NPPF.			
Topic Area	**Option A –** To include a locally preferred policy to the design of new development	**Option B –** To not include a preferred policy to the design of new development and rely on national guidance in the NPPF.	**Commentary**
Air Quality	✓	✓	Both options have a minor positive impact. Good design offers the opportunity to 'design in' access to sustainable transport and renewable/low carbon energy, which both aid in improving air quality.
Biodiversity, Geodiversity & Green Infrastructure	✓	✓	Both options have a minor positive impact. Good design offers the opportunity to 'design in' green infrastructure and have a positive impact on biodiversity.

Climate Change (adaptation and mitigation)	✓	✓	Both options have a minor positive impact. Good design offers the opportunity to 'design in' measures to adapt to, and mitigate against, climate change e.g. through ensuring accessibility by a choice of sustainable transport modes, energy-efficient design and construction, the use of renewable/low carbon energy and the incorporation of green infrastructure.
Community, Health and Wellbeing	✓	✓	Both options have a minor positive impact. Good design offers the opportunity to 'design in' open space and other community facilities, facilitate sustainable modes of transport (e.g. cycling and walking) and help to reduce crime.
Economy and Employment	0	0	Both options will have a neutral impact.
Flood Risk	✓	✓	Both options have a minor positive impact. Good design offers the opportunity to 'design in' flood resistance and resilience measures.
Historic Environment	✓	✓	Both options have a minor positive impact. Good design offers the opportunity to ensure development is sensitive to surrounding historic assets.
Housing	0	0	Both options will have a neutral impact.
Land and Waste	0	0	Both options will have a neutral impact.
Landscape	✓	✓	Both options have a minor positive impact. Good design offers the opportunity to 'design in' open space and other landscaping measures to improve townscapes and ensure

			development is sensitive to surrounding landscapes.
Transport	✓	✓	Both options have a minor positive impact. Good design offers the opportunity to 'design in' opportunities for sustainable forms of transport.
Water	✓	✓	Both options have a minor positive impact. Good design offers the opportunity to 'design in' energy-efficiency measures, which help to make efficient use of water as a resource.

Conclusion: Both options score positively in terms of the SA appraisal compared to the baseline situation. However, relatively-speaking Option A is considered to be more sustainable in that it gives the opportunity to add local flavour to the policy approach.

Delivery: Both options will be delivered through the development management process. It is not considered that there are any relative delivery benefits to either option.

Preferred Option Chosen and Reason: **Option A** is the preferred option given that the NPPF advises that it is important to plan positively for the achievement of high quality inclusive design for all types and scales of development, including individual buildings, and public and private spaces and wider development schemes.

Policy 24 – The Natural Environment		
Reasonable Policy Options: It is considered that there is only one reasonable policy option related to the protection of the natural environment in its broadest sense. This is to take an approach that positively reinforces the NPPF by seeking to protect international, national and local nature conservation sites from development unless overriding reasons exist. This approach also seeks to protect and enhance green infrastructure networks and minimise pollution.		
Topic Area	**Option A –** To include a policy that seeks to protect and, where possible, enhance the natural environment.	**Commentary**
Air Quality	✓	Option A will have a minor positive impact. A positive approach to the

		protection of the natural environment includes seeking to minimise pollution, which will have a positive impact on air quality.
Biodiversity, Geodiversity & Green Infrastructure	✓✓	Option A will have a major positive impact. It seeks to protect biodiversity, geodiversity and green infrastructure as well as actively seeking to enhance green infrastructure networks locally.
Climate Change (adaptation and mitigation)	✓	Option A will have a minor positive impact. A positive approach to the protection of the natural environment and minimising of pollution will aid in the adaptation to, and mitigation against, climate change.
Community, Health and Wellbeing	✓	Option A will have a minor positive impact. Access to the natural environment promotes healthy lifestyles and can act as a direct community facility.
Economy and Employment	✓/?	Option A will have a minor positive/uncertain impact. A high quality natural environment may make the area more attractive in terms of investment. There is also potential for specific features to form the basis of tourist opportunities, although there is an element of uncertainty as to whether these opportunities will be realised.
Flood Risk	?	Option A will have an uncertain impact. Improved habitat and green infrastructure can reduce the probability or the severity of flooding events. However, this would be dependant upon the frequency and severity of such events.
Historic Environment	0	Option A will have a neutral impact. This policy approach is concerned with the natural, rather than the historic environment.
Housing	0	Option A will have a neutral impact.
Land and Waste	✓	Option A will have a minor positive impact. A positive approach to the protection of the natural environment including seeking to minimise pollution will have a positive impact on the protection of high quality agricultural land and soil quality.
Landscape	✓	Option A will have a minor positive impact. A positive approach to the natural environment includes ensuring that landscape character is protected where appropriate and that new development takes this into account.
Transport	0	Option A will have a neutral impact.
Water	✓	Option A will have a minor positive impact. A positive approach to the natural environment, including minimising pollution will have a positive impact on the protection of water quality and resources.

Conclusion: Overall, it is anticipated that Option A will have a number of positive impacts, as well as a significant positive impact on Biodiversity, Geodiversity and Green Infrastructure which is to be expected given the nature of the policy. There will also be some neutral impacts, but there will be no negative impacts.

Delivery: As there is only one reasonable option there are no relative delivery benefits of another approach. This option will be delivered through the development management process.

Preferred Option Chosen and Reason: **Option A** is the preferred option as it is the only reasonable option given that the NPPF states that Local Planning Authorities should set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged. It also states that Local Planning Authorities should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

Policy 25 – The Historic Environment		
Reasonable Policy Options: It is considered that there is only one reasonable policy option related to the protection of the historic environment. This is an approach that positively seeks to protect historic assets. Given that the National Planning Policy Framework states that Local Planning Authorities should set out a positive strategy for the historic environment, it is not a reasonable option to rely on guidance in the NPPF alone.		
Topic Area	**Option A –** To include a policy that seeks to protect and, where possible, enhance the historic environment	**Commentary**
Air Quality	0	Option A has a neutral impact.
Biodiversity, Geodiversity & Green Infrastructure	0	Option A has a neutral impact.
Climate Change (adaptation and mitigation)	0	Option A has a neutral impact.
Community, Health and Wellbeing	✓	Option A has a minor positive impact. Access to certain historic assets can contribute to quality of life and therefore well-being.
Economy and Employment	✓/?	Option A has a minor positive/uncertain impact. A high quality historic environment may make the area more attractive in terms of investment. There is also potential for specific features to form the basis of tourist

		opportunities, although there is an element of uncertainty as to whether these opportunities will be realised.
Flood Risk	0	Option A has a neutral impact.
Historic Environment	✓✓	Option A has a major positive impact. The policy approach is directly seeking to protect historic assets.
Housing	0	Option A has a neutral impact.
Land and Waste	0	Option A has a neutral impact.
Landscape	✓	Option A has a minor positive impact. The development or renovation of listed buildings and buildings within conservation areas will help protect and possibly enhance the townscape.
Transport	0	Option A has a neutral impact.
Water	0	Option A has a neutral impact.

Conclusion: Overall, Option A scores either positively or neutrally. There are deemed to be no negative impacts of this policy approach.

Delivery: As there is only one reasonable option there are no relative delivery benefits of another approach. This option will be delivered through the development management process.

Preferred Option Chosen and Reason: **Option A** is the preferred option as it is the only reasonable option given that the NPPF states that Local Planning Authorities should set out a positive strategy for the historic environment. However, it is also important that any preferred policy approach reflects local circumstances and views. It is not a reasonable option to rely on guidance in the NPPF alone.

Policy 26 – Pollution		
Reasonable Policy Options: It is considered that there is only one reasonable policy option and that is to formulate a locally distinct policy which seeks to minimise, and where possible reduce, the pollution associated with new development.		
Topic Area	**Option A –** To include a locally distinct approach to pollution	**Commentary**
Air Quality	✓✓	Option A will have a major positive impact. The policy approach is directly seeking to address pollution which will have a positive impact on air quality.

Biodiversity, Geodiversity & Green Infrastructure	✓	Option A will have a minor positive impact. Seeking to minimise pollution should help maintain air quality and protect areas of nature conservation importance.
Climate Change (adaptation and mitigation)	✓	Option A will have a minor positive impact. A positive approach to minimising pollution will aid in the adaptation to, and mitigation against, climate change by helping minimise greenhouse gas emissions.
Community, Health and Wellbeing	✓	Option A will have a minor positive impact. Seeking to minimise pollution will help protect the health (particularly respiratory) of the population.
Economy and Employment	0	Option A will have a neutral impact.
Flood Risk	0	Option A will have a neutral impact.
Historic Environment	✓	Option A will have a minor positive impact. Seeking to minimise pollution should help maintain air quality and protect buildings of historic importance from harm.
Housing	0	Option A will have a neutral impact.
Land and Waste	✓	Option A will have a minor positive impact. A positive approach to minimising pollution will have a positive impact on the protection of high quality agricultural land and soil quality.
Landscape	0	Option A will have a neutral impact.
Transport	0	Option A will have a neutral impact.
Water	✓	Option A will have a minor positive impact. Seeking to minimise pollution will have a positive impact on the protection of water quality and resources.

Conclusion: Overall, Option A scores either positively or neutrally. A distinct policy approach seeking to minimise pollution will have a particularly positive impact on air quality, whilst also aiding in the adaptation to, and mitigation against, climate change by helping minimise greenhouse gas emissions.

Delivery: As there is only one reasonable option there are no relative delivery benefits of another approach. This option will be delivered through the development management process.

Preferred Option Chosen and Reason: **Option A** is the preferred option as it is the only reasonable option and therefore it is considered that a specific locally-distinct policy on pollution should be included in the local plan.

Policy 27 – Climate Change and Renewable and Low Carbon Energy		
Reasonable Policy Options: It is considered that there is only one reasonable approach to dealing with climate change and renewable and low carbon energy. That is to have a positively-worded policy approach detailing how South East Lincolnshire will contribute to the need to adapt to, and mitigate against, climate change. This will also include an approach to renewable and low carbon energy and how such development will be dealt with through the development management process across South East Lincolnshire.		
Topic Area	**Option A –** To include a policy that seeks to adapt to and mitigate against climate change and support renewable and low carbon energy development subject to assessment criteria.	**Commentary**
Air Quality	✓	Option A will have a minor positive impact. Seeking to reduce the need to travel and promoting both sustainable transport and renewable/low carbon energy generation will have a positive impact on air quality.
Biodiversity, Geodiversity & Green Infrastructure	✓/?	Option A will have a minor positive/uncertain impact. Mitigating against the effects of climate change will have a positive impact on the natural environment in a broad sense. However, it is uncertain as to what specific local impacts will be.
Climate Change (adaptation and mitigation)	✓✓	Option A will have a major positive impact. The policy approach is chiefly concerned with adapting to, and mitigating against, climate change.
Community, Health and Wellbeing	✓	Option A will have a minor positive impact. Seeking to reduce the need to travel and renewable/low carbon energy generation will have positive health and well-

		being benefits in terms of air quality and a reduction in greenhouse gas emissions.
Economy and Employment	✓/?	Option A will have a minor positive impact/uncertain. The low carbon economy may provide new business or diversification opportunities. However, to what extent this may provide benefits is currently uncertain.
Flood Risk	✓	Option A will have a minor positive impact. Adapting to, and mitigating against, climate change involves minimising the risk of flooding.
Historic Environment	X/?	Option A will have a mixed minor negative/uncertain impact. The switch towards greater renewable and low carbon energy generation may impact negatively upon the historic environment. For example wind turbines may be seen to impact negatively upon historic assets. However, the overall impact is uncertain and would depend upon the circumstances.
Housing	0	Option A will have a neutral impact.
Land and Waste	0	Option A will have a neutral impact.
Landscape	X/?	Option A will have a minor negative/uncertain impact. Certain types of renewable energy e.g. large-scale wind turbine installations may be deemed to have a negative impact upon landscape and townscape. However, the overall impact is uncertain and would depend upon the circumstances.
Transport	✓	Option A will have a minor positive impact. Seeking to reduce the need to travel and promoting sustainable transport is a key plank of adapting to and mitigating against climate change.
Water	✓	Option A will have a minor positive impact. A key plank in adapting to and mitigating against climate change is the protection and efficient use of water resources.

Conclusion: Overall, Option A scores positively in sustainability terms, although there is the potential for there to be a mixed minor negative/uncertain impact in relation to the historic environment and the landscape. Certain types of renewable energy may be seen to impact negatively towards these. For example, wind turbines may be deemed to have a detrimental effect upon historic assets and the landscape. However, the overall impact is uncertain and would depend upon the circumstances.

Delivery: As there is only one reasonable option there are no relative delivery benefits of another approach. This option will be delivered through the development management process. There will be overlap with other preferred policy approaches within this chapter and the wider document, for example relating to the natural environment, design, transport and flood risk.

Preferred Option Chosen and Reason: **Option A** is the preferred option as it is the only reasonable option given that the NPPF states that Local Authorities should have a positive strategy to promote energy from renewable and low carbon sources. It is also important that any preferred policy approach reflects local circumstances and views. It would be unreasonable not to seek to address the issues arising from climate change or to actively discourage renewable and low carbon energy generation, as this would be contrary to the NPPF. At present no evidence is available to suggest that there is a need to allocate any sites within South East Lincolnshire to deliver renewable and low carbon energy schemes. As such, it is unreasonable to outline a policy approach that seeks to identify a broad need for such schemes.

Policy 28 – Community, Health and Wellbeing			
Reasonable Policy Options: It is considered that there are two reasonable options relating to a preferred policy approach to community, health and wellbeing. The first is to produce a policy approach that: seeks to ensure that all sections of the community have access to high-quality open space and opportunities for sport and recreation by protecting and, where possible, enhancing such community facilities; requires new development to create environments which are safe and accessible, which discourage crime and disorder (and the fear of crime), and which encourage community use; and seeks to ensure that all sections of the community have access to the services which are needed to support their education, health, and social, cultural and spiritual well-being. The second is not to include a policy on the above and rely upon provisions in the NPPF.			
Topic Area	**Option A –** To include a policy that that: seeks to ensure that all sections of the community have access to high-quality open space and opportunities for sport and recreation by protecting and, where possible, enhancing such community facilities; requires new development to create environments which are safe and accessible, which discourage crime and disorder (and the fear of crime), and which	**Option B –** To not include a policy on community, health and wellbeing and to rely on national guidance in the NPPF.	**Commentary**

	encourage community use; and seeks to ensure that all sections of the community have access to the services which are needed to support their education, health, and social, cultural and spiritual well-being.		
Air Quality	✓	✓	Both options will have a minor positive impact. The protection and enhancement of open space helps to contribute to the provision of green infrastructure (including plants and trees), which can contribute to cleaning pollutants from the air and potentially minimise the noise impacts of developments. Furthermore, actively promoting safe and accessible environments and equality of access to community facilities can facilitate modal shift to more sustainable forms of transport. Subsequently, this helps to reduce greenhouse gas emissions and improve air quality.
Biodiversity, Geodiversity & Green Infrastructure	✓	✓	Both options will have a minor positive impact in relation to open space, sport and recreation. The protection and enhancement of open space contributes to the provision of green infrastructure, can potentially increase biodiversity and also can enhance the quality and connectivity of the public rights-of-way network.
Climate Change (adaptation and mitigation)	✓	✓	Both options will have a minor positive impact. Open space can mitigate against climate change by acting as 'carbon sinks'. Furthermore, actively promoting safe and accessible

			environments and equality of access to community facilities can facilitate modal shift to more sustainable forms of transport. Subsequently, this helps to reduce greenhouse gas emissions and improve air quality.
Community, Health and Wellbeing	✓✓	✓✓	Both options will have a major positive impact. The protection and enhancement of open spaces and facilities for sport and recreation seeks to address negative health indicators by promoting healthy lifestyles through accessible leisure and recreation facilities and also by helping to promote more cohesive communities through the direct provision of community facilities. Furthermore, actively seeking to deliver safe and accessible environments will help to meet the needs of the area's elderly and disabled population, address negative health indicators, help promote more inclusive and cohesive communities, and improve community safety and reduce crime and the fear of crime. Ensuring equality of access to community facilities will help meet the equality, health and social care needs of the area's population, improve access to essential services and facilities, and make opportunities for culture, leisure and recreation readily accessible.
Economy and Employment	✓	✓	Both options will have a minor positive impact. The provision of community facilities e.g. sport and recreation

			provide direct employment opportunities. Also good access to community facilities can make an area more attractive to investors and investment.
Flood Risk	✓	✓	Both options will have a minor positive impact. Open spaces have the potential to absorb and store water, thus providing resistance and resilience to flood risk.
Historic Environment	0	0	Both options will have a neutral impact.
Housing	0	0	Both options will have a neutral impact.
Land and Waste	0	0	Both options will have a neutral impact.
Landscape	✓	✓	Both options will have a minor positive impact. Open space can contribute positively to landscape and townscape quality.
Transport	✓	✓	Both options will have a minor positive impact. Actively promoting safe and accessible environments can facilitate a shift to more sustainable modes of transport to reduce carbon emissions and improve access for residents to local services, facilities, places of employment and green infrastructure. Ensuring equality of access should help reduce congestion and the need to travel.
Water	0	0	Both options will have a neutral impact.

Conclusion: This option scores either positively or neutrally. There are deemed to be no negative impacts of this policy approach. Relatively-speaking, a locally-derived policy (as opposed to reliance on the NPPF) is better able to reflect local circumstances in terms of: current provision of open space and facilities for sport and recreation; safe and accessible environments; and equality of access to community facilities.

Delivery: Both options will be delivered through the development management process. Open space, sport and recreation will be delivered through the Infrastructure Delivery Plan where appropriate. It is not considered that there are any relative delivery benefits to either option.

Preferred Option Chosen and Reason: **Option A** is the preferred option because, although all the issues that might be contained in a Local Plan policy are already covered by the NPPF's provisions, a Local Plan policy can express them more directly and with a local context, and can ensure that anyone who wishes to participate in the planning process in South East Lincolnshire is aware of these issues without needing to refer to the NPPF. Furthermore, in relation to open space, sport and recreation, this option enables the production of a policy which reflects the findings out the South East Lincolnshire Joint Strategic Planning Committee's Sports Provision and Open Space Assessment.

Appraisal of revised policy options and options for newly inserted policies for the Draft Local Plan (January 2016)

Policy 2: Spatial Strategy (Part 1 of 2)			
The assessment of options for the approach that should be taken in respect of the spatial strategy in South East Lincolnshire was dealt with in two parts. Part 1 of the assessment involved assessing the options for where new development should be directed in the plan area over the plan period. The second part of the assessment involved appraising the options relating to settlement boundaries. This is Part 1 of the assessment. **Reasonable Policy Options:** It is considered that there are three reasonable policy options relating to where new development should be directed in the plan area over the plan period. The first reasonable option is to continue with the current baseline settlement hierarchies that are set out within the Boston Borough Local Plan 1999 and South Holland Local Plan 2006. The second reasonable option is to increase the proportion of development in settlements using the availability of non-ROY land for development as a reason for the promotion of settlements. This third reasonable option is to base the settlement hierarchy on a balance of factors relating to sustainable development, meeting development needs proportionate to the settlement and flood risk and providing guidance on meeting sustainable development outside the named settlements. It would be unreasonable not to provide a spatial strategy or settlement hierarchy as this would be contrary to the NPPF expectation that local plans express what sustainable development means within the local context. It would also be unreasonable to restrict development in settlements situated entirely within higher risk flood zones as the required housing target would be undeliverable given the extent of the zones, particularly in Boston Borough.			
Sustainability	**Option A -** To continue with the	**Option B -** To increase the proportion	**Option C -** To base the settlement

Objective	current baseline settlement hierarchies within extant Local Plans.	of development in the settlements and using the availability of land outside flood zones for development as a reason for the promotion of settlements.	hierarchy on a balance of factors relating to sustainable development, meeting development needs proportionate to the settlement's character and level of flood risk and providing guidance on meeting sustainable development outside the named settlements.
1. Housing	✓	x	✓✓
	Concentrating the majority of development within the Sub-Regional and Main Service Centres of the extant settlement hierarchies, with a restricted amount of development in the Service Villages and Other Villages will have a positive effect on delivering affordable and adaptable housing in the area. Allowing proposals for rural exceptions housing adjacent to settlement limits will also help enhance provision in the area, including for specialist housing.	Development would seek to accommodate a greater level of development in the Service Villages, where they have the potential to deliver housing in non-ROY zones (as well as the Sub-Regional and Main Service Centres). This could see a more dispersed approach to housing development, and have a more positive effect on dispersing affordable and other specialist housing across more settlements. However it could lead to a more restrictive approach to development in higher tier settlements that have a higher proportion of ROY land. Allowing proposals for rural exceptions housing adjacent to settlement limits will also help enhance provision in the area, including for specialist housing.	Distributing development across the settlement hierarchy would see housing promoted within appropriate flood risk zones but which could also be supported by an appropriate level of infrastructure. This would lead to a more balanced, dispersed distribution of affordable and other specialist housing across a wide range of settlements. Providing guidance for development outside named settlements would also ensure that the rural area can continue to thrive, in a sustainable way.
2. Health and Well-being	x	x	✓/x
	Concentrating the majority of development within the Sub-Regional and Main Service Centres of the extant settlement hierarchies, with a restricted amount of development in	The availability of non-ROY land is the primary focus for development which could mean that the quantity and range of health, sports and green infrastructure may not be available to	Should ensure that the quantity and range of health, sports and green infrastructure matches or has the ability to accommodate the level of new development proposed. Within its

	the Service Villages and Other Villages will help ensure that most development is located within close proximity to infrastructure that promotes health, sports and green infrastructure. However the capacity of that infrastructure may not be able to meet the needs associated with growth. Policy will need to ensure that appropriate amenity standards are reflected to ensure that there are no adverse impacts generated on existing and future residents/occupiers. But this approach does not take into account the ability of existing infrastructure to be able to accommodate future growth. It may not consider changes to settlement infrastructure that have taken place since the Local Plans were adopted.	accommodate the level of new development proposed. The option may not address how deficiencies in these services in rural areas or where areas are not currently served well by walking, cycling and public transport will be addressed. Policy will need to ensure that appropriate amenity standards are reflected to ensure that there are no adverse impacts generated on existing and future residents/occupiers. But this approach does not take into account the ability of existing infrastructure to be able to accommodate future growth.	guidance on rural areas, the policy should address how development in areas where there are deficiencies or where areas are not currently served well by walking, cycling and public transport will be promoted. Policy will need to ensure that appropriate amenity standards are reflected to ensure that there are no adverse impacts generated on existing and future residents/occupiers.
3. Transport	✓/x	x	✓/x
	Locating development within the existing settlement hierarchy should mean that most sites are relatively well served by all modes of transport, including walking, cycling and public transport. However, the policy will need to ensure that any impacts (e.g. additional car trips) associated with new development are mitigated. This option may have a positive impact on the provision of key transport infrastructure to help address congestion and road safety across the area.	Locating development within Sub-Regional and Main Service Centres should mean that most sites are relatively well served by all modes of transport. But promoting development within Service Villages may mean that access by sustainable and public transport is more difficult, which could increase car dependency. This option is less likely to help provide key transport infrastructure to help address congestion and road safety across the area because a dispersal of development will lead to more	Locating development within Sub-Regional and Main Service Centres as well as the Service Villages should mean that most sites are relatively well served by all modes of transport, including walking, cycling and public transport. However, the policy will need to ensure that any impacts (e.g. additional car trips) associated with new development are mitigated. This option will also have a positive impact on the provision of key transport infrastructure to help address congestion and road safety across the

		development taking place in the Service Villages away from where strategic infrastructure is needed.	area.
4. Socially Inclusive Communities	✓	✓	✓
	Locating development within the existing settlement hierarchy should have a positive effect on community safety in terms of minimising traffic growth. Creation of mixed residential communities should also improve community cohesiveness. Positive effects could be enhanced further by incorporating secured by design principles into new development. Concentrating the majority of development within the settlement hierarchy may help address the needs of an ageing population in the area. It could contribute to regeneration initiatives particularly in more deprived wards, such as in Boston town and Sutton Bridge ward. Access to high speed broadband is more likely to be secured in the settlement hierarchy. Mixed use development and the linking of housing and employment development will also help to improve physical access to jobs. However, the policy will need to allow some development to support physical access to jobs in rural areas.	Locating development within Sub-Regional and Main Service Centres and non-ROY land in Service Villages could have a positive effect on community safety in terms of reducing traffic growth. Creation of mixed residential communities should also improve community cohesiveness. Positive effects could be enhanced further by incorporating secured by design principles into new development. A more dispersed development pattern may help address the needs of an ageing population in the area by helping them remain in the areas where they live. It could contribute to regeneration initiatives particularly in more deprived wards, such as in Boston town and Sutton Bridge ward. Access to high speed broadband is more likely to be secured in the Sub-Regional and Main Service Centres, although provision may be more sporadic in the Service Villages. Mixed use development and the linking of housing and employment development will also help to improve physical access to jobs. However, the policy will need to address allowing some development to support physical access to jobs in rural areas.	Locating development to reduce car use should have a positive effect on community safety in terms of reducing traffic growth. Creation of mixed residential communities should also improve community cohesiveness. Positive effects could be enhanced further by incorporating secured by design principles into new development. Concentrating the majority of development within the settlement hierarchy may help address the needs of an ageing population in the area. It policy could contribute to regeneration initiatives particularly in more deprived wards, such as in Boston town and Sutton Bridge ward. Access to high speed broadband is more likely to be secured in the settlement hierarchy. Mixed use development and the linking of housing and employment development will also help to improve physical access to jobs. However, the policy will need to address allowing some development to support physical access to jobs in rural areas.

5. Education	✓/x	✓/x	✓/x
	Should ensure that new development can be accommodated by education facilities, in most cases. However, provision will need to be made to ensure that the viability and enhancement of educational facilities are not compromised.	A more dispersed approach to development may lead to capacity concerns at some education facilities. However, provision will need to be made to ensure that the viability and enhancement of educational facilities are not compromised.	Should ensure that educational capacity in the area matches new development. However, as development will largely be directed towards the settlements in the hierarchy, provision will need to be made to ensure that the viability and enhancement of educational facilities are not compromised.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x	✓/x
	Promoting the majority of development within a settlement hierarchy should lead to positive effects in terms of minimising the impact on the natural environment. However effects depend on the location of new development. Policy needs to ensure that the natural environment is addressed along with protection and enhancement of the historic environment.	Promoting a more dispersed approach to development may lead to more mixed impacts in terms of minimising the impact on the natural environment. However effects depend on the location of new development. Policy needs to ensure that the natural environment is addressed along with protection and enhancement of the historic environment.	Promoting the majority of development within a settlement hierarchy should lead to positive effects in terms of minimising the impact on the natural environment. However effects depend on the location of new development. Policy needs to ensure that the natural environment is addressed along with protection and enhancement of the historic environment.
7. Heritage	✓/x	✓/x	✓/x
	Promoting the majority of development within a settlement hierarchy should lead to positive effects in terms of minimising the impact on the historic environment. However effects depend on the location of new development. Policy needs to ensure that the historic environment is addressed along with protection and enhancement of the natural environment.	Promoting a more dispersed approach to development may lead to more mixed impacts in terms of minimising the impact on the historic environment. However effects depend on the location of new development. Policy needs to ensure that the historic environment is addressed along with protection and enhancement of the natural environment.	Promoting the majority of development within a settlement hierarchy should lead to positive effects in terms of minimising the impact on the historic environment. However effects depend on the location of new development. Policy needs to ensure that the historic environment is addressed along with protection and enhancement of the natural environment.
8. Landscape and Townscape	✓/x	✓/x	✓/x
	Promoting the majority of development within a settlement hierarchy should	Promoting a more dispersed approach to development may lead to more	Promoting the majority of development within a settlement hierarchy should

	lead to positive effects; although these depend on the location of new development, particularly where large areas of new development are being considered. The policy needs to ensure that visual impacts are addressed and that settlement coalescence is appropriately managed. It should also ensure that the natural environment is addressed along with protection and enhancement of the historic environment.	mixed impacts; although these depend on the location of new development, particularly where large areas of new development are being considered. The policy needs to ensure that visual impacts are addressed and that settlement coalescence is appropriately managed. It should also ensure that the natural environment is addressed along with protection and enhancement of the historic environment.	lead to positive effects; although these depend on the location of new development, particularly where large areas of new development are being considered. The policy needs to ensure that visual impacts are addressed and that settlement coalescence is appropriately managed. It should also ensure that the natural environment is addressed along with protection and enhancement of the historic environment.
9. Air, Soil and Water Resources	✓/x	x	✓/x
	Reducing the need to travel will have a positive effect on air quality but as for objective 3 the positive effects could be enhanced further by reducing car dependency in rural areas. Sustainable design of new development should incorporate water efficiency and pollution control measures and directing most development to urban areas (and providing guidance on appropriate rural development) may encourage the remediation of contaminated land and reduce development on green field land. Securing water infrastructure to development within the hierarchy may prove less costly.	Promoting a more dispersed approach to development may lead to a negative effect on air quality, particularly if car use to rural areas is increased. Sustainable design of new development should incorporate water efficiency and pollution control measures and directing most development to urban areas may encourage the remediation of contaminated land and reduce development on green field land. Securing water infrastructure to development in more rural locations may prove more costly, which could lead to alternative methods being used which should ensure that appropriate environmental standards are met.	Reducing the need to travel will have a positive effect on air quality but as for objective 3 the positive effects could be enhanced further by reducing car dependency in rural areas. Sustainable design of new development should incorporate water efficiency and pollution control measures and directing most development to urban areas (and providing guidance on appropriate rural development) may encourage the remediation of contaminated land and reduce development on green field land. Securing water infrastructure to development within the hierarchy may prove less costly.
10. Sustainable use of Land and Waste	✓/x	✓/x	✓/x
	Sustainable design of new development should encourage the	Sustainable design of new development should encourage the	Sustainable design of new development should encourage the

	use of recycled aggregates in construction and should allow for recycling facilities storage. Focussing development within a hierarchy may lead to use of brownfield land, thus reducing the use of greenfield or agricultural land. In terms of safeguarding minerals, effects depend on the location of new development particularly in the south-west of the area.	use of recycled aggregates in construction and should allow for recycling facilities storage. Promoting a more dispersed approach to development may lead to more greenfield/agricultural land being used as non-ROY land. In terms of safeguarding minerals, effects depend on the location of new development particularly in the south-west of the area.	use of recycled aggregates in construction and should allow for recycling facilities storage. Focussing development within a hierarchy may lead to use of brownfield land, thus reducing the use of greenfield or agricultural land. In terms of safeguarding minerals, effects depend on the location of new development particularly in the south-west of the area.
11. Flood Risk	✓/x	✓✓	✓/x
	The option should seek to ensure that the sequential approach to flood risk and hazard is considered and that those in sequentially preferable lower risk/hazard sites (or areas within sites) are identified, as preferable for development, particularly housing. Positive effects will be generated through promotion of SUDS in new development.	The option should seek to ensure that development is located on non-ROY land outside areas of flood risk and hazard. Positive effects will be generated through promotion of SUDS in new development.	The option should seek to ensure that the sequential approach to flood risk and hazard is considered and that those in sequentially preferable lower risk/hazard sites (or areas within sites) are identified, as preferable for development, particularly housing. Positive effects will be generated through promotion of SUDS in new development.
12. Climate Change	✓/x	✓/x	✓/x
	Reducing the need to travel by locating development in sites relatively well served by walking, cycling and public transport and linking housing to employment development should have an overall positive effect on reducing transport related greenhouse gas emissions. Securing infrastructure to development within the hierarchy may prove less costly, as most are within gas areas, which could have a more positive impact on carbon dioxide	Promoting a more dispersed approach to development may mean that sites have more limited access by walking, cycling and public transport and therefore car dependency increases, generating more transport related greenhouse gas emissions. Securing infrastructure to development within the Service Villages may prove more costly, particularly to those off-gas areas, where alternative appropriate measures may need to be	Reducing the need to travel by locating development in sites well served by walking, cycling and public transport modes and linking housing to employment development should have an overall positive effect on reducing transport related greenhouse gas emissions. Securing infrastructure to development within the hierarchy may prove less costly, as most are within gas areas, which could have a more positive impact on carbon dioxide

	emissions, and aid those in areas of fuel poverty. Positive effects could be enhanced further by ensuring the policy addresses deficiencies in services in rural areas to help reduce car dependency. Sustainable design of new development should also help to reduce emissions. Policy should advocate that new development will be able to adapt to climate change.	implemented, which could have an impact on carbon dioxide emissions. Also it may not aid those in areas of fuel poverty. Sustainable design of new development should also help to reduce emissions. Policy should advocate that new development will be able to adapt to climate change.	emissions, and aid those in areas of fuel poverty. Positive effects could be enhanced further by ensuring the policy addresses deficiencies in services in rural areas to help reduce car dependency. Sustainable design of new development should also help to reduce emissions. Policy should advocate that new development will be able to adapt to climate change.
13. Economy and Employment	✓	✓/x	✓✓
	Linking of housing to employment development should have a positive effect on the economy and the primacy of town centres. As will reducing congestion and journey times through the location of development to sites well served by walking, cycling and public transport. However the policy should seek to protect and provide sites for local employment and/or business in the rural area to encourage young people to stay in rural areas or to help support and diversify the rural economy. Provision of a wide range of sites in a mix of locations may help diversify the economy and its skills base.	Promoting a more dispersed approach to development may have a positive impact on rural businesses and may help young people remain in the area. But it may also discourage the provision and/or expansion of businesses in areas at high level of flood risk. Linking of housing to employment development should have a positive effect on the economy. Locating development in settlements with more limited access to walking, cycling and public transport may also lead to longer journey times for employees and the movement of freight. However the policy should seek to help support and diversify the rural economy. Provision of sites across a more dispersed area may help diversify the economy and its skills base.	Promotion of appropriate mixed-use development and linking of housing to employment development should have a positive effect on the economy and the primacy of town centres. As will reducing congestion and journey times through the location of development to sites well served by walking, cycling and public transport. However the policy should seek to protect and provide sites for local employment and/or business in the rural area to encourage young people to stay in rural areas or to help support and diversify the rural economy. Provision of a wide range of sites in a mix of locations may help diversify the economy and its skills base. Providing guidance for development outside named settlements would also ensure that businesses in the rural area can continue to thrive, in a sustainable way.
Conclusion: A number of the sustainability impacts of all three options will depend upon implementation, particularly those in relation to			

education, the natural and built environment, land and waste and climate change. However, Option C would achieve the most positive sustainability impacts. Distributing development across the settlement hierarchy would see housing promoted within appropriate flood risk zones, supported by an appropriate level of infrastructure. This would lead to a more balanced, dispersed distribution of affordable and other specialist housing across a wide range of settlements. Promotion of appropriate mixed-use development and linking of housing to employment development should have a positive effect on the economy and the primacy of town centres.

Delivery: The delivery of these options will be guided by the distribution of specific types of development in other housing and employment-related policies and the development management process. It is not considered that there are any relative delivery benefits to either option. Most significant proposals will require appropriate supporting infrastructure which will be identified through the Infrastructure Delivery Plan. It is likely that a more dispersed pattern of development may be less likely to deliver the critical mass to provide the required infrastructure.

Preferred Option Chosen and Reason: Option C is the preferred option as it would provide the most balanced approach to defining the spatial strategy and providing guidance to developers and the community in relation to where development will be encouraged. Providing guidance for development outside named settlements would also ensure that the rural area can continue to thrive, in a sustainable way.

Policy 2 - Spatial Strategy (Part 2 of 2)

The assessment of options for the approach that should be taken in respect of the spatial strategy in South East Lincolnshire was dealt with in two parts. Part 1 of the assessment involved assessing the options for where new development should be directed in the plan area over the plan period. The second part of the assessment involved appraising the options relating to settlement boundaries. This is Part 2 of the assessment.

Reasonable Policy Options: It is considered that there are two reasonable policy options relating to settlement boundaries. The first reasonable option is to have defined settlement boundaries. The reasonable alternative is to have no defined settlement boundaries in the plan area.

Sustainability Objective	**Option A -** To have defined settlement boundaries.	**Option B -** To have no defined settlement boundaries.
1. Housing	✓✓	x
	Defining settlement limits will have a very positive effect on delivering affordable and adaptable housing in the area. Allowing proposals for rural exceptions housing adjacent to settlement limits will also help enhance provision in the area, including for specialist housing.	Having no settlement limits would mean that land outside the built area would be in the countryside, where the approach to development is more restrictive. This would mean that provision of affordable, adaptable another specialist housing would be limited to within the built area and may not help meet the needs of rural communities,

		meaning that young people/first time buyers may not be able to remain in the area.
2. Health and Well-being	✓/x	x
	Should ensure that the majority of development will be allocated within settlement limits where the quantity and range of health, sports and green infrastructure matches or has the ability to accommodate the level of new development proposed. Policy will need to ensure that appropriate amenity standards are reflected to ensure that there are no adverse impacts generated on existing and future residents/occupiers.	The option may not address how deficiencies in these services in rural areas or where areas are not currently served well by walking, cycling and public transport will be addressed. Policy will need to ensure that appropriate amenity standards are reflected to ensure that there are no adverse impacts generated on existing and future residents/occupiers.
3. Transport	✓/x	x
	Locating development within Sub-Regional and Main Service Centres as well as the Service Villages should mean that most sites are relatively well served by all modes of transport, including walking, cycling and public transport. However, the policy will need to ensure that any impacts (e.g. additional car trips) associated with new development are mitigated. This option will also have a positive impact on the provision of key transport infrastructure to help address congestion and road safety across the area.	Having no settlement limits would mean that land outside the built area would be in the countryside, where the approach to development is more restrictive. This would mean that any development would be limited to the built area and may not help address deficiencies in provision outside the built areas. Any development in the rural area is more likely to require car use, and could have a negative impact on car dependency. It could have a positive impact on the provision of key transport infrastructure to help address congestion and road safety across the area.
4. Socially Inclusive Communities	✓	✓
	Locating development to reduce car use should have a positive effect on community safety in terms of reducing traffic growth. Positive effects could be enhanced further by incorporating secured by design principles into new development. Concentrating the majority of development within the settlement limits may help address the needs of an ageing population in the area and could contribute to regeneration initiatives particularly in more deprived urban wards, such as in Boston town and Sutton Bridge ward. Could have a positive impact on access to high speed broadband which is more likely to be secured within settlements. However, the policy will need to allow some	Any development outside the built area is likely to generate car use so may have a negative effect on community safety in terms of reducing traffic growth. Positive effects could be enhanced further by incorporating secured by design principles into new development. Concentrating the majority of development within the settlement limits may help address the needs of an ageing population in the area and could contribute to regeneration initiatives particularly in more deprived urban wards, such as in Boston town and Sutton Bridge ward. Could have a positive impact on access to high speed broadband which is more likely to be secured within settlements. However, the policy will need to

	development to support physical access to jobs in rural areas.	allow some development to support physical access to jobs in rural areas.
5. Education	✓/x	x
	Locating development within Sub-Regional and Main Service Centres as well as the Service Villages should ensure that educational capacity in the area matches new development. However, as development will largely be directed towards the settlements in the hierarchy, provision will need to be made to ensure that the viability and enhancement of educational facilities are not compromised.	The option may not address how deficiencies in education in rural areas or where areas are not currently served well by walking, cycling and public transport will be addressed. However, provision will need to be made to ensure that the viability and enhancement of educational facilities are not compromised.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x
	Promoting the majority of development within a settlement limit should lead to positive effects in terms of minimising the impact on the natural environment. However effects depend on the location of new development. Policy needs to ensure that the natural environment is addressed along with protection and enhancement of the historic environment.	Having no settlement limits may lead to lead to positive effects in terms of minimising the impact on the natural environment. However effects depend on the location of new development. Policy needs to ensure that the natural environment is addressed along with protection and enhancement of the historic environment.
7. Heritage	✓/x	✓/x
	Promoting the majority of development within a settlement hierarchy should lead to positive effects in terms of minimising the impact on the historic environment. However effects depend on the location of new development. Policy needs to ensure that the historic environment is addressed along with protection and enhancement of the natural environment.	Having no settlement limits may lead to positive impacts in terms of minimising the impact on the historic environment. However effects depend on the location of new development. Policy needs to ensure that the historic environment is addressed along with protection and enhancement of the natural environment.
8. Landscape and Townscape	✓/x	✓/x
	Promoting the majority of development within a settlement limit should lead to positive effects; more certainty will be delivered in terms of impact upon the character of the townscape and landscape and the visual impact new development is likely to have on the area. But impacts will depend on the location of new development, particularly where large areas of new development are being considered. The policy needs to ensure that visual impacts	Having no settlement limit provides less certainty and may lead to more sporadic forms of development in the countryside or on the edge of a settlement. However these depend on the location of new development, particularly where large areas of new development are being considered. The policy needs to ensure that visual impacts are addressed and that settlement coalescence is appropriately managed. It should also ensure that the

	are addressed and that settlement coalescence is appropriately managed. It should also ensure that the natural environment is addressed along with protection and enhancement of the historic environment.	natural environment is addressed along with protection and enhancement of the historic environment.
9. Air, Soil and Water Resources	✓/x	✓/x
	Reducing the need to travel will have a positive effect on air quality but as for objective 3 the positive effects could be enhanced further by reducing car dependency in rural areas. Sustainable design of new development should incorporate water efficiency and pollution control measures and directing most development within settlement limits may encourage the remediation of contaminated land and reduce development on green field land. Securing water infrastructure to development within the limits may prove less costly.	Promoting an approach that may lead to travel may lead to a negative effect on air quality, particularly if car use to rural areas is increased. Sustainable design of new development should incorporate water efficiency and pollution control measures and directing most development to urban areas may encourage the remediation of contaminated land and reduce development on green field land. Should sporadic development take place in the rural area securing mains water infrastructure may prove more costly, which could lead to alternative methods being used – the policy should ensure that appropriate environmental standards are met.
10. Sustainable use of Land and Waste	✓/x	✓/x
	Sustainable design of new development should encourage the use of recycled aggregates in construction and should allow for recycling facilities storage. Focussing development within a the limits may lead to use of brownfield land, thus reducing the use of greenfield or agricultural land. In terms of safeguarding minerals, effects depend on the location of new development particularly in the south-west of the area.	Sustainable design of new development should encourage the use of recycled aggregates in construction and should allow for recycling facilities storage. Removing settlement limits may lead to more greenfield/agricultural land being used through sporadic development. In terms of safeguarding minerals, effects depend on the location of new development particularly in the south-west of the area.
11. Flood Risk	✓/x	✓/x
	The option should seek to ensure that the sequential approach to flood risk and hazard is considered and that those in sequentially preferable lower risk/hazard sites (or areas within sites) are identified, as preferable for development, particularly housing. Positive effects will be generated through promotion of SUDS in new development.	The option should seek to ensure that the sequential approach to flood risk and hazard is considered and that those in sequentially preferable lower risk/hazard sites (or areas within sites) are identified, as preferable for development, particularly housing. Positive effects will be generated through promotion of SUDS in new development.
12. Climate	✓/x	x

Change	Reducing the need to travel by locating development within or adjacent to settlement limits should ensure that sites are well served by walking, cycling and public transport, thus having an overall positive effect on reducing transport related greenhouse gas emissions. Securing infrastructure to development within the limits may prove less costly, as most are within gas areas, which could have a more positive impact on carbon dioxide emissions, and aid those in areas of fuel poverty. Positive effects could be enhanced further by ensuring the policy addresses deficiencies in services in rural areas to help reduce car dependency. Sustainable design of new development should also help to reduce emissions. Policy should advocate that new development will be able to adapt to climate change.	Promoting an approach that may lead to sporadic development in the countryside may mean that sites have more limited access by walking, cycling and public transport and therefore car dependency increases, generating more transport related greenhouse gas emissions. Securing infrastructure to development outside settlement limits may prove more costly, particularly to those off-gas areas, where alternative appropriate measures may need to be implemented, which could have an impact on carbon dioxide emissions. Also it may not aid those in areas of fuel poverty. Sustainable design of new development should also help to reduce emissions. Policy should advocate that new development will be able to adapt to climate change.
13. Economy and Employment	✓✓	✓/x
	Focussing development within settlement limits and linking housing to employment development within them, should have a positive effect on the economy and the primacy of town centres. As will reducing congestion and journey times for people and goods through the location of development to sites well served by walking, cycling and public transport. It may also help protect and provide sites for local employment and/or business in most sustainable locations.	Promoting an approach that may lead to sporadic development in the countryside may have a positive impact on rural businesses and may help young people remain in the area. But it may also discourage the provision and/or expansion of businesses in main employment areas in more sustainable locations. Locating development in settlements with more limited access to walking, cycling and public transport may also lead to longer journey times for employees and the movement of freight. Provision of sites across a more dispersed area may help diversify the economy and its skills base.
Conclusion: Some of the sustainability impacts of both options would be likely to depend upon implementation. However, Option A would have the most positive sustainability impacts – particularly in relation to the economy, communities and the provision of affordable housing -, whilst Option B is likely to have a number of negative impacts. **Delivery:** The delivery of both options will be guided by the distribution of specific types of development in other housing and employment-related policies and the development management process. It is not considered that there are any relative delivery benefits to either option. **Preferred Option Chosen and Reason:** **Option B** is the preferred option as it would provide guidance to developers and the community in relation to where development will be encouraged and will provide more certainty for decision makers.		

Policy 5 - Strategic Approach to Flood Risk		
Reasonable Policy Options: It is considered that there are two reasonable options relating to a preferred policy approach for the strategic approach to flood risk. The first is to rely on national flood risk guidance contained within the NPPF and NPPG. The second is to include a policy setting out a strategic approach to flood risk that is specific to the issues known to exist in South East Lincolnshire.		
Sustainability Objective	**Option A -** To rely upon national flood risk guidance.	**Option B -** To provide a strategic approach to flood risk that is specific to the issues in South East Lincolnshire.
1. Housing	0	0
	No specific link/impact.	No specific link/impact.
2. Health and Well-being	✓	✓
	Many flood mitigation measures are dual purpose such as green infrastructure, which can promote healthy lifestyles through use for recreation.	As for Option A.
3. Transport	✓	✓
	As stated in Objective 2, many flood management measures are dual purpose and can provide the means for sustainable access through walking and cycling and can improve connectivity.	As for Option A.
4. Socially Inclusive Communities	✓	✓✓
	This approach would help ensure the avoidance of flood risk areas through the sequential test which will ultimately reduce insurance payments, thereby reducing the financial costs to tenants or homeowners.	This option would better help direct development away from flood risk areas by taking into consideration the particular challenges and needs of South East Lincolnshire.
5. Education	✓	✓✓
	Would help ensure that new educational facilities are located in areas of low hazard and probability of flooding and that any residual risk is managed.	This option would better help direct development away from flood risk areas and more effectively mitigate any residual risk by taking into consideration the particular challenges and needs of South East Lincolnshire.
6. Biodiversity, Geodiversity and Green Infrastructure	?	✓
	Impacts will largely depend upon the location of development. Many flood management schemes and SuDS will directly enhance biodiversity through the creation of habitats and	As for Option A, however this option would better help direct development away from flood risk areas by taking into consideration the particular challenges and needs of South East Lincolnshire.

	provide for green infrastructure for recreation. This approach would also direct development away from flood risk areas, which are more likely to have increased significance in terms of biodiversity.	
7. Heritage	?	?
	Impacts will largely depend upon the location of development. Some flood mitigation measures such as raised levels can be unsympathetic to heritage assets so could lead to adverse impacts. However, other forms of mitigation could generate positive effects, for example through the provision of green infrastructure which could enhance the setting of a heritage asset or improve poor quality urban fabric.	As for Option A.
8. Landscape and Townscape	✓	✓✓
	Could help promote positive impacts in relation to this objective. For example, the provision of SuDS and green infrastructure is likely to have a positive effect on the townscape of the particular development. Flood management measures should be sympathetically designed so as to fit in with the local landscape/townscape.	As for Option A, however this option would better help direct development away from flood risk areas and promote appropriate mitigation measures for any residual risk by taking into consideration the particular challenges and needs of South East Lincolnshire.
9. Air, Soil and Water Resources	✓	✓✓
	The scale and quantity of new housing to be built will likely mean that it will be located on greenfield/edge of settlement sites, thereby leading to the loss of natural infiltration. This may also mean that there would be an adverse impact on surface/ground water quality, infiltration rates, and run-off. However, the inclusion of SuDS or other mitigation/drainage measures (e.g. green infrastructure, structure planting etc.) can help mitigate such adverse impacts.	As for Option A, however this option would better help direct development away from flood risk areas and promote appropriate mitigation measures for any residual risk by taking into consideration the particular challenges and needs of South East Lincolnshire. The inclusion of strategic flood management infrastructure alongside a larger proportion of green infrastructure in Sustainable urban extensions will be important to reducing adverse impacts.
10. Sustainable use of Land and Waste	0	0
	No specific link/impact.	No specific link/impact.

11. Flood Risk	✓	✓✓
	This approach would ensure that development is avoided in flood risk areas unless it passes the sequential test. In many cases flood management/mitigation measures will be required; implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Where measures are installed it is likely their impact will increasingly be positive as potential for flooding is expected to increase as a result of climate change. Hence the likely effects will become more positive over the long-term as more flood management measures, in particular the strategic schemes take effect. All new development of 10 or more dwellings will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive impacts over the plan period, in terms of minimising surface water run off, and depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation	As for Option A, however this option would better help direct development away from flood risk areas and promote appropriate mitigation measures for any residual risk by taking into consideration the particular challenges and needs of South East Lincolnshire.
12. Climate Change	✓	✓✓
	As stated in Objective 11, flooding is expected to increase as a result of climate change. This option would therefore have a positive impact on increasing the areas resilience to climate change. Sustainable urban extensions and larger housing schemes have the potential to generate significant positive effects in terms of climate change adaptation. This is related to minimising flooding and making local buildings and infrastructure more resilient to flooding events.	As for Option A, however this option would better help direct development away from flood risk areas and promote appropriate mitigation measures for any residual risk by taking into consideration the particular challenges and needs of South East Lincolnshire.
13. Economy and	✓	✓✓

Employment	This option has the potential to generate positive impacts by ensuring that new employment development is located in areas of low hazard or probability of flooding. This will ensure that employees and visitors can safely leave a building should there be a flood, ensuring businesses remain operational for as long as is safely possible. It should also help ensure that insurance premiums are kept to a minimum for businesses which may help attract business to the area, which may have been dissuaded from doing so previously. This could be of particular benefit in areas where strategic infrastructure, such as the Boston Barrier, are planned.	As for Option A, however this option would better help direct development away from flood risk areas and promote appropriate mitigation measures for any residual risk by taking into consideration the particular challenges and needs of South East Lincolnshire.
Conclusion: Both options have the potential to generate a number of positive impacts, although Option B is likely to have more major positive impacts given it would result in the production of a policy that would be more specific to the issues known to exist in South East Lincolnshire. **Delivery:** This option will be delivered through the Local Plan and the development management process. It is not considered that there are any relative delivery benefits to either option. **Preferred Option Chosen and Reason:** **Option B** is the preferred option as it is considered to be the most sustainable approach given the specific flood risk issues in the Local Plan area. This option would better help direct development away from flood risk areas and more effectively mitigate any residual risk by taking into consideration the particular challenges and needs of South East Lincolnshire.		

Policy 6 - Meeting Physical Infrastructure and Service Needs		
Reasonable Policy Options: It is considered that there are two reasonable options relating to meeting physical infrastructure and service needs. The first reasonable option is to address the physical infrastructure and service needs arising from new development on a case by case basis, as and when an application is received. The second reasonable option is to include a policy which specifically deals with meeting the expected physical infrastructure and service needs of the planned development promoted by the Local Plan.		
Sustainability Objective	**Option A -** To provide for the physical infrastructure and service needs arising from new development on an application by application basis.	**Option B -** To provide a policy framework approach to meeting the expected physical infrastructure and service needs of the planned development promoted by the Local Plan.
1. Housing	✓/x	✓
	Should have a more positive effect on delivering housing in the area by considering the infrastructure needs of each	Using a framework would better ensure that infrastructure can be co-ordinated and delivered in a timely fashion

	new housing development and the wider needs of the community over the plan period. However this may mean that infrastructure provision is not co-ordinated with development, or a phase of development. This may have an adverse impact on existing infrastructure until such a time as provision is made or sufficient funding is sought to enable delivery.	alongside new housing development and support the community of South East Lincolnshire over the plan period. This would minimise adverse impacts upon existing infrastructure. The framework approach would better enable the timely delivery of infrastructure, particularly those that are required in line with new development. To ensure developers and the community are aware of the likely infrastructure requirements associated with new development in the area, reference to the Infrastructure Delivery Plan should be made in the policy (as this is the framework within which infrastructure needs will be identified).
2. Health and Well-being	✓/x	✓/x
	Providing infrastructure could have a positive impact on securing health care, sports facilities and green infrastructure required to mitigate the impact of new development and the wider needs of the community over the plan period. However this depends on location and the identified needs in the area according to the Infrastructure Delivery Plan.	As option a) but the framework approach would better enable the timely delivery of infrastructure, in line with new development and support the community of South East Lincolnshire over the plan period. It will also better ensure that several developments can contribute to delivery rather than ad-hoc provision being made, which may prove more costly in the long term e.g. green infrastructure. To ensure developers and the community are aware of the likely infrastructure requirements associated with new development in the area, reference to the Infrastructure Delivery Plan should be made in the policy (as this is the framework within which infrastructure needs will be identified).
3. Transport	✓/x	✓/x
	Providing infrastructure could have a positive impact on securing transport infrastructure required to mitigate the impact of new development and the wider needs of the community over the plan period. However this depends on	As option a) but the framework approach would better enable the timely delivery of infrastructure, in line with new development and support the community of South East Lincolnshire over the plan period. It will also better ensure

	location and the identified needs in the area according to the Infrastructure Delivery Plan.	that several developments can contribute to delivery rather than ad-hoc provision being made, which may prove more costly in the long term e.g. green infrastructure. To ensure developers and the community are aware of the likely infrastructure requirements associated with new development in the area, reference to the Infrastructure Delivery Plan should be made in the policy (as this is the framework within which infrastructure needs will be identified).
4. Socially Inclusive Communities	✓/x	✓/x
	Providing infrastructure could have a positive impact on promoting social inclusion by securing essential services such as water and drainage, gas and electricity (where feasible) and communications infrastructure within new development. It could also generate a positive impact by supporting the delivery of leisure and recreational facilities required to meet the needs of new development and the wider needs of the community over the plan period. However this depends on location and the identified needs in the area according to the Infrastructure Delivery Plan.	As option a) but the framework approach would better enable the timely delivery of infrastructure, in line with new development and support the community of South East Lincolnshire over the plan period. It will also better ensure that several developments can contribute to delivery rather than ad-hoc provision being made, which may prove more costly in the long term e.g. recreation facilities. To ensure developers and the community are aware of the likely infrastructure requirements associated with new development in the area, reference to the Infrastructure Delivery Plan should be made in the policy (as this is the framework within which infrastructure needs will be identified).
5. Education	✓/x	✓/x
	Providing infrastructure could have a positive impact on securing education facilities required to mitigate the impact of new development and the wider needs of the community over the plan period. However this depends on location and the identified needs in the area according to the Infrastructure Delivery Plan.	As option a) but the framework approach would better enable the timely delivery of infrastructure, in line with new development and support the community of South East Lincolnshire over the plan period. It will also better ensure that several developments can contribute to delivery rather than ad-hoc provision being made. To ensure developers and the community are aware of the likely infrastructure requirements associated with new

		development in the area, reference to the Infrastructure Delivery Plan should be made in the policy (as this is the framework within which infrastructure needs will be identified).
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x
	Providing infrastructure could have a positive impact on securing green infrastructure required to mitigate the impact of new development and the wider needs of the community over the plan period. However this depends on location and the identified needs in the area according to the Infrastructure Delivery Plan.	As option a) but the framework approach would better enable the timely delivery of infrastructure, in line with new development and support the community of South East Lincolnshire over the plan period. It will also better ensure that several developments can contribute to delivery rather than ad-hoc provision being made. To ensure developers and the community are aware of the likely infrastructure requirements associated with new development in the area, reference to the Infrastructure Delivery Plan should be made in the policy (as this is the framework within which infrastructure needs will be identified).
7. Heritage	0	0
	No specific link/impact.	No specific link/impact.
8. Landscape and Townscape	✓/x	✓/x
	Providing infrastructure could have a positive impact on securing green infrastructure and transport infrastructure required to mitigate the impact of new development and the wider needs of the community over the plan period. However this depends on location and the identified needs in the area according to the Infrastructure Delivery Plan.	As option a) but the framework approach would better enable the timely delivery of infrastructure, in line with new development and support the community of South East Lincolnshire over the plan period. It will also better ensure that several developments can contribute to delivery rather than ad-hoc provision being made. To ensure developers and the community are aware of the likely infrastructure requirements associated with new development in the area, reference to the Infrastructure Delivery Plan should be made in the policy (as this is the framework within which infrastructure needs will be identified).

9. Air, Soil and Water Resources	✓/x	✓/x
	Providing infrastructure could have a positive impact on water quality by securing flood mitigation, including sustainable drainage, as well as appropriate water supply and sewerage system required to mitigate the impact of new development and the wider needs of the community over the plan period. However this depends on location and the identified needs in the area according to the Infrastructure Delivery Plan.	As option a) but the framework approach would better enable the timely delivery of infrastructure, in line with new development and support the community of South East Lincolnshire over the plan period. It will also better ensure that several developments can contribute to delivery rather than ad-hoc provision being made. To ensure developers and the community are aware of the likely infrastructure requirements associated with new development in the area, reference to the Infrastructure Delivery Plan should be made in the policy (as this is the framework within which infrastructure needs will be identified).
10. Sustainable use of Land and Waste	0	0
	No specific link/impact.	No specific link/impact.
11. Flood Risk	✓/x	✓/x
	Providing infrastructure could have a positive impact on water quality by securing flood mitigation, including sustainable drainage, as well as appropriate water supply and sewerage system required to mitigate the impact of new development and the wider needs of the community over the plan period. However this depends on location and the identified needs in the area according to the Infrastructure Delivery Plan.	As option a) but the framework approach would better enable the timely delivery of infrastructure, in line with new development and support the community of South East Lincolnshire over the plan period. It will also better ensure that several developments can contribute to delivery rather than ad-hoc provision being made. To ensure developers and the community are aware of the likely infrastructure requirements associated with new development in the area, reference to the Infrastructure Delivery Plan should be made in the policy (as this is the framework within which infrastructure needs will be identified).
12. Climate Change	0	0
	No specific link/impact.	No specific link/impact.

13. Economy and Employment	0	0
	No specific link/impact.	No specific link/impact.

Conclusion: The majority of impacts identified for both options will depend upon implementation or are identified as being neutral. Overall however, Option B could have a positive impact on securing a range of infrastructure required to mitigate the impact of new development and support the community of South East Lincolnshire over the plan period. It would better enable the timely delivery of infrastructure, particularly those that are required in line with new development. It will also better ensure that several developments can contribute to delivery in a co-ordinated way rather than ad-hoc provision being made. However this depends on location and the identified needs in the area according to the Infrastructure Delivery Plan.

Delivery: Both options will be delivered through the development management process and Infrastructure Delivery Plan. Option B may be more beneficial in terms of delivery in that the provision of a policy framework relating to infrastructure needs will mean that developers are better prepared to meet infrastructure requirements.

Preferred Option Chosen and Reason: **Option B** is the preferred option as it would provide the best approach given that the infrastructure needs arising from the Local Plan can, in the most part, be anticipated. This would mean that developers, service providers and the community are better prepared for meeting the investment needed to provide physical infrastructure and needs to deliver the Local Plan over the plan period.

Policy 7 - Developer Contributions

Reasonable Policy Options: It is considered that there are two reasonable options relating to developer contributions. The first reasonable option is to negotiate developer contributions on an application by application basis (as and when they are received) to help provide site-specific infrastructure. This would be done in accordance with national guidance to meet identified needs in the area. The second reasonable option is to take forward Option A but to also combine this with the adoption of a Community Infrastructure Levy Charging Schedule for each Local Planning Authority to aid infrastructure delivery.

Sustainability Objective	**Option A -** Negotiate developer contributions on an application by application basis to help provide site-specific infrastructure, in accordance with national guidance to meet identified needs in the area.	**Option B -** As Option A) but for each Local Planning Authority to adopt a Community Infrastructure Levy Charging Schedule to aid infrastructure delivery.
1. Housing	✓/x	x
	Negotiating developer contributions should have a more positive effect on delivering affordable housing in the area. All residential developments that meet the national threshold will be expected to make a contribution towards	If a CIL Charging Schedule was introduced it could reduce the level of funding available for developer contributions, including affordable housing from residential development that meet the national threshold, where viability permits.

	affordable housing, where viability permits. However this depends on location and the identified needs in the area according to the Developer Contributions Prioritisation Framework.	
2. Health and Well-being	✓/x	✓/x
	Negotiating developer contributions could have a positive impact on securing health care, sports facilities and green infrastructure required to mitigate the impact of new development. However this depends on location and the identified needs in the area according to the Developer Contributions Prioritisation Framework.	This depends on whether a CIL Charging Schedule is considered to be a viable option from most new development; it could lead to strategic infrastructure for health care, sports facilities and green infrastructure being delivered. But if it is not a CIL priority it could reduce the level of funding available for developer contributions including health care, sports facilities and green infrastructure, from all developments that meet the national threshold, where viability permits. Developer contributions will depend on location and the identified needs in the area according to the Developer Contributions Prioritisation Framework.
3. Transport	✓/x	✓/x
	Negotiating developer contributions could have a positive impact on securing transport infrastructure required to mitigate the impact of new development. However this depends on location and the identified needs in the area according to the Developer Contributions Prioritisation Framework.	This depends on whether a CIL Charging Schedule is considered to be a viable option from most new development; it could lead to strategic transport infrastructure being delivered. But if it is not a CIL priority it could reduce the level of funding available for developer contributions including transport, from all developments that meet the national threshold, where viability permits. Developer contributions will depend on location and the identified needs in the area according to the Developer Contributions Prioritisation Framework.
4. Socially Inclusive Communities	0	0
	No comment	No comment
5. Education	✓/x	✓/x
	Negotiating developer contributions could have a positive impact on securing education infrastructure required to mitigate the impact of new development. However this	This depends on whether a CIL Charging Schedule is considered to be a viable option from most new development; it could lead to strategic education

	depends on location and the identified needs in the area according to the Developer Contributions Prioritisation Framework.	infrastructure being delivered. But if it is not a CIL priority it could reduce the level of funding available for developer contributions including education, from all developments that meet the national threshold, where viability permits. Developer contributions will depend on location and the identified needs in the area according to the Developer Contributions Prioritisation Framework.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x
	Negotiating developer contributions could have a positive impact on securing green infrastructure required to mitigate the impact of new development. However this depends on location and the identified needs in the area according to the Developer Contributions Prioritisation Framework.	This depends on whether a CIL Charging Schedule is considered to be a viable option from most new development; it could lead to strategic green infrastructure being delivered. But if it is not a CIL priority it could reduce the level of funding available for developer contributions including green infrastructure, from all developments that meet the national threshold, where viability permits. Developer contributions will depend on location and the identified needs in the area according to the Developer Contributions Prioritisation Framework.
7. Heritage	0	0
	No comment	No comment
8. Landscape and Townscape	✓/x	0
	Negotiating developer contributions could have a positive impact on securing green infrastructure required to mitigate the impact of new development. This could have a positive impact on townscape and landscape quality. However this depends on location and the identified needs in the area according to the Developer Contributions Prioritisation Framework.	A CIL Charging Schedule is unlikely to be used to secure improvements to the landscape and townscape of the area. Negotiating developer contributions could have a positive impact on securing green infrastructure required to mitigate the impact of new development. This could have a positive impact on townscape and landscape quality. However this depends on location and the identified needs in the area according to the Developer Contributions Prioritisation Framework.
9. Air, Soil and Water Resources	✓/x	✓/x
	Negotiating developer contributions could have a positive impact on water quality by securing flood mitigation, including sustainable drainage required to mitigate the	This depends on whether a CIL Charging Schedule is considered to be a viable option from most new development; it could lead to strategic flood mitigation

	impact of new development. However this depends on location.	being delivered. But if it is not a CIL priority it could reduce the level of funding available for developer contributions including flood risk, from all developments that meet the national threshold, where viability permits. Developer contributions will depend on location and the identified needs in the area according to the Developer Contributions Prioritisation Framework.
10. Sustainable use of Land and Waste	0	0
	No comment	No comment
11. Flood Risk	✓/x	✓/x
	Negotiating developer contributions could have a positive impact on flood risk by securing flood mitigation, including sustainable drainage required to mitigate the impact of new development. However this depends on location.	This depends on whether a CIL Charging Schedule is considered to be a viable option from most new development; it could lead to strategic flood mitigation being delivered. But if it is not a CIL priority it could reduce the level of funding available for developer contributions including flood risk, from all developments that meet the national threshold, where viability permits. Developer contributions will depend on location and the identified needs in the area according to the Developer Contributions Prioritisation Framework.
12. Climate Change	0	0
	No comment	No comment
13. Economy and Employment	0	0
	No comment	No comment
Conclusion: The majority of impacts identified for both options will depend upon implementation or are identified as being neutral. However, Option A scores more positively against Sustainability Objective 1 given that negotiating developer contributions should have a more positive effect on delivering affordable housing in the area. All major residential developments will be expected to make a contribution towards infrastructure required as a consequence of development, including affordable housing, where viability permits. However this depends on location and the identified needs in the area according to the Developer Contributions Prioritisation Framework. **Delivery:** Both options will be delivered through the development management process and Infrastructure Delivery Plan. Option A would be		

more beneficial in terms of delivery in that, as stated below, introducing a CIL through Option B would not provide sufficient funds to help deliver the strategic infrastructure required to support new development.

Preferred Option Chosen and Reason: **Option A** is the preferred option as evidence indicates that proposals in the Local Plan area can contribute a meaningful level of developer contributions as part of a viable development, whereas introducing a CIL would not be viable in Boston Borough and would not deliver meaningful sums to help deliver strategic infrastructure required in South Holland over the Local Plan period.

Policy 8 - Improving South East Lincolnshire's Employment Land Portfolio	
Reasonable Policy Options: It is considered that there is only one reasonable policy option relating to employment land and that is to allocate land in accordance with the recommendations made by the South East Lincolnshire Employment Land Technical Paper (March 2017).	
Sustainability Objective	**Option A –** Allocate employment land entirely in accordance with the Employment Land Technical Paper recommendations, including allowing for the flexibility of uses within employment areas as recommended within the paper.
1. Housing	✓
	The allocation of employment land will help support housing growth. Furthermore, it will provide job opportunities for the unemployed which may help alleviate fuel poverty.
2. Health and Well-being	✓
	New employment opportunities should have benefits for people's health and sense of wellbeing – Work is generally seen as good for physical and mental health and wellbeing. New job opportunities will be of particular importance to those who are unemployed as gaining employment can help to increase the self-esteem of such individuals. It will also help reduce inequalities based on income.
3. Transport	✓
	Any new development will likely lead to higher levels of road traffic. However, the majority of sites that the Employment Land Technical Paper recommends be allocated are located within or in close proximity to the Sub-Regional and Main Service Centres - which are likely to provide better transport links – this means that overall access to employment opportunities is likely to be good. The distance travelled, particularly by private car, may therefore be reduced. Furthermore, concentrating employment development in the higher tier settlements may have the potential to create the critical mass necessary to secure investment in green infrastructure including linked spaces used for walking and cycling to work. Wherever possible opportunities should be taken to improve and increase the viability of public transport services as well as to promote 'greener' modes of transport by further developing and promoting the local network of walkways,

	cycleways, and multi-user routes.
4. Socially Inclusive Communities	✓/x
	This option is likely to create new employment opportunities which may have indirect benefits to community vibrancy, activity and inclusivity in that average incomes should be raised. People with greater disposable income often have greater opportunities to play an active role in community/cultural events than those with lower incomes. Furthermore, new employment opportunities may help reduce unemployment amongst disadvantaged groups. There may be an increase in road traffic (particularly HGV traffic) as a result of new employment development meaning that there is the potential for communities to be adversely affected in terms of noise disturbance, safety and severance. However, the majority of sites recommended are supported by easy access to the strategic road network which could mean that any increase in traffic bypasses communities, although this cannot be guaranteed.
5. Education	✓
	Additional employment opportunities are likely to increase the number of training opportunities available through on-the-job training, for example.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	Any new development has the potential to have an adverse impact on biodiversity. As mentioned in Objective 3, concentrating employment development in the higher tier settlements may have the potential to create the critical mass necessary to secure investment in green infrastructure including linked spaces used for walking and cycling to work.
7. Heritage	✓/x
	The Employment Land Technical Paper recommends the allocation of Q2: The Quadrant (Boston Borough) as a Main Employment Area and a Prestige Employment Site. This new development may have an adverse impact on the setting of a Scheduled Ancient Monument adjacent to the site. However, its impact will depend on the location of the employment area within the wider SUE, scale, massing, and design of the new development. The existing employment sites the Paper recommends be safeguarded are unlikely to have an adverse impact on heritage assets.
8. Landscape and Townscape	✓/x
	The majority of sites that the Employment Land Technical Paper recommends be allocated are existing employment sites where the type of development is all similar in nature. Consequently, the impact on landscape and townscape may be limited. However, Q2: The Quadrant, Holbeach Food Enterprise Zone, the Lincs Gateway, Bridge Road and Thorney Road are greenfield sites and so there is the potential for some development to have negative impacts on the quality and character of the landscape.

9. Air, Soil and Water Resources	✓/x
	Soil – As the majority of sites the Employment Land Technical Paper recommends be allocated are existing employment sites it will help to minimise the loss of high quality agricultural land to development. Air quality – Any new development – such as the 5 new sites the Paper suggests be allocated - will likely lead to increased air pollution. However, where new employment sites are developed this should present opportunities to make use of renewable technologies and energy efficiency measures which could have a positive impact by minimising emissions resulting from the operation of the employment site itself thereby improving air quality. Water – New employment development is likely to increase pressure on water resources. The potential increase in hardstanding from new sites may mean that there is an adverse impact on surface/ground water quality, infiltration rates, and run-off.
10. Sustainable use of Land and Waste	✓/x
	Land – As the majority of sites the Employment Land Technical Paper recommends be allocated are existing employment sites it will help to minimise the take-up of greenfield land, helping to encourage the more sustainable use of land available. Waste - New development will likely lead to greater levels of waste generation. However, the true extent of the impact will depend on the extent to which development will encourage the sustainable and efficient use of materials in terms of recycling and waste management. Minerals – New employment development will also require minerals/aggregate for construction.
11. Flood Risk	✓/x
	New employment development is likely to involve laying large areas of hardstanding which would result in an increased risk of surface level flooding. Furthermore, the majority of sites recommended in the Technical Paper are located in Flood Zone 3a meaning that they have the potential to be at risk from flooding. However, there is the potential to 'design-in' flood resilience measures in new development and a Flood Risk Assessment will suggest mitigation measures to ensure that a development is safe and sustainable. Positive effects will be generated through promotion of SuDS in new development.
12. Climate Change	✓/x
	Additional employment development is likely to increase energy demand and greenhouse gas emissions, both directly and indirectly. However, as the majority of recommended sites are existing employment sites this could mean that less energy will be used than would be required for constructing significant new development. Furthermore, as mentioned in Objective 9, where there is new employment development it should present opportunities to make use of renewable technologies (particularly because of the scale of some sites) and energy efficiency measures which should help reduce

	greenhouse gas emissions.
13. Economy and Employment	✓✓ Will deliver significant economic benefits, in particular by securing a suitable supply of land for employment use to underpin economic growth and investment. The impact on diversifying the local economy and encouraging new business is likely to be positive, but will depend on the nature of proposals. It should help ensure that there is a range of different employment opportunities across the Plan Area, although the majority would be accommodated in South Holland to reflect projected job growth over the plan period. This will help to meet different people's skills and the needs of different people's circumstances. This option is likely to have further positive economic impacts by helping to provide new employment/training opportunities which will help to reduce unemployment levels within South East Lincolnshire. This is particularly important given that the long term unemployment rates for both Boston Borough and South Holland District are higher than the county and national averages.

Conclusion: This option will have some minor positive impacts and a major positive impact in relation to the economy objective which is expected given the focus of the policy. However, a number of the impacts identified are likely to depend upon implementation (such as the scale, massing, and design of the new development).

Delivery: This option will be delivered through the Local Plan and the development management process. As there is only one option, there are no relative delivery benefits of other approaches.

Preferred Option Chosen and Reason: **Option A** is the preferred option as it is the only reasonable option. The Employment Land Technical Paper sets out the identified future requirement for employment land in South East Lincolnshire over the plan period (2011-2036) to be met. To not allocate employment land in accordance with this could mean a shortfall of land and the 'objectively assessed need' not being met. This would be contrary to the NPPF. This option will help promote a continuous supply of employment land to meet identified job growth in accessible, sustainable higher tier settlements close to where the majority of new housing is proposed to go. This would have a positive effect on the economy, helping existing businesses operate and expand, and helping to attract new businesses to the area. This option would also make provision for mixed-use development and prestige employment to help diversify the types of businesses and jobs in the area, which could help raise wage levels. Protecting and providing sites for local employment and/or business in smaller settlements should help encourage young people to stay in the area and help support the rural economy. Furthermore, the NPPF is clear that local authorities should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. The Technical Paper identifies land that should be de-allocated and so this should be part of the policy approach.

Policy (number N/A) - Specific Occupier and Restricted Use Sites	
Reasonable Policy Options: It is considered that there is only one reasonable policy option relating to specific occupier and restricted use sites and that is to allocate land in accordance with the recommendations made by the South East Lincolnshire Employment Land Technical Paper (January 2016).	
Sustainability Objective	**Option A –** Allocate employment land entirely in accordance with the Employment Land Technical Paper recommendations, including allowing for the flexibility of uses within employment areas as recommended within the paper.
1. Housing	0
	No specific link/impact.
2. Health and Well-being	✓/x
	Protecting and promoting development within 400m of the higher tier settlements in the spatial strategy should promote relatively good access for employees to health, sports and green infrastructure. By promoting new development as extensions to existing businesses should ensure that impacts on amenity of residents is minimised. Even so provision will need to ensure that appropriate standards are reflected to ensure that there are no adverse impacts generated on existing and future residents/occupiers.
3. Transport	✓/x
	Protecting and promoting development within 400m of the higher tier settlements in the spatial strategy will help ensure that sites are have reasonable access by all modes of transport, such as sustainable and public transport. But provision will need to be made to ensure that sustainable access is designed into new employment development otherwise dependency on the car will continue. The linking of housing and employment development will also help to improve physical access to jobs.
4. Socially Inclusive Communities	✓
	Locating development to help reduce car use should have a positive effect on community safety in terms of reducing traffic growth. Positive effects could be enhanced further by incorporating secured by design principles into new development. Concentrating the majority of development as extensions to existing businesses within 400m of the higher tier settlements in the spatial strategy may help address the needs of young people and ensure that they remain working in the area, particularly in the rural area. The option could help reduce the impact of worklessness or low paid jobs particularly in more deprived wards, such as in Boston town and Sutton Bridge. The linking of housing and employment development will also help to improve physical access to jobs. Locating development in accordance with the spatial strategy should ensure that new development is accessible by superfast broadband to enable the efficient operation of business.
5. Education	✓

	Development of 73.1ha of employment land may generate training opportunities during the construction period, and may also provide for training schemes within the development itself, which is likely to help improve the skills and qualifications of young people and adults in the area.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	Protecting and promoting development within 400m of the higher tier settlements in the spatial strategy should help minimise the impacts on the natural environment. Policy needs to ensure that the natural environment is addressed along with protection and enhancement of the historic environment.
7. Heritage	✓/x
	Protecting and promoting development within 400m of the higher tier settlements in the spatial strategy should help minimise the impacts on the natural environment. Policy needs to ensure that the natural environment is addressed along with protection and enhancement of the natural environment.
8. Landscape and Townscape	✓/x
	Positive effects from locating the majority of development as extensions to existing businesses but effects on landscape/townscape/degraded environments do depend on location, particularly where large areas of new employment development are being considered. The policy needs to ensure that visual impacts are addressed and appropriately managed. It should also ensure that the natural environment is addressed along with protection and enhancement of the historic environment.
9. Air, Soil and Water Resources	✓/x
	Locating development mainly as extensions to existing businesses within established employment areas should reduce the need to travel having a positive effect on air quality. But the positive effects could be enhanced further by reducing car dependency in rural areas. Sustainable design of new development should incorporate water efficiency and pollution control measures and directing development to existing sites may encourage the re-use of buildings or the remediation of contaminated land which may reduce the impact on agricultural land and soil quality. The policy needs to ensure that impacts on resources are addressed and appropriately managed. Securing water and waste water infrastructure should be possible as an extension to the existing network. Policy would need to ensure that infrastructure connections are possible.
10. Sustainable use of Land and Waste	✓/x
	Locating development mainly in established employment areas or sites with planning permission could help promote the use of previously developed land although this will depend upon location. Sustainable design of new development should encourage the use of recycled aggregates in construction and should allow for the storage of recycling facilities. In terms of safeguarding minerals, effects depend on the location of new development particularly in the south-west of the area.
11. Flood Risk	✓
	The option seeks to ensure that the sequential approach to flood risk and hazard is considered and that those in sequentially preferable lower risk/hazard sites (or areas within sites) are identified, as preferable for employment

	development. Positive effects will be generated through promotion of SUDS in new development.
12. Climate Change	✓/x
	Reducing the need to travel by locating the majority of development in sites within 400m of a higher tier settlement, with access by walking, cycling and public transport modes and linking employment to housing development should have an overall positive effect on reducing transport related greenhouse gas emissions. Sustainable design of new development should also help to reduce emissions. Policy should advocate that new development will be able to adapt to climate change. Securing infrastructure should be possible as an extension to the existing network, but may be more difficult particularly in off-gas areas, where alternative appropriate measures may need to be implemented, which may have a negative impact with regard to carbon emissions.
13. Economy and Employment	✓✓
	Promotion of employment land to meet existing business needs in accessible, sustainable locations should have a positive effect on the economy. This should help existing businesses operate efficiently, and allow their unique functions to continue effectively and may lead to more jobs in these locations. Helping to reduce congestion and journey times through the location of development served by walking, cycling and public transport will aid accessibility by local labour. Protecting and providing sites for local employment and/or business in smaller settlements should help encourage young people to stay in the area. Provision of a wide range of sites in a mix of locations may help diversify the economy and its skills base. Promotion of Spalding RFI may also lead to significant job growth and diversification of the economy.
Conclusion: This option will have some minor positive impacts and a major positive impact in relation to the economy objective which is expected given the focus of the policy. However, a number of the impacts identified are likely to depend upon implementation. **Delivery:** This option will be delivered through the Local Plan and the development management process. As there is only one option, there are no relative delivery benefits of other approaches. **Preferred Option Chosen and Reason:** **Option A** is the preferred option as it is the only reasonable option. It will help meet existing business needs in accessible, sustainable locations which should help existing businesses operate efficiently, and allow their unique functions to continue effectively, potentially leading to more jobs in these locations. Protecting and providing sites for local employment and/or business in smaller settlements should help encourage young people to stay in the area.	

Policy (number N/A) - Employment Development in the Countryside		
Reasonable Policy Options: It is considered that there are two reasonable policy options relating to employment development in the countryside. The first reasonable option is to rely upon national policy to guide the location, nature and extent of development within the countryside. The second reasonable option is to set a locally distinct and detailed policy that supports appropriate new sustainable development including for the re-use, conversion, replacement and extension of existing buildings or the development of new units in the countryside for non-residential use.		
Sustainability Objective	**Option A –** To rely upon national policy to guide the location, nature and extent of development within the countryside.	**Option B -** To set a locally distinct and detailed policy that supports appropriate new sustainable development including for the re-use, conversion, replacement and extension of existing buildings or the development of new units in the countryside for non-residential use.
1. Housing	0	0
	No specific link/impact.	No specific link/impact.
2. Health and Well-being	✓/x	✓/x
	Providing for sustainable non-residential development in the countryside may provide employees and residents with access to rural sports based activities and green infrastructure such as public rights of way and walking and cycling routes, thereby promoting healthy lifestyles. New development should ensure that impacts on amenity of residents is minimised. Even so the policy should ensure that there are no adverse impacts generated on existing and future residents/occupiers.	Providing for sustainable non-residential development in the countryside may provide employees and residents with access to rural sports based activities and green infrastructure such as public rights of way and walking and cycling routes, thereby promoting healthy lifestyles. New development should ensure that impacts on amenity of residents is minimised. Even so the policy should ensure that there are no adverse impacts generated on existing and future residents/occupiers.
3. Transport	x	✓/x
	Promoting development in the rural area means that it could have more limited access by sustainable or public transport, which may have an adverse impact on the local road network in terms of congestion and by visitors and/or employees accessing the site. It may also mean that it is more difficult for local labour to access the development for employment.	By setting a locally distinctive policy it is possible to ensure that development is located in more accessible locations, where access by a means of transport, including sustainable transport can be used. This could help minimise the impact of additional traffic on the network from visitors or employees. It will also help ensure that access by local labour can be secured.
4. Socially	✓/x	✓

Inclusive Communities	Will help to deliver some rural employment which could help reduce worklessness or low paid jobs in the rural areas, particularly in more deprived wards, such as Sutton Bridge. It may encourage young people to stay in the rural area. It may also help those that are not able to maintain a viable business continue operation and remain in the area. Some parts of the rural area have limited access to superfast broadband; this option may limit the effectiveness of business in less sustainable locations. It could improve access to a range of leisure and recreational facilities for residents across the area and may generate additional income through tourism related projects.	Will help to deliver some rural employment which could help reduce worklessness or low paid jobs in the rural areas, particularly in more deprived wards, such as Sutton Bridge. It may encourage young people to stay in the rural area. It may also help those that are not able to maintain a viable business continue operation and remain in the area. Some parts of the rural area have limited access to superfast broadband; this option may help by promoting business in more sustainable locations. It could improve access to a range of leisure and recreational facilities for residents across the area and may generate additional income through tourism related projects.
5. Education	✓	✓
	New development may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area.	New development may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x
	This option depends on location; policy needs to ensure that the protection and enhancement of the natural environment is addressed.	This option depends on location; policy needs to ensure that the protection and enhancement of the natural environment is addressed.
7. Heritage	✓/x	✓/x
	This option depends on location; policy needs to ensure that the protection and enhancement of the historic environment is addressed.	This option depends on location; policy needs to ensure that the protection and enhancement of the historic environment is addressed.
8. Landscape and Townscape	x	✓/x
	This option is relatively permissive so most new employment development could be considered appropriate within the countryside which could generate adverse impacts on the landscape.	This option depends on location; by promoting development in sustainable locations it is less likely that the landscape will be impacted upon. However the policy needs to ensure that the protection and enhancement of the landscape is addressed e.g. through landscaping and/or design.
9. Air, Soil and	x	✓/x

Water Resources	This option is relatively permissive so could see the loss of agricultural/greenfield land. But it could secure the use of brownfield sites which may aid remediation. A more permissive approach may mean that access by sustainable or public transport could be more limited, which may have an adverse impact upon air quality. Securing water and waste water infrastructure may be more difficult and costly, particularly if a development is detached from a settlement.	By promoting development in sustainable rural locations and highlighting the importance of re-use and/or conversion of buildings may mean that less greenfield/agricultural land is developed. It is also more likely that a range of transport could be used to access the development, thereby having a better impact on air quality. Securing water and waste water infrastructure may be less difficult and costly if a development is within a sustainable location. The policy would need to ensure that impacts on air, soil and water quality are addressed and that infrastructure connections are possible.
10. Sustainable use of Land and Waste	x	✓/x
	This option may lead to the development of greenfield land and potentially agricultural land. In terms of safeguarding minerals, there could be a negative impact in the south-west and north-west of the area. Provision could be made for appropriate waste and recycling storage on site.	This option is likely to lead to the loss of less greenfield/agricultural land. In terms of safeguarding minerals, effects depend on the location of new development, particularly in the south/north-west of the area. Provision could be made for appropriate waste and recycling storage on site.
11. Flood Risk	✓/x	✓/x
	The option would ensure that the sequential approach to flood risk and hazard is considered and that those in sequentially preferable lower risk/hazard sites (or areas within sites) are identified. Positive effects will be generated through promotion of SUDS in new development.	The option would ensure that the sequential approach to flood risk and hazard is considered and that those in sequentially preferable lower risk/hazard sites (or areas within sites) are identified. Positive effects will be generated through promotion of SUDS in new development.
12. Climate Change	✓/x	✓/x
	Securing infrastructure to development in the countryside may prove costly particularly to those in more remote locations; many rural areas are off-gas and alternative appropriate measures may need to be implemented, which may not aid areas in fuel poverty. This could have an impact on carbon emissions. This more permissive approach is less likely to support access by sustainable transport which could have a negative effect	Securing infrastructure to sustainable development in the countryside may prove less costly, particularly to off-gas areas, where alternative appropriate measures may need to be implemented. This could have an impact on carbon emissions. Reducing the need to travel by promoting sites in sustainable locations with access by a range of transport should have a more positive effect on reducing transport related greenhouse gas

	on reducing transport related greenhouse gas emissions. Sustainable design of new development should help to reduce emissions.	emissions. Sustainable design of new development should also help to reduce emissions. Policy should advocate that new development will be able to adapt to climate change.
13. Economy and Employment	✓	✓✓
	Promotion of employment development in the countryside will help enhance and diversify the rural economy. It should help existing businesses operate efficiently, and in a viable way and may lead to more jobs in the rural area. It could also better help insure against the loss of employment land. But location may lead to increased traffic and journey times and sites may not be accessible by sustainable and public transport which may limit access by local labour. Protecting and providing sites for local employment and/or business should help encourage young people to stay in the area. It may also lead to more leisure and tourism based activities in the countryside which may bring additional visitor revenue.	Promotion of employment development in the countryside will help enhance and diversify the rural economy. It should help existing businesses operate efficiently, and in a viable way and may lead to more jobs in the rural area. Sustainable locations may minimise traffic and journey times and may be more accessible by sustainable and public transport which may help access by local labour. Protecting and providing sites for local employment and/or business should help encourage young people to stay in the area. It may also lead to more leisure and tourism based activities in the countryside which may bring additional visitor revenue.
Conclusion: Both options score positive impacts, however there are a number of negative sustainability impacts that have been identified in relation to Option A. Consequently, Option B has a better score overall than Option A. **Delivery:** The delivery of both options would be guided by other policies in the Local Plan and the development management process. Option B would likely be more beneficial in terms of delivery in that setting a distinct and detailed policy should introduce more certainty into the planning process, helping to speed-up decisions on planning applications. **Preferred Option Chosen and Reason:** **Option B** is the preferred option as it will better help enhance and diversify South East Lincolnshire's rural economy, help existing businesses operate efficiently and in a viable way and may lead to more jobs in the rural area. It could also better help insure against the loss of employment land. Protecting and providing sites for local business should help encourage young people to stay in the area. It may also lead to more leisure and tourism-based activities in the countryside which may bring additional visitor revenue.		

Policy 9 – Promoting a Stronger Visitor Economy		
Reasonable Policy Options: It is considered that there are two reasonable policy options relating to promoting a stronger visitor economy. The first is to produce a policy approach that takes into account local circumstances, supporting appropriate visitor economy development. It is also reasonable not to produce a policy approach and to rely upon national policy to guide the location, nature and extent of tourism/visitor related uses.		
Sustainability Objective	**Option A -** To produce a policy approach that takes into account local circumstances, supporting appropriate visitor economy development.	**Option B -** To rely upon national policy to guide the location, nature and extent of tourism/visitor related uses.
1. Housing	0	0
	No specific link/impact.	No specific link/impact.
2. Health and Well-being	✓/x	✓/x
	Providing for appropriate visitor economy development may help retain and create job opportunities in South East Lincolnshire with an associated positive impact on physical and mental health and wellbeing. New development should ensure that impacts on the amenity of any neighbouring land uses are minimised - Any policy should be formulated so as to support this.	Providing for appropriate visitor economy development may help retain and create job opportunities in South East Lincolnshire with an associated positive impact on physical and mental health and wellbeing. New development should ensure that impacts on the amenity of any neighbouring land uses are minimised.
3. Transport	✓	x
	By setting a locally distinctive policy it is possible to ensure that development is located in more accessible locations, where access by a means of transport, including sustainable transport, can be achieved. This could help minimise the impact of additional traffic on the network from visitors or employees. It will also help ensure that access by local labour can be secured. Furthermore, this policy approach would help restrict larger-scale development in rural areas where access by sustainable modes of transport is likely to be poorer.	National policy advocates applying a sequential approach to the location of main town centre uses, which includes tourism development. This means that such development should be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. This option would therefore help direct development towards the most sustainable locations first where there is better access by sustainable or public transport. This would have a positive impact on the local road network in terms of minimising congestion and the impact of additional traffic on the network from visitors or employees. However, given that South East Lincolnshire is a largely

		rural area it is likely that some development will need to take place in the Countryside, a place where the national policy approach is less permissive. Reliance purely on national policy could result in employees and/or visitors having to travel longer distances with an associated negative impact on the highway network.
4. Socially Inclusive Communities	✓	x
	This option will likely help to facilitate the delivery of some employment generating development which could help reduce worklessness or low paid jobs, particularly in more deprived wards. It may also help the regeneration of more deprived areas, helping people feel more positive about the area they live in, and may provide greater opportunities for social interaction which promotes more cohesive communities. A locally distinct policy would better help support the rural economy by allowing for appropriate small-scale tourism related development in the Countryside. It may therefore encourage young people to stay in the rural area if job opportunities are retained and/or created, thereby promoting secure communities. It may also help those that are not able to maintain a viable business continue operation and remain in the area. Some parts of the rural area have limited access to superfast broadband; this option may help by promoting business in more sustainable locations. It could improve access to a range of leisure and recreational facilities for residents across the area and may generate additional income through tourism projects.	This option would help to deliver some employment generating development which could help reduce worklessness or low paid jobs, particularly in more deprived wards. It may also help the regeneration of more deprived areas, helping people feel more positive about the area they live in, and greater opportunities for social interaction which promotes more cohesive communities. However, reliance on national policy and application of the sequential approach to locating main town centre uses would greatly restrict the amount of visitor and tourism related development that could be developed outside of the existing town centres. This would be detrimental to the rural economy and the sustainability of rural communities as a whole.
5. Education	✓	✓
	New development may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. Furthermore, the possible retention and creation of employment opportunities	As for Option A.

	related to tourism and visitor development will help to safeguard and generate associated training opportunities.	
6. Biodiversity, Geodiversity and Green Infrastructure	✓	✓/x
	This option would provide greater opportunity to ensure planning decisions are properly informed by localised unique conditions relating to ecology and biodiversity. It would also help restrict the development of larger-scale schemes that would likely have a greater impact on the loss of biodiversity. The development of some tourism facilities may have a positive impact on this objective if they result in the creation and/or enhancement of biodiversity.	The pro sustainable development stance of national policy and application of the sequential approach to locating main town centre uses may provide less weighting or opportunity to factor in the impact of development proposals on environmental aspects such as ecology and biodiversity.
7. Heritage	✓	✓/x
	This option would provide greater opportunity to ensure planning decisions are properly informed by localised unique conditions relating to buildings of architectural or historic merit. It would also help restrict the development of larger-scale schemes that would likely have a greater impact on heritage assets. The development of some tourism facilities may have a positive impact on this objective if they result in the retention and/or reuse of historic buildings, such as brick built barns.	The pro sustainable development stance of national policy and application of the sequential approach to locating main town centre uses may provide less weighting or opportunity to factor in the impact of development proposals on heritage assets. However, the sequential test could ensure the reuse of important historic buildings in the existing town centres.
8. Landscape and Townscape	✓	✓/x
	This option would provide greater opportunity to ensure planning decisions are properly informed by localised unique conditions relating to the character of the landscape. It would also help restrict the development of larger-scale schemes that would likely have a greater impact on the landscape. The development of some tourism facilities may have a positive impact on this objective if it results in the	The pro sustainable development stance of national policy may provide less weighting or opportunity to factor in the impact of development proposals on the character of the landscape. However, the sequential test could ensure the reuse/redevelopment of dilapidated buildings in existing town centres, thereby providing townscape improvements.

	reuse/redevelopment of a site that currently has a negative impact on the character of the landscape.	
9. Air, Soil and Water Resources	✓/x	✓/x
	This option would give the opportunity for more detailed consideration to be given to the impact that development proposals may have on soil, noise and air quality. Development could take place on a mix of brownfield and greenfield sites. Use of brownfield land will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. Greenfield land take however could have an adverse impact on soil resources and the amount of high quality agricultural land available for use. The development of new visitor and tourism related development is likely to increase water consumption. Policy would need to ensure that impacts on air, soil and water quality are addressed and that infrastructure connections are possible.	This option would give less opportunity for more detailed consideration to be given to the impact that development proposals may have on soil, noise and air quality. However, application of the sequential test to the location of main town centre uses, as required by national policy, could have a positive impact on this objective as development would be more likely to take place on brownfield land in existing town centres, thereby protecting soil resources and high quality agricultural land. New development should present opportunities to make use of renewable technologies and energy efficiency measures which could have a positive impact by reducing emissions resulting from the operation of the site itself, thereby improving air quality. New tourism and visitor related development will likely increase water consumption.
10. Sustainable use of Land and Waste	✓/x	✓/x
	As stated in Objective 9, development associated with this policy could take place on a mix of brownfield and greenfield sites. The use of brownfield land will help minimise greenfield land take but the development of a greenfield site would be a less sustainable use of land. In terms of waste management, provision could be made for appropriate waste and recycling storage on site.	Application of the sequential test would likely have a positive impact on this objective as it would mean that development would be more likely to take place on brownfield land in existing town centres, which is a more sustainable use of land. It would therefore also mean that development is likely to have good access by a choice of sustainable transport modes. However, following this option would mean that larger-scale development could potentially take place in the Countryside should it be proven that it would not be sequentially preferable for it to be developed in one of the locations set

		out in national policy. This would have an adverse impact on sustainable land use. In terms of waste management, provision could be made for appropriate waste and recycling storage on site.
11. Flood Risk	✓/x	✓/x
	The impact of Option A on this objective will ultimately depend on the location of the development in relation to flood risk areas. However, the option would ensure that the sequential approach to flood risk and hazard is considered and that those in sequentially preferable lower risk/hazard sites (or areas within sites) are identified. Positive effects will be generated through promotion of SUDS in new development.	As for Option A
12. Climate Change	✓/x	✓
	Any additional development is likely to increase energy demand and greenhouse gas emissions, both directly and indirectly. Policy wording which promotes the development of visitor and tourism related development in sustainable locations (with access by a range of transport) would have a positive effect on minimising transport related greenhouse gas emissions. Sustainable design of new development should also help to reduce emissions. Any policy should advocate that new development will be able to adapt to climate change. New development should present opportunities to make use of renewable technologies and energy efficiency measures which could have a positive impact by reducing emissions resulting from the operation of the site itself. The ease by which new development can be connected to the existing infrastructure network will ultimately depend	Any additional development is likely to increase energy demand and greenhouse gas emissions, both directly and indirectly. Application of the sequential test should mean that new development would be accessible by a choice of sustainable modes of transport, which would help to minimise the level of greenhouse gas emissions generated. New development should present opportunities to make use of renewable technologies and energy efficiency measures which could have a positive impact by reducing emissions resulting from the operation of the site itself. Sustainable design of new development should help to reduce emissions. Given that national policy states that town centres are the most sequentially preferable locations for visitor and tourism uses, securing infrastructure may prove less costly than if

	upon the location of development and may be more difficult in off-gas areas. Alternative appropriate measures may need to be implemented, which may have a negative impact with regard to carbon emissions. Promoting development in more sustainable locations should help make connecting to infrastructure less costly.	it were to be located in the Countryside.
13. Economy and Employment	✓✓	✓
	Option A would have a significant positive impact on this objective. It would help retain and create job opportunities and would also help to support, enhance and diversify the rural economy. By setting a locally distinctive policy it is possible to ensure that development is located in more accessible locations. This may minimise traffic and journey times and could mean that development is more accessible by sustainable and public transport. This may help encourage the use of local labour, good and services. By facilitating the delivery of some employment generating development, this option should help encourage young people to stay in the area. Given the nature of the policy it should result in additional visitor revenue being generated in South East Lincolnshire.	Relying purely on national policy would not support the rural economy as well Option A given that the most preferable locations for tourism and visitor development to take place are the town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. However, this approach would help in the maintenance and/or creation of viable and vibrant town centres if it means that town centre units are kept/brought back into use.
Conclusion: Option A would deliver a greater number of positive sustainability impacts when compared to Option B. This is particularly because of the opportunity that Option A provides to include locally tailored policy criteria which will help to better address local issues, and the less restrictive approach that it would have in terms of the location of tourism and visitor development when compared to Option B. **Delivery:** The delivery of both options would be guided by other policies in the Local Plan and the development management process. Option A would likely be more beneficial in terms of delivery in that setting a distinct and detailed policy should introduce more certainty into the planning process, helping to speed-up decisions on planning applications.		

Preferred Option Chosen and Reason: **Option A** is the preferred option as it will not only help contribute towards the vitality and viability of the existing town centres, but it will also better help support, enhance and diversify South East Lincolnshire's rural economy, and may lead to more jobs in the rural area. By facilitating the delivery of some employment generating development it should help encourage young people to stay in the area. It should also lead to more visitor revenue being generated in South East Lincolnshire.

Policy 10 - Meeting Objectively Assessed Housing Needs		
Reasonable Policy Options: It is considered that there are two reasonable policy options relating to housing provision. The first is to formulate a policy designed to meet the Objectively Assessed Housing Needs identified in the respective Strategic Housing Market Assessments for Boston Borough and South Holland District. An alternative option is for a policy approach with housing targets based upon housing completion rates since 1976.		
Sustainability Objective	**Option A -** To meet the Objectively Assessed Housing Needs as set out in the respective Strategic Housing Market Assessments for Boston Borough and South Holland District.	**Option B -** To meet housing targets based upon housing completion rates since 1976.
1. Housing	✓	✓/x
	This option will better help contribute to the affordable housing need as it takes into account population growth and considers what housing offer is required to meet the needs of the population. The provision of affordable housing may also help to alleviate fuel poverty.	This option will contribute to meeting the affordable housing need, however it does not take into account the population growth of recent years and projected future growth, therefore it is not likely to be able to accurately reflect the housing need. This may therefore result in inadequate levels of housing provision, including affordable housing.
2. Health and Well-being	✓/x	✓/x
	In meeting the future housing need of Boston Borough and South Holland identified in the SHMA, this level of housing provision would likely create additional demands for, or upon, infrastructure such as healthcare facilities, open space and sports and recreation facilities – all of which are important for residents' health and wellbeing. It may therefore be necessary to seek developer contributions to minimise the impacts of any particular development.	New housing development can create additional demands for, or upon, infrastructure such as healthcare facilities, open space and sports and recreation facilities – all of which are important for residents' health and wellbeing. It may therefore be necessary to seek developer contributions to minimise the impacts of any particular development.
3. Transport	?	?
	The effects of this approach on this objective would depend upon where development is located. For example, in	As for Option A.

	Boston and Spalding there are better public transport links and major new housing development will present opportunities to incorporate high quality walking and cycling routes to aid connectivity. This could help reduce/minimise reliance on the private car and would help facilitate a shift to more sustainable modes of transport.	
4. Socially Inclusive Communities	?	?
	As with Objective 3, the effects of this approach on this objective would depend upon where development is located. Development should be located in the most sustainable settlements in order to provide better access for residents to essential services and facilities. This would help promote social inclusion and cohesion.	As for Option A.
5. Education	?	?
	Effects on this objective would ultimately depend on where development is located.	As for Option A.
6. Biodiversity, Geodiversity and Green Infrastructure	?	?
	Effects on this objective would ultimately depend on where development is located. The Natural Environment policy should address the protection and enhancement of internationally, nationally and locally designated sites.	As for Option A.
7. Heritage	?	?
	Effects on this objective would ultimately depend on where development is located. The Historic Environment policy should address the protection and enhancement of heritage assets.	As for Option A.
8. Landscape and Townscape	x	x
	Due to the level of housing provision required, it is highly likely that there will be negative effects on the landscape in terms of the loss of greenfield land. However, the exact effects on this objective would largely depend on where development is located, particularly where it is large in scale.	As for Option A.

9. Air, Soil and Water Resources	✓/x	✓/x
	Air quality – The level of housing that would be provided could mean a significant increase in road traffic which would have a negative impact on air quality. However, depending on location, these impacts may be minimised. For example, if it were to be located where there are opportunities to use more sustainable modes of transport – such as walking, cycling and public transport - it could reduce reliance on the private car, thereby minimising the impacts of new development on air quality. Water – Any new housing development is likely to increase demand on water resources wherever it is located. It will also result in an increase in hardstanding which may mean that there is an adverse impact on surface/ground water quality, infiltration rates, and run-off. Soil – As stated in Objective 8, new housing development would likely result in the loss of greenfield land which, in this area, is also likely to be high quality agricultural land.	As for Option A.
10. Sustainable use of Land and Waste	x	x
	Land – Due to the level of housing to be planned for it is likely that this approach would lead to the loss of greenfield and agricultural land. Waste – New housing development will increase the amount of waste generated in South East Lincolnshire overall. Development should encourage the sustainable and efficient use of materials in terms of recycling. Minerals – Effects in relation to the safeguarding of minerals resources will depend on the location of new development, particularly in the south-west of the area.	Land – It is likely that this approach would lead to the loss of greenfield and agricultural land. Waste – As for Option A. Minerals – As for Option A.
11. Flood Risk	✓/x	✓/x

	The precise nature of impacts in terms of flood risk will depend upon whether sites are located in flood risk areas and the actual implementation of the particular scheme (e.g. design, layout, scale and massing of development). The sequential approach to flood risk should be applied to help ensure that sequentially preferable lower risk/hazard sites (or areas within sites) are identified, as preferable for development. Positive effects will be generated through promotion of SUDS in new development.	As for Option A.
12. Climate Change	?	?
	Impacts are likely to depend on where development is located. If it were to be located in places where it would reduce reliance on the private car it would help minimise greenhouse gas emissions. New housing development is likely to provide opportunities to make use of renewable technologies and energy efficiency measures which should help minimise the greenhouse gas emissions generated.	As for Option A.
13. Economy and Employment	?	?
	Impacts are likely to depend on where development is located. For example, some settlements would provide better access to employment and training opportunities than others. Furthermore, if development is located where it would reduce reliance on the private car it may help reduce congestion as well as journey times by guiding development to areas that are better served by walking, cycling and public transport modes. This would have a positive economic impact by reducing the time and money wasted on economically productive days. On the other hand, if new housing development is located in areas where residents would rely on their car to get around it would increase congestion and may serve to have negative economic impacts in terms of the time/cost it requires to move employees and freight.	As for Option A.

Conclusion: Both policies have some uncertain impacts as well as some that will depend on implementation. The effects will depend on where development is located in most instances. Both are likely to generate negative impacts, particularly in terms of the loss of high quality agricultural land and the impact on the landscape. However, Option A scores more positively in relation to the housing objective as it takes into account population growth and considers what housing offer is required to meet the needs of the population.

Delivery: The delivery of both options would be guided by the framework provided by the spatial strategy set out in Policy 2, other housing-related policies, site selection and the development management process. Most significant housing proposals will require appropriate supporting infrastructure which will be identified through the Infrastructure Delivery Plan.

Preferred Option Chosen and Reason: **Option A** is the preferred option as it is considered that this gives developers and the community the clearest guidance for the Local Plan period. As both Boston Borough and South Holland District have seen significant population growth over the last ten to fifteen years, to base housing targets on past housing completions seems to be an unsound approach. The NPPF states that local planning authorities should ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area. The Strategic Housing Market Assessments objectively assess housing needs taking into account population growth. This is then related to how particular sectors of the housing offer meet the identified needs and what types of property may therefore be required. Using this detailed evidence to meet objectively assessed housing needs, including for market housing, affordable housing and other specialist housing would seem to be the most reasonable option.

Policy 11 - Distribution of New Housing		
Reasonable Policy Options: It is considered that there are two reasonable policy options relating to the distribution of new housing provision. The first is to distribute the opportunities for new housing provision to meet the overall housing needs of the Plan area according to the Objectively Assessed Housing Needs and the Strategic Housing Land Availability Assessment but not in respect of the sustainability of settlements in the spatial strategy. The second is to take the above approach but to do it with consideration of the sustainability of settlements in the spatial strategy.		
Sustainability Objective	**Option A -** To distribute the opportunities for new housing provision to meet the overall housing needs of the Plan area according to the Objectively Assessed Housing Needs and the Strategic Housing Land Availability Assessment but not in respect of the sustainability of settlements in the Settlement Hierarchy.	**Option B -** To distribute the opportunities for new housing provision to meet the specific housing needs of the Plan area according to the Objectively Assessed Housing Needs and the Strategic Housing Land Availability Assessment with consideration of the sustainability of settlements in the Settlement Hierarchy.
1. Housing	✓/x	✓
	New housing development will provide opportunities for the delivery of affordable housing. However, if located in settlements that are less sustainable, development may	Concentrating the majority of development within the settlements in the settlement hierarchy will have a positive effect on delivering affordable housing in the area. It is also

	become less viable if other infrastructure must also be provided in order to make the scheme acceptable in planning terms.	less likely that significant new infrastructure will be required to make the scheme acceptable.
2. Health and Well-being	x	✓
	This option would likely mean that some new housing development is located in settlements that have poor access to key infrastructure such as open space and facilities for sports and recreation. In some instances there may also be a lack of connectivity if walking and cycling routes are inadequate. Access to health facilities could also be poor. This approach would therefore have a negative impact in respect of this objective and its aim to reduce health inequalities and promote healthier lifestyles.	This option would direct new housing development towards the most sustainable settlements as in the Settlement Hierarchy and would mean that there is better access to the facilities – such as health centres, leisure centres and open space - that are important for the health and wellbeing of residents.
3. Transport	x	✓
	This approach may hinder a shift to the use of more sustainable modes of transport. As stated in Objective 2, less sustainable settlements may have inadequate connectivity by sustainable modes of transport such as walking, cycling and public transport. There would therefore be continued reliance on the private car which would do little to reduce road congestion.	This option would be more likely to help facilitate a shift to more sustainable modes of transport. New housing developments located in sustainable settlements would be more likely to be able to connect either directly, or have the ability to connect to, existing walking and cycling networks and public transport routes. It would also mean that there is a greater chance that residents would be more easily able to access jobs, services and green infrastructure locally. This should help minimise the traffic impact of new development.
4. Socially Inclusive Communities	x	✓
	This option is likely to mean that residents would have poor or no access at all to essential services and facilities close to where they live. This could result in social isolation.	As in Objective 2, this option would mean that residents of new housing development have better access to essential services and facilities. This would help promote social inclusion and cohesion. It may also help minimise traffic congestion which will have a positive impact on community safety.
5. Education	✓/x	✓
	This approach could lead to poor access to schools and other educational facilities. It will be necessary to ensure	This option will direct new housing development towards more sustainable settlements which are likely to have

	that educational capacity in the area matches new development.	better access to educational facilities as well as training opportunities.
6. Biodiversity, Geodiversity and Green Infrastructure	?	?
	Effects on this objective would ultimately depend on where development is located. The Natural Environment policy should address the protection and enhancement of internationally, nationally and locally designated sites.	As for Option A.
7. Heritage	?	?
	Effects on this objective would ultimately depend on where development is located. The Historic Environment policy should address the protection and enhancement of heritage assets.	As for Option A.
8. Landscape and Townscape	x	x
	Due to the level of housing provision required, it is highly likely that there will be negative effects on the landscape in terms of the loss of greenfield land. However, the exact effects on this objective would largely depend on where development is located, particularly where it is large in scale.	As for Option A.
9. Air, Soil and Water Resources	x	✓/x
	Air quality – The level of housing that would be provided could mean a significant increase in road traffic. If housing were to be distributed based on this option it may mean that it would be located where there are inadequate opportunities to use more sustainable modes of transport which would maintain reliance on the private car and have negative impacts for air quality. Water – Any new housing development is likely to increase demand on water resources wherever it is located. It will also result in an increase in hardstanding which may mean that there is an adverse impact on surface/ground water quality, infiltration rates, and run-off.	Air quality – As stated in Option A, the level of housing that would be provided could mean a significant increase in road traffic. However, if housing were to be distributed based on this option developments would be more likely to be able to connect either directly, or have the ability to connect to, existing walking and cycling networks and public transport routes. Consequently, it may help reduce reliance on the private car which would have a positive impact on air quality. Water – Any new housing development is likely to increase demand on water resources wherever it is located. It will also result in an increase in hardstanding which may mean that there is an adverse impact on surface/ground water

	Soil – As stated in Objective 8, new housing development would likely result in the loss of greenfield land which, in this area, is also likely to be high quality agricultural land.	quality, infiltration rates, and run-off. Soil – As stated in Objective 8, new housing development would likely result in the loss of greenfield land which, in this area, is also likely to be high quality agricultural land.
10. Sustainable use of Land and Waste	x	x
	Land – Due to the level of housing to be planned for it is likely that either approach would lead to the loss of greenfield and agricultural land. Waste – New housing development will increase the amount of waste generated in South East Lincolnshire overall. Development should encourage the sustainable and efficient use of materials in terms of recycling. Minerals – Effects in relation to the safeguarding of minerals resources will depend on the location of new development, particularly in the south-west of the area.	As for Option A.
11. Flood Risk	✓/x	✓/x
	The precise nature of impacts in terms of flood risk will depend upon whether sites are located in flood risk areas and the actual implementation of the particular scheme (e.g. design, layout, scale and massing of development). The sequential approach to flood risk should be applied to help ensure that sequentially preferable lower risk/hazard sites (or areas within sites) are identified, as preferable for development. Positive effects will be generated through promotion of SUDS in new development.	As for Option A.
12. Climate Change	✓/x	✓
	As stated in Objective 9, this option would likely maintain reliance on the private car which would not help in a reduction of greenhouse gas emissions. However, new housing development is likely to provide opportunities to make use of renewable technologies and	As stated in Objective 9, reliance on the private car may be reduced by the ability of more sustainable settlements to provide better connectivity by sustainable modes of transport which would help minimise greenhouse gas emissions.

	energy efficiency measures which should help minimise the greenhouse gas emissions generated.	As in Option A, new housing development would be likely to be able to include renewable technologies and energy efficiency measures which would have a positive impact on this objective.
13. Economy and Employment	x	✓
	As stated in Objective 3, this option would contribute little to the need to reduce congestion and the significant traffic that would be generated by this level of housing provision could actually increase it. This would have negative economic impacts in terms of the time/cost it requires to move employees and freight. If new housing development is located in less sustainable locations it may also increase the distances that people have to travel to access work.	This option will direct new housing development towards more sustainable settlements which are likely to have better access to employment and training opportunities. As stated in Objective 4, it may help to reduce congestion as well as journey times by guiding development to areas that are better served by walking, cycling and public transport modes. This would have a positive economic impact by reducing the time and money wasted on economically productive days.
Conclusion: Option B will have a number of positive sustainability impacts given that following this policy approach would result in housing development located in more sustainable locations than would be the case with Option A. Consequently, it is considered that Option A would have no positive impacts and it scores negatively against a number of sustainability objectives. **Delivery:** The delivery of Option B would be guided by the framework provided by the spatial strategy set out in Policy 2. Both Options, would be delivered through the site selection and development management processes. Most significant housing proposals will require appropriate supporting infrastructure which will be identified through the Infrastructure Delivery Plan. **Preferred Option Chosen and Reason: Option B** is the preferred option as it ensures sustainability issues including flood risk and the capacity of existing physical and community infrastructure can help guide the scale of new development. This means it is less likely that significant new infrastructure will be required to make a scheme acceptable. Concentrating the majority of development within the settlements in the settlement hierarchy will have a positive effect on sustainable access and the delivery of affordable housing having a positive impact on social inclusion. It will also help ensure that new housing and employment development are linked meaning jobs for residents can be delivered close to where people live.		

Policy 12 – Vernatts Sustainable Urban Extension	
Reasonable Policy Options: It is considered that there is only one reasonable policy option relating to a sustainable urban extension in Spalding and that is to identify a broad location for the development of approximately 4,000 dwellings to the north of the Vernatts Drain and the line of the proposed SWRR with vehicular access onto the SWRR.	
Sustainability Objective	**Option A –** To identify a broad location for the development of approximately 4,000 dwellings to the north of the Vernatts Drain and the line of the proposed SWRR with vehicular access onto the SWRR.
1. Housing	✓✓
	This option will make a significant contribution towards meeting the housing need identified, including the affordable homes requirement, for the Local Plan area. The provision of affordable housing may also help to alleviate fuel poverty.
2. Health and Well-being	✓
	Development of this scale would offer opportunities to include a good area of open space and green infrastructure within the scheme as well as interlinked walking and cycle routes throughout. This would play an important part in supporting healthy lifestyles and promoting mental wellbeing whether through exercise, recreation or play. Access to existing public rights of way should be encouraged. Given the size of the development (approx. 4,000 dwellings) and its likely impact on community facilities, a contribution towards new community infrastructure (such as healthcare provision, sports facilities etc.) in the area will likely be required. In order to protect the standard of amenity of residents in homes in close proximity to the proposed Spalding Western Relief Road, development proposals should be able to demonstrate a suitable level of mitigation for any noise and visual impact. A Noise Assessment should be undertaken to determine any impact and possible mitigation required.
3. Transport	✓
	Large-scale greenfield development will inevitably lead to greater levels of car use and, therefore, increased congestion. A Transport Assessment will be required to assess the potential transport impacts and propose mitigation measures to promote sustainable development. Large-scale development does offer the opportunity to design-in and establish critical mass for sustainable modes of transport such as walking and cycling routes and bus services. Such links should be provided to the rest of Spalding and Pinchbeck which could reduce reliance on the private car for local journeys. Development of a sustainable urban extension in this location would have a very important role in facilitating the delivery of the Spalding Western Relief Road, which will have the benefit of minimising increasing in congestion within Spalding as a result of planed increases in rail-crossing downtime. This would have a positive impact on this objective.

4. Socially Inclusive Communities	✓
	Development of this scale would provide opportunities to incorporate facilities for the community on site, which should help promote strong, secure, socially inclusive and cohesive communities. This would have a positive impact on this objective. Development of the SUE will necessitate the inclusion of a new local centre(s), providing retail and community facilities. Given the size of the development (approx. 4,000 dwellings) and its likely impact on community facilities, a contribution towards new community infrastructure in the area will likely be required. The eastern part of the site is in relatively close proximity to Wardentree Lane Main Employment Area which could provide employment opportunities for residents on the SUE. Spalding Town Centre is further away.
5. Education	✓/x
	Assessment of the Vernatts SUE site has shown that part of the urban extension is within relatively short walking distance of primary and secondary education facilities. However, the Local Education Authority has indicated that there is currently no capacity available neither in Spalding at primary level nor in Pinchbeck to accommodate the number of pupils new housing development is anticipated to generate. It is considered that capacity is available in the short term at secondary level and in the town's sixth forms but this is projected to be filled shortly after. Overall there is a requirement for a new primary, as well as a new secondary school (in the second phase of the plan). The phasing of such supporting infrastructure will be very important. Investment in educational facilities is likely to be required in order to meet demand, potentially through new educational facilities located within the urban extension. Over the long-term, as extra facilities are built and capacity increases, adverse impacts may be minimised. However this will depend on implementation and the phasing of facilities in accordance with new housing area wide. The construction of new housing may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. This is likely to have positive effects mainly in the medium-long-term reflecting the construction period of the urban extension.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	With any new large-scale greenfield development, some habitat loss is unavoidable. An Ecological Survey should be undertaken to identify what habitats and species exist and the scheme should be designed taking these into account. For example, there is the potential to design-in green infrastructure as part of new development. The exact impact will depend upon implementation.

	The Natural Environment policy should help address the protection of any priority habitats and species. The proposed SUE is in close proximity to the Vernatts Drain Local Wildlife Site – increased recreational pressure generated by an increase in population in the area could potentially have an adverse impact on this protected site.
7. Heritage	0
	No significant impact identified.
8. Landscape and Townscape	x
	Large greenfield development by its nature will impact upon landscape and townscape. However, there are opportunities to ensure that new housing development in this location is sympathetic to its surroundings through good design, landscaping etc. Nonetheless, it is still likely that there will be adverse residual impacts as development will change the settlement form. Consequently, the use of Design Codes (or other mechanisms) should be promoted to ensure high-quality and locally-distinctive design to help mitigate the impact. The Development Management and Design of New Development policies should also help ensure better integration of the development into the landscape. An urban extension in this location to the north of the Vernatts Drain will result in the coalescence of Spalding and Pinchbeck which could be seen as having a negative impact upon the landscape and townscape. The inclusion of a 'green buffer' to the south of Market Way in Pinchbeck could help alleviate the impact.
9. Air, Soil and Water Resources	✓/x
	Air – new housing development would inevitably have some effect upon air quality. The level of housing that would be developed at this location would likely mean an increase in road traffic. However, development of this scale would offer opportunities to integrate sustainable transport routes into the scheme. This could reduce reliance on the private car for local journeys and thereby minimise the impact on local air quality. Furthermore, this option will help facilitate the delivery of the Spalding Western Relief Road, which will seek to mitigate congestion in Spalding Town Centre, which could be exacerbated by anticipated future increases in rail-crossing downtime. Soil - New housing development in this location would result in the loss of a significant area of grade 1 agricultural land which would have a negative impact on this objective. Water – Any new housing development, wherever it is located, is likely to increase pressure on water resources and so this option will have a negative impact on this objective. It will also result in an increase in hardstanding which may mean that there is an adverse impact on surface/groundwater quality, infiltration rates and run-off.
10. Sustainable use of Land and Waste	x
	Land – Ideally, development on suitable previously developed land should be prioritised. However, to meet housing needs the use of greenfield land is required. Development of this area of Spalding for housing would lead to the loss of

	greenfield and agricultural land. Waste – new housing development of this scale will increase the amount of waste generated in South East Lincolnshire overall. Development should encourage the sustainable and efficient use of materials in terms of recycling. Minerals - Housing development in Spalding will not have an adverse impact on any Mineral Safeguarding Zones, although new development will require minerals/aggregate for construction.
11. Flood Risk	✓/x
	The location to the north of the Vernatts is within Flood Zone 3a, but flood hazard and depth ranges across the site. In terms of flood hazard, the site varies between 'no hazard', 'low hazard', 'danger for some' and 'danger for most', although much of the site is of a lower hazard rating. Flood depths across the site are between 0-0.25m, 0.25-0.5m and 0.5-1.0m (with a very minor part being 1.0-2.0m), although much of the site is of a lower depth rating or has no depth at all. The precise nature of impacts in terms of flood risk will depend upon the actual implementation of the particular scheme (e.g. design, layout, scale and massing of development). Appropriate mitigation can be identified through a Flood Risk Assessment. Positive effects will be generated through the promotion of SuDS in new development.
12. Climate Change	✓/x
	The provision of approximately 4,000 new homes within Spalding will increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car which would have an impact on greenhouse gas emissions. The development of the SWRR could encourage greater car use. However, as stated in Objective 9, development of this scale would offer opportunities to integrate sustainable transport routes (such as for walking and cycling) into the scheme that provide links to the rest of Spalding (and Pinchbeck). This could reduce reliance on the private car for local journeys and thereby minimise transport related greenhouse gas emissions. Furthermore, new housing development can offer opportunities to incorporate renewable technologies which will help minimise greenhouse gas emissions.
13. Economy and Employment	✓
	Spalding is a Sub-Regional Centre where access to local shops and services is good and may encourage the inward migration of people (e.g. skilled professionals) which has the potential to broaden the diversity of skills on offer and, in turn, support business diversification and growth. It will also help maintain employment in the construction sector and related industries. It should also help support the economy and primacy of Spalding town centre in terms of increased

	spend on local facilities, shops and services. Furthermore, the eastern part of the SUE is in relatively close proximity to the Wardentree Lane proposed Main Employment Area and Enterprise Park, thereby meaning good access to potential employment opportunities.
Conclusion: Given the nature of this policy it would deliver a significant positive impact against the housing objective by making an important contribution towards meeting the housing need identified, including the affordable homes requirement. It would also provide the critical mass necessary for sustainable modes of transport (such as walking and cycling routes and bus services) and would provide opportunities to incorporate community infrastructure on site. Its development would also help facilitate the delivery of an important road scheme – the Spalding Western Relief Road. However, this option would have a negative impact on the landscape due to its scale. There are some impacts that will depend upon implementation. **Delivery:** This option will be delivered through the Local Plan and the development management process. As there is only one option, there are no relative delivery benefits of other approaches. Significant development such as this will require appropriate supporting infrastructure which will be identified through the Infrastructure Delivery Plan. **Preferred Option Chosen and Reason:** **Option A** is the preferred option as it is the only reasonable option given the important role that it will take in facilitating the delivery of the Spalding Western Relief Road, and the associated benefits including reducing congestion in Spalding town centre and reducing queuing traffic at level crossing downtimes.	

Policy 13 – Holbeach West Sustainable Urban Extension			
Reasonable Policy Options: It is considered that there are three reasonable policy options relating to housing growth in the town of Holbeach. The first reasonable option is to identify a broad location for the development of approximately 900 dwellings adjoining the west of Holbeach with vehicular access onto the A151 and Spalding Road. The second reasonable option is to identify a broad location for the development of approximately 700 dwellings adjoining the west of Holbeach with vehicular access onto the A151 and Spalding Road. The final reasonable option is to provide land to accommodate 2,100 dwellings in Holbeach in a variety of locations.			
Sustainability Objective	**Option A -** To identify a broad location for the development of approximately 900 dwellings adjoining the west of Holbeach with vehicular access onto the A151 and Spalding Road.	**Option B -** To identify a broad location for the development of approximately 700 dwellings adjoining the west of Holbeach with vehicular access onto the A151 and Spalding Road.	**Option C -** To provide land to accommodate 2,100 dwellings in Holbeach in a variety of locations.
1. Housing	✓✓	✓	✓✓
	This option will contribute towards meeting the housing need identified, including the affordable homes requirement, for the Local Plan area.	This option will contribute towards meeting the housing need identified, including the affordable homes requirement, for the Local Plan area.	The provision of additional housing in Holbeach will contribute towards meeting the housing need, including the affordable homes requirement,

	The provision of affordable housing may also help to alleviate fuel poverty.	However, it would not provide as many houses as Options A or C. The provision of affordable housing may also help to alleviate fuel poverty.	identified for the Local Plan area. The provision of affordable housing may also help to alleviate fuel poverty.
2. Health and Well-being	✓/x	✓/x	✓/x
	Development of this scale would offer opportunities to include a good area of open space within the scheme as well as walking and cycle routes throughout. This would play an important part in supporting healthy lifestyles and promoting mental wellbeing whether through exercise, recreation or play. Furthermore, given that the broad location identified in Option A is larger than that identified in Option B, it provides more scope to create a better form of development and incorporate facilities on site. The effects on this objective will, however, ultimately depend upon implementation. The area identified is adjacent to the A17 and A151 which represent existing noise sources which could impact on housing development in this location. A Noise Assessment should be undertaken to determine any impact and possible mitigation required. Given the size of the development, a contribution towards healthcare provision in the area may need to be	Development of this scale would offer opportunities to include a good area of open space within the scheme as well as walking and cycle routes throughout. This would play an important part in supporting healthy lifestyles and promoting mental wellbeing whether through exercise, recreation or play. However, given that the broad location identified in Option B is smaller in scale than that identified in Option A, it provides less scope to create a better form of development. The effects on this objective will, however, ultimately depend upon implementation. The area identified is adjacent to the A17 and A151 which represent existing noise sources which could impact on housing development in this location. A Noise Assessment should be undertaken to determine any impact and possible mitigation required. Given the size of the development, a contribution towards healthcare provision in the area may need to be secured.	The exact effects of Option C on this objective would depend upon where new housing development is located in relation to health facilities, open space, walking and cycling routes etc. Such facilities are important for supporting healthy lifestyles and promoting mental wellbeing whether through exercise, recreation or play. Open space should be provided on site where possible. Given the potential cumulative impact of 2,100 new dwellings in Holbeach on existing healthcare facilities, contributions towards healthcare provision may need to be secured.

	secured.		
3. Transport	✓✓	✓	x
	Development of this scale would offer opportunities to enhance sustainable transport modes such as walking and cycling routes and bus services. Such links could be provided to the rest of Holbeach which could reduce reliance on the private car for local journeys. Additionally, given that the broad location identified in Option A is larger than that identified in Option B, it provides more scope to create a better form of development. Furthermore, large scale development such as this would provide the critical mass necessary to secure sufficient sums (from developer contributions) to help deliver highway improvements nearby at Peppermint Junction and enable access to be achieved to the proposed Food Enterprise Zone (FEZ). It would therefore help facilitate the deliver of key transport infrastructure which would have a positive impact on this objective. Given that development of this scale would be likely to generate significant amounts of transport movement, a Transport Assessment will be required to assess the potential transport impacts and propose mitigation measures to promote sustainable	Development of this scale would offer opportunities to enhance sustainable transport modes such as walking and cycling routes and bus services. Such links could be provided to the rest of Holbeach which could reduce reliance on the private car for local journeys. However, as this option would result in the development of fewer houses than Option A, it would be unlikely that sufficient sums would be generated (from developer contributions) to help deliver highway improvements nearby at Peppermint Junction and enable access to be achieved to the proposed Food Enterprise Zone (FEZ). Furthermore, to not develop the land adjoining the north-west of the broad location for housing (currently allocated as employment land in the existing South Holland Local Plan 2006) would limit connectivity to the FEZ from the rest of Holbeach which would reduce opportunities for the use of sustainable modes of transport in travelling to it. Given that development of this scale would be likely to generate significant amounts of transport movement, a Transport Assessment will be required to assess the potential transport	Taking a more dispersed approach to housing land allocations in Holbeach would mean that it would be unlikely that sufficient sums would be generated (from developer contributions) to help deliver highway improvements at Peppermint Junction and enable access to be achieved to the FEZ. This would have a negative impact on this objective as one of the decision aiding questions for it asks is whether the Local Plan will help facilitate the delivery of key transport infrastructure (such as this). Given that the exact location of where new housing would be developed in Holbeach is currently unknown, it is not known whether it would provide opportunities to enhance sustainable modes of transport such as walking and cycling routes and bus services. The impact that new housing development would have on the existing road network is also unknown.

	development.	impacts and propose mitigation measures to promote sustainable development.	
4. Socially Inclusive Communities	✓/x	x	✓/x
	Development of this scale would provide more scope than Option B to create a better form of development and to incorporate facilities for the community on site. This would have a positive impact on this objective. However, new housing development within this broad location would likely lead to the loss of allotments. There is currently a deficit of allotments in South East Lincolnshire – ideally replacement provision should be sought.	New housing development within this broad location would likely lead to the loss of allotments. There is currently a deficit of allotments in South East Lincolnshire – ideally replacement provision should be sought.	The exact impact of Option C on this objective will largely depend on the location and design of development which is currently unknown.
5. Education	✓✓	x	x
	As stated in Objective 3, development of this scale will help facilitate access to the FEZ site. Development of the FEZ will provide education opportunities which will have a positive impact on this objective. It may also help raise the educational and achievement levels of young people and adults in the area. Given the size of the development, a contribution towards education provision in the area may need to be secured.	As stated in Objective 3, this option would be unlikely to generate sufficient sums (from developer contributions) to help deliver highway improvements nearby at Peppermint Junction and enable access to be achieved to the proposed Food Enterprise Zone (FEZ). This could have an adverse impact on the development of the FEZ and associated education opportunities which would have a negative impact on this objective. Given the size of the development, a contribution towards education provision in the area may need to be	As stated in Objective 3, this option would be unlikely to generate sufficient sums (from developer contributions) to help deliver highway improvements at Peppermint Junction and enable access to be achieved to the FEZ. This could have an adverse impact on the development of the FEZ and associated education opportunities which would have a negative impact on this objective. The location of new housing development in relation to educational/training facilities will also have an impact on this objective.

		secured.	However this is currently unknown. Given the potential cumulative impact of 2,100 new dwellings in Holbeach on existing educational facilities, contributions towards education may need to be secured.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x	✓/x
	New housing development will, in most instances, have an impact in some way on local biodiversity. An Ecological Survey should be undertaken to identify what habitats and species exist and the scheme should be designed taking these into account. The exact impact will therefore depend upon implementation. However, a site of this size would provide more scope to create a better form of development. The Natural Environment policy should help address the protection of any priority habitats and species.	New housing development will, in most instances, have an impact in some way on local biodiversity. An Ecological Survey should be undertaken to identify what habitats and species exist and the scheme should be designed taking these into account. The exact impact will therefore depend upon implementation. However, a site of this size would provide less scope to create a better form of development. The Natural Environment policy should help address the protection of any priority habitats and species.	New housing development will, in most instances, have an impact in some way on local biodiversity. The exact effects of Option C on this objective would depend upon where new housing development is located, its scale and any mitigation secured. An Ecological Survey should be undertaken in the first instance to identify what habitats and species exist on a given site and the scheme should be designed taking these into account. The Natural Environment policy should help address the protection of any priority habitats and species.
7. Heritage	?	?	✓/x
	A grade II listed building – The Old Cottage – lies within the broad location. There is also a grade II listed milestone to the south west. A Heritage Impact Assessment should be undertaken to assess the extent of their setting and how it contributes to their significance. Careful design may be necessary to help mitigate any	As for Option A.	The exact effects of Option C on this objective would depend upon where new housing development is located, its scale and any mitigation secured. A Heritage Impact Assessment should be undertaken in the first instance if a heritage asset is likely to be affected.

	adverse impact identified. The Historic Environment policy and the Holbeach SUE policy should help address the protection and enhancement of heritage assets.		
8. Landscape and Townscape	✓/x	✓/x	✓/x
	Development of this scale would be likely to have a negative effect on the landscape in terms of the loss of greenfield land. Mitigation could be required to address this - A site of this size would provide more scope to create a better form of development. Furthermore, although new housing development in this location would greatly increase the perceived extent of the settlement's built-up area, it would provide a natural extension to the development form of the town up to the A151.	Development of this scale would be likely to have a negative effect on the landscape in terms of the loss of greenfield land. Mitigation could be required to address this, however a site of this size would provide less scope to create a better form of development. Nonetheless, although new housing development in this location would greatly increase the perceived extent of the settlement's built-up area, it would provide a natural extension to the development form of the town up to the A151.	New housing development is likely to have a negative effect on the landscape in terms of the loss of greenfield land. However, the exact effects on this objective would depend on where development is located, its scale and any mitigation secured (e.g. green infrastructure and design).
9. Air, Soil and Water Resources	✓/x	✓/x	✓/x
	Air – new housing development would inevitably have some effect upon air quality. The level of housing that would be developed at this location would likely mean an increase in road traffic. However, development of this scale would offer opportunities to integrate sustainable transport routes into the scheme that provide links to the rest of Holbeach. This could reduce reliance on the private car for local journeys	As for Option A.	Air – new housing development would inevitably have some effect upon air quality. However, depending on location and the scale of the site, these impacts may be minimised. For example, if it were to be located where there are opportunities to use more sustainable modes of transport – such as walking, cycling and public transport - it could reduce reliance on the private car, thereby minimising the

	and thereby minimise the impact on local air quality. Water – new housing development will increase demand on water resources wherever it is located. It will also result in an increase in hardstanding which may mean that there is an adverse impact on surface/groundwater quality, infiltration rates and run-off. Soil – New housing development in this location would result in the loss of a large area of predominantly grade 1 agricultural land which would have a negative impact on this objective.		impacts on air quality. Water – new housing development will increase demand on water resources wherever it is located. It will also result in an increase in hardstanding which may mean that there is an adverse impact on surface/groundwater quality, infiltration rates and run-off. Soil – Although the impact on soil resources will ultimately depend on the sites chosen, it is likely that new housing development would result in the loss of greenfield land which, in Holbeach, would be high quality grade 1 agricultural land.
10. Sustainable use of Land and Waste	x	x	✓/x
	Land – Ideally, development on suitable previously developed land should be prioritised. However, development of this area of Holbeach for housing would lead to the loss of greenfield and agricultural land. Waste – new housing development of this scale will increase the amount of waste generated in South East Lincolnshire overall. Development should encourage the sustainable and efficient use of materials in terms of recycling. Minerals - Housing development in	As for Option A.	Land – Effects will depend upon where development is located, although it is likely that it would lead to the loss of some greenfield and agricultural land. Waste – All new housing development will likely increase the amount of waste generated in South East Lincolnshire overall. Development should encourage the sustainable and efficient use of materials in terms of recycling. Minerals – Housing development in Holbeach will not have an adverse impact on any Mineral Safeguarding

	Holbeach will not have an adverse impact on any Mineral Safeguarding Zones.		Zones.
11. Flood Risk	✓/x	✓/x	✓/x
	The broad location is within Flood Zone 3a, but flood hazard in year 2115 ranges between 'low hazard' and 'danger for most' and flood depth in year 2115 ranges between '0.25m-0.50m' and '0.50m-1.0m'. The precise nature of impacts in terms of flood risk will depend upon the actual implementation of the particular scheme (e.g. design, layout, scale and massing of development). Appropriate mitigation can be identified through a Flood Risk Assessment. Positive effects will be generated through the promotion of SuDS in new development.	As for Option A.	The precise nature of impacts in terms of flood risk will depend upon whether sites are located in flood risk areas and the actual implementation of the particular scheme (e.g. design, layout, scale and massing of development). A sequential test should be undertaken to ensure that sites are chosen which are preferably within a lower risk/hazard/depth. Appropriate mitigation can be identified through a Flood Risk Assessment. Positive effects will be generated through the promotion of SuDS in new development.
12. Climate Change	✓✓	✓✓	?
	Housing growth will inevitably increase the demand for energy. However, as stated in Objective 9, development of this scale would offer opportunities to integrate sustainable transport routes (such as for walking and cycling) into the scheme that provide links to the rest of Holbeach. This could reduce reliance on the private car for local journeys and thereby minimise transport related	As for Option A.	Impacts are likely to depend on where new housing development is located. If it were to be located where it would reduce reliance on the private car it would help minimise greenhouse gas emissions. However, due to the amount of housing proposed and the expected trend of rising car ownership, transport related greenhouse gas emissions are likely to increase alongside this. As site specifics are currently unknown, it is not known

	greenhouse gas emissions. Furthermore, new housing development can offer opportunities to incorporate renewable technologies which will help minimise greenhouse gas emissions.		whether there would be opportunities to improve or integrate more sustainable modes of transport. New housing development can offer opportunities to incorporate renewable technologies which will help minimise greenhouse gas emissions.
13. Economy and Employment	✓✓	x	x
	Development of this scale would provide the critical mass necessary to secure sufficient sums (from developer contributions) to enable access to be achieved to the proposed Food Enterprise Zone (FEZ) to the west of the A151 and highway improvements at Peppermint Junction. The development of the FEZ will deliver significant economic benefits and could help to reduce unemployment levels within South East Lincolnshire. Furthermore, development of this scale in this location would provide opportunities to create links to the proposed Food Enterprise Zone from the rest of Holbeach, for example through including cycle routes and pedestrian links. This should enhance access to local employment and training opportunities (by more sustainable forms of transport) meaning that young people may stay in the area.	More housing could give rise to a larger population which has the potential to broaden the diversity of skills on offer and, in turn, support business diversification and growth. It will also help maintain employment in the construction sector and related industries. However, as stated in Objective 3, this option would be unlikely to generate sufficient sums (from developer contributions) to help deliver highway improvements nearby at Peppermint Junction and enable access to be achieved to the proposed Food Enterprise Zone (FEZ). This could have an adverse impact on the development of the FEZ and associated employment opportunities which would have a negative impact on this objective.	An increase of 2,100 houses in Holbeach would give rise to a larger population which has the potential to broaden the diversity of skills on offer and, in turn, support business diversification and growth. It will also help maintain employment in the construction sector and related industries. However, taking a more dispersed approach to housing land allocations in Holbeach would be less likely to provide the critical mass necessary to secure sufficient sums (from developer contributions) to deliver highway improvements at Peppermint Junction and enable access to be achieved to the FEZ. This would have a negative impact on this objective given that it seeks development which promotes business growth and helps create net new jobs.

	Additionally, more housing could give rise to a larger population which has the potential to broaden the diversity of skills on offer and, in turn, support business diversification and growth. It will also help maintain employment in the construction sector and related industries.		

Conclusion: Option A would deliver the greatest number of significant positive impacts of all three options. This is generally because a development of that scale would make an important contribution towards meeting the housing need identified, including the affordable homes requirement. It would also provide the critical mass necessary to secure sufficient sums (from developer contributions) to enable access to be achieved to the proposed Food Enterprise Zone and highway improvements at Peppermint Junction. There are some impacts that are either unknown or will depend upon implementation for all three options.

Delivery: All three options would be delivered through the Local Plan and development management processes. Option A would be more beneficial in terms of delivery in that it would provide the critical mass necessary to secure sufficient sums (from development contributions) to deliver transport infrastructure. Significant development will require appropriate supporting infrastructure which will be identified through the Infrastructure Delivery Plan.

Preferred Option Chosen and Reason: **Option A** is the preferred option as development of such a scale would provide the critical mass necessary to secure sufficient sums (from developer contributions) to help enable access to be achieved to the proposed Food Enterprise Zone (FEZ) to the west of the A151 and highway improvements at Peppermint Junction. It would also help enhance education, open space and health facilities in the town.

Policy 14 - Providing a Mix of Housing

Reasonable Policy Options: It is considered that there are two reasonable policy options relating to housing mix. The first is to not include a policy and simply rely upon market and consumer demand bringing about an appropriate mix of housing. An alternative option is to include a policy within the plan based upon up-to-date evidence with regard to the mix of housing that is considered most likely to meet the needs of the area of the Plan period.

Sustainability Objective	**Option A -** To not include a policy and rely upon market and consumer demand to bring about an appropriate mix of housing.	**Option B -** To include a policy based upon up-to-date evidence with regard to the mix of property that is most likely to meet the needs of the area over the Local Plan period.
1. Housing	✓/x	✓

	This option will contribute towards meeting the affordable housing need in the Local Plan area, however a piecemeal approach based purely on market indicators is unlikely to be helpful to assess need at the strategic level. This may result in an undersupply of the most required types of affordable housing.	This option will better help meet the affordable housing need over a longer period of time in terms of the mix of property types that are likely to be required. Adequate provision of affordable housing may also help to alleviate fuel poverty.
2. Health and Well-being	0	0
	No specific link/impact.	No specific link/impact.
3. Transport	0	0
	No specific link/impact.	No specific link/impact.
4. Socially Inclusive Communities	0	0
	No specific link/impact.	No specific link/impact.
5. Education	0	0
	No specific link/impact.	No specific link/impact.
6. Biodiversity, Geodiversity and Green Infrastructure	0	0
	No specific link/impact.	No specific link/impact.
7. Heritage	0	0
	No specific link/impact.	No specific link/impact.
8. Landscape and Townscape	?	?
	Effects will depend upon where development is located. Development located on greenfield land is likely to have a greater impact on the landscape that the development of brownfield land.	As for Option A.
9. Air, Soil and Water Resources	0	0
	No specific link/impact.	No specific link/impact.
10. Sustainable use of Land	?	?
	Land – Effects will depend upon where development is	As for Option A.

and Waste	located, although it is likely that it would lead to the loss of some greenfield and agricultural land. Waste – All new housing development will likely increase the amount of waste generated in South East Lincolnshire overall. Development should encourage the sustainable and efficient use of materials in terms of recycling. Minerals – Effects in relation to the safeguarding of minerals resources will depend on the location of new development, particularly in the south-west of the area.	
11. Flood Risk	0	0
	No specific link/impact.	No specific link/impact.
12. Climate Change	0	0
	No specific link/impact.	No specific link/impact.
13. Economy and Employment	0	0
	No specific link/impact.	No specific link/impact.
Conclusion: Broadly speaking, both options score similarly with a number of neutral impacts being identified. However, Option B scores more positively against the housing objective than Option A. **Delivery:** Both options will be delivered through the development management process. It is not considered that there are any relative delivery benefits to either option. **Preferred Option Chosen and Reason:** **Option B** is the preferred option because it will better help meet identified local needs in the long term, meaning needs can be delivered at the strategic level rather than by a piecemeal approach. It will better help meet the affordable housing need over the Local Plan period in terms of the mix of property types that are likely to be required.		

Policy 15 - Affordable Housing		
Reasonable Policy Options: It is considered that there are two reasonable policy options relating to the provision of affordable housing. The first is to not include a policy framework and to simply rely upon existing housing agencies and the private sector to meet the needs of those requiring affordable housing. The second reasonable option is to include a policy that provides mechanisms by which more affordable housing can be provided to meet needs.		
Sustainability Objective	**Option A -** To rely upon existing housing agencies and the private rented sector to meet the needs of those requiring affordable housing	**Option B -** To include a policy that provides mechanisms by which more affordable housing can be provided to meet needs
1. Housing	✓/x	✓
	Will continue to help meet the need for affordable housing and those who are unable to buy a home outright to a certain extent, however relying on social and private rented housing is not likely to have a significant impact on remedying the under supply of affordable homes in the plan area. Furthermore, rents in the private rented sector are usually above those of social rented housing meaning that it may not match the requirements of those in highest need. This option would effectively allow market forces to dominate the housing stock which would lead to imbalance and insufficient provisions of affordable dwellings.	This option would secure the highest proportion of affordable houses of the two as provision would be sought in a far wider range of circumstances. It will therefore better contribute to this objective and the affordable housing requirement set out in the Coastal SHMA and Peterborough Sub-Regional SHMA.
2. Health and Well-being	✓/x	✓
	Conditions in private rented homes must meet minimum legal standards in relation to health. However, such properties may not necessarily be built to the highest level of energy efficiency which can have an impact on thermal comfort and health and wellbeing as a result, particularly if residents find it difficult to pay heating bills.	This option should contribute towards maintaining a general sense of wellbeing with related health benefits. Increased affordability will lead to a greater ability to heat the home, contributing positively to thermal comfort.
3. Transport	0	✓/x
	No specific link/impact.	Any new development will probably lead to higher levels of road traffic and could exacerbate perceived congestion problems, particularly in Boston and Spalding. However, given the preferred options for guiding the distribution of housing development there is potential to provide the critical mass of development required in a larger existing

		centre to promote sustainable modes of transport.
4. Socially Inclusive Communities	✓/x	✓
	This option may discriminate against individuals/families on the lowest incomes in the area, potentially leading to out migration and limiting the potential for strong and cohesive communities.	It will help ensure that a broad spectrum of the population is able to live and work within the area which will contribute towards the creation of vibrant, mixed, cohesive and balanced communities There is also the potential for new development to support the funding of new community infrastructure.
5. Education	0	0
	No specific link/impact.	No specific link/impact.
6. Biodiversity, Geodiversity and Green Infrastructure	0	0
	No specific link/impact.	No specific link/impact.
7. Heritage	0	0
	No specific link/impact.	No specific link/impact.
8. Landscape and Townscape	✓/x	x
	This option will go some way toward providing affordable housing which will help reduce the likelihood of out migration and as a result may help protect the vitality and viability of settlements.	This option will better contribute to the provision of affordable housing which will help better reduce the likelihood of out migration and therefore protecting the vitality and viability of settlements, particularly rural towns and villages. However, given the preferred options for guiding the distribution of housing development, it is likely that the majority of new housing development will be on greenfield land and so there could be potential for negative effects on the landscape.
9. Air, Soil and Water Resources	✓/x	x
	This option is likely to result in the use of a mix of brownfield and greenfield land and so the loss of high quality agricultural land should be minimised.	This option is likely to result in the loss of high quality agricultural land given the preferred options for guiding the distribution of housing development.

10. Sustainable use of Land and Waste	✓/x	x
	This option should result in the use of a mix of brownfield and greenfield land so could aid the sustainable use of land in the area, limiting the use of greenfield land. It may lead to an increase in waste generation.	As stated above, this option is likely to lead to an increase in the loss of greenfield land. Any new development will also probably lead to greater levels of waste generation.
11. Flood Risk	0	✓/x
	No specific link/impact.	A site specific sequential test would help ensure that sites are preferably within a lower risk/hazard and can be appropriately mitigated through a Flood Risk Assessment. Positive effects will be generated through promotion of SUDS in new development.
12. Climate Change	✓	✓
	New Private Rented Sector Energy Efficiency Regulations will help improve the energy efficiency of privately rented properties.	New housing development can offer opportunities to incorporate renewable technologies which will help minimise greenhouse gas emissions.
13. Economy and Employment	✓/x	✓
	Option will go some way toward encouraging young people to stay in the area and retain level of local economic spend. However, option is still likely to result in losses of those of working age from the area if the requirements of those in highest need cannot be adequately met.	Option will better meet affordable housing need and is therefore more likely to retain those of working age in the area and to retain local level of economic spend and protect business viability. Additionally, more housing could give rise to a larger population which has the potential to broaden the diversity of skills on offer and, in turn, support business diversification and growth. It will also help maintain employment in the construction sector and related industries.
Conclusion: The impacts relating to Option A will mostly depend upon implementation. Option B scores more positively in relation to the sustainability objectives for housing, health and wellbeing, social cohesion and the economy because of the benefits that are associated with the provision of new affordable housing in development schemes. Negative impacts are noted however in terms of the sustainability impacts on the landscape, the loss of high quality agricultural land and increased waste generation. **Delivery:** Option A will be delivered through the social and private rented housing sector whilst Option B will be delivered through the development management process.		

Preferred Option Chosen and Reason: **Option B** is the preferred option as it would secure the highest proportion of affordable homes in a wider range of circumstances. Option A is considered to be contrary to the NPPF which states that local planning authorities should ensure that their Local Plan meets the full, objectively assessed needs for affordable housing. There is less certainty that the identified affordable housing need would be met with Option A given that no control could be exercised over the number of affordable homes that are provided. It would also undermine attempts to create mixed and balanced communities.

Policy 16 – Rural Exception Sites			
Reasonable Policy Options: It is considered that there are three reasonable policy options relating to rural exception sites. The first is to simply rely upon the housing sites allocated within the Local Plan to meet the objectively assessed housing needs for market and affordable housing. The second reasonable option is to identify rural housing exception sites to meet the specific housing needs of a settlement that are not met by the housing sites allocated within the Local Plan. The final reasonable alternative is to provide a policy framework by which proposals for rural housing exception sites may come forward to meet the specific housing needs of a settlement.			
Sustainability Objective	**Option A -** To rely upon the allocated housing sites to meet the objectively assessed housing needs for market and affordable housing	**Option B -** To identify rural housing exception sites to meet the specific housing needs of a settlement that are not met by allocated housing sites	**Option C -** To provide a policy framework by which proposals for rural housing exceptions sites may come forward to meet the specific housing needs of a settlement
1. Housing	x	✓/x	✓✓
	Many sites in rural areas may be below the 10 dwelling threshold to qualify for affordable housing, or sites above the threshold may not be able to provide for affordable housing as part of a viable scheme. As a result leaving it to the market is not likely to meet acute affordable housing need in the rural area as it will not address the need in smaller settlements that do not have allocations.	The scale and variety of specific housing needs varies by settlement and, because there are numerous settlements in the spatial strategy, this could limit flexibility for providers. It could also lead to a policy becoming out-of-date quickly as housing needs change – the policy may not be able to respond to housing needs unless in the very short term. But addressing needs on an ad-hoc basis may not address the needs of residents over the plan period. The policy should ensure that those working or living in local communities	Most likely to address affordable housing need, including specialist provision in South East Lincolnshire in the rural area by ensuring that housing provision addresses the specific housing needs, even in Other Service Centres and Settlements where allocations are not proposed. Using a framework within which rural exceptions sites will be delivered provides more certainty to delivery and should ensure that needs are met over the plan period. The policy should ensure that those working or living in local communities

		are priorities for rural exception sites. To provide more long term certainty legal agreements should be referred to by which occupation can be secured in perpetuity.	are priorities for rural exception sites. To provide more long term certainty legal agreements should be referred to by which occupation can be secured in perpetuity.
2. Health and Well-being	✓/x	?	?
	If housing is to be provided as part of an allocated (market housing) site it might mean that additional community infrastructure can be sought to meet the needs of future residents. This could include health infrastructure.	Rural exception sites are generally required to provide affordable housing. This means that securing additional health infrastructure as part of a viable scheme is unlikely, which could generate adverse impacts against this objective.	Rural exception sites are generally required to provide affordable housing. This means that securing additional health infrastructure as part of a viable scheme is unlikely, which could generate adverse impacts against this objective.
3. Transport	x	✓	✓
	This option is not likely to fully address affordable housing need in rural areas. This could result in those with employment in rural areas living elsewhere and commuting longer distances to their place of employment having an adverse impact on congestion and highways safety.	Will help to provide housing for those with an employment connection to an area and for existing local residents. This should reduce the need to travel to access rural employment and local services and to visit family members thereby minimising congestion and may even help promote the use of sustainable transport.	This option will help to better address rural affordable housing need and therefore will help to provide housing for those with an employment connection and for existing residents. It should reduce the need to travel to access rural employment and local services and to visit family members, thereby minimising congestion and aiding the use of sustainable transport.
4. Socially Inclusive Communities	✓/x	✓	✓
	Will help to deliver some rural affordable housing to help those on lower incomes live in the rural area. However, as this option is not likely to fully address rural affordable housing needs it may erode the sense of community. Out-migration may occur which will detract from mixed communities leading to out migration.	This option will help address rural affordable housing needs in the short term and therefore help more people on lower incomes to access housing in their community. It will also aid mean that access to employment is easier for those with an employment connection in the area. It will also promote/retain a sense of community by ensuring residents establish roots	This option will help to better address rural affordable housing need and therefore help more people on lower incomes to access housing in their community. It will also aid mean that access to employment is easier for those with an employment connection in the area. It will also promote/retain a sense of community by ensuring residents establish roots in the area.

		in the area.	
5. Education	✓/x	?	?
	If housing is to be provided as part of an allocated (market housing) site it might mean that additional community infrastructure can be sought to meet the needs of future residents. This could include education infrastructure.	Rural exception sites are generally required to provide affordable housing. This means that securing additional education infrastructure as part of a viable scheme is unlikely, which could generate adverse impacts against this objective.	Rural exception sites are generally required to provide affordable housing. This means that securing additional education infrastructure as part of a viable scheme is unlikely, which could generate adverse impacts against this objective.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	?	?
	If housing is to be provided as part of an allocated (market housing) site it might mean that additional community infrastructure can be sought to meet the needs of future residents. This could include green infrastructure. Impacts upon biodiversity will be site-specific.	Rural exception sites are generally required to provide affordable housing. This means that securing additional green infrastructure as part of a viable scheme is unlikely, which could generate adverse impacts against this objective.	Rural exception sites are generally required to provide affordable housing. This means that securing additional green infrastructure as part of a viable scheme is unlikely, which could generate adverse impacts against this objective.
7. Heritage	0	0	0
	No specific link/impact.	No specific link/impact.	No specific link/impact.
8. Landscape and Townscape	✓/x	x	x
	This option will deliver affordable housing in the rural area on allocated sites which may give more certainty in relation to location; sites are likely to be within the settlement boundary. This means that any adverse landscape impacts should be able to be more easily mitigated e.g. green infrastructure or design.	Rural exception sites are by definition permitted outside but adjacent to settlement boundaries so the potential for adverse impacts upon this objective is greater particularly in terms of loss of greenfield/agricultural land.	Rural exception sites are by definition permitted outside but adjacent to settlement boundaries so the potential for adverse impacts upon this objective is greater particularly in terms of loss of greenfield/agricultural land.
9. Air, Soil and Water Resources	✓/x	x	x
	This option will deliver affordable housing in the rural area on allocated	Rural exception sites are by definition permitted outside but adjacent to	Rural exception sites are by definition permitted outside but adjacent to

	sites which may give more certainty in relation to location; sites are likely to be within the settlement boundary. This means that any adverse landscape impacts should be able to be more easily mitigated e.g. green infrastructure or design. Impacts upon water and air quality are likely to be site-specific.	settlement boundaries so the potential for adverse impacts upon this objective is greater particularly in terms of loss of soil quality. Impacts upon water and air quality are likely to be site-specific.	settlement boundaries so the potential for adverse impacts upon this objective is greater particularly in terms of loss of soil quality. Impacts upon water and air quality are likely to be site-specific.
10. Sustainable use of Land and Waste	✓/x	x	x
	This option will deliver affordable housing in the rural area on allocated sites within the settlement boundary so could aid the sustainable use of brownfield land, limiting the use of greenfield and agricultural land. Waste generation is likely to increase as with all new development. Adverse impacts on minerals resources are expected to be more limited as development will be within settlement boundaries.	This is likely to lead to an increase the loss of greenfield and agricultural land as development would be permitted outside settlement boundaries. Waste generation is likely to increase as with all new development. Adverse impacts on minerals resources may be experienced in the south/north-west of the area.	This is likely to lead to an increase the loss of greenfield and agricultural land as development would be permitted outside settlement boundaries. Waste generation is likely to increase as with all new development. Adverse impacts on minerals resources may be experienced in the south/north-west of the area.
11. Flood Risk	✓/x	✓/x	✓/x
	The option would ensure that the sequential approach to flood risk and hazard is considered and that those in sequentially preferable lower risk/hazard sites (or areas within sites) are identified, as preferable for development, particularly housing. Positive effects will be generated through promotion of SUDS in new development.	As option a)	As option a)
12. Climate Change	0	0	0
	No specific link/impact.	No specific link/impact.	No specific link/impact.

13. Economy and Employment	✓/x This option will go some way toward encouraging young people to stay in the area and retain the level of local economic spend. However, by only securing affordable housing on allocated sites is still likely to result in losses of those of working age from the area, particularly if allocated sites are confined to specific tiers of the hierarchy.	✓ This option could help address rural affordable housing need which could help retain links between those living and working in businesses in the local area. It could also help retain those of working age in the area by ensuring they can afford a property to live in, retain some local economic spend and protect business viability. The policy should ensure that those working or living in local communities are priorities for rural exception sites.	✓ This option will better address rural affordable housing need and ensure that retain links between those living and working in businesses in the local area. It could also help retain those of working age in the area by ensuring they can afford a property to live in, retain some local economic spend and protect business viability. The policy should ensure that those working or living in local communities are priorities for rural exception sites.
Conclusion: Many of the impacts of Option A would depend upon implementation. Options B and C score similarly in sustainability terms although Option C is likely to be able to better address affordable housing need. **Delivery:** Options A and B would be delivered through the Local Plan process whilst Option C would be delivered through the development management process. **Preferred Option Chosen and Reason: Option C** is the preferred option as it would provide a framework whereby Rural Exceptions Sites could be considered to meet the need identified to 2036. This approach is most likely to address affordable housing need, including specialist provision in the rural area and will provide more certainty to delivery.			

Policy 17 – Accommodation for Gypsies, Travellers and Travelling Showpeople		
Reasonable Policy Options: It is considered that there are two reasonable policy options relating to accommodation for Gypsies, Travellers and Travelling Showpeople. The first is to allocate land to meet the need identified for Gypsies, Travellers and Travelling Showpeople accommodation in the Boston and South Holland Gypsies, Travellers and Travelling Showpeople Accommodation Assessment (November 2016). The second reasonable option is as Option A, but to also include a criteria-based element against which planning applications for allocated and unallocated sites can be judged. It is considered to be unreasonable not to include a policy in respect of planning for Gypsy and Traveller sites in the light of evidence that a five-year supply of specific deliverable sites for Gypsies and Travellers cannot be identified at the present time. To do otherwise would be contrary to the provisions of the NPPF and the planning policy for traveller sites.		
Sustainability Objective	**Option A -** To allocate land to meet the need identified for Gypsies, Travellers and Travelling Showpeople	**Option B -** As Option A, but to also include a criteria-based element against which planning applications for allocated

	accommodation in the Boston and South Holland Gypsies, Travellers and Travelling Showpeople Accommodation Assessment (November 2016)	and unallocated sites can be judged.
1. Housing	✓	✓✓
	This option would help ensure that the accommodation needs for Gypsies, Travellers and Travelling Showpeople is met across the plan area. This will have a positive impact on this objective.	This option would help ensure that the accommodation needs for Gypsies, Travellers and Travelling Showpeople is met across the plan area. This will have a positive impact on this objective. The inclusion of a criteria-based element to the policy will have a significant positive impact as it will better enable local circumstances to be taken into account. It will also provide more certainty in the planning application process.
2. Health and Well-being	?	✓
	The impacts against this objective are uncertain as it will depend upon where sites are located in relation to health care facilities, open space, walking and cycling routes etc. Site options will be considered later in the process and will be individually assessed against this objective.	By including a criteria-based element against which planning applications for allocated, and perhaps most importantly unallocated sites, can be judged it should help to promote more inclusive communities and improve accessibility to essential services and facilities. New development should ensure that any amenity impacts are minimised - Any policy should be formulated so as to support this.
3. Transport	?	✓
	The impacts against this objective are uncertain as it will depend upon where sites are located. There would be a negative impact if sites have poor access to sustainable modes of transport and if occupants have to travel long distances by private car to access key services and facilities and employment opportunities.	By including a criteria-based element against which planning applications for allocated, and perhaps most importantly unallocated sites, can be judged it would be possible to ensure that development is located in more accessible locations, where access by a means of transport, including sustainable transport, can be achieved.
4. Socially Inclusive Communities	✓/x	✓
	This option would help support more diverse, cohesive and socially inclusive communities. It would likely also create a sense of 'place' for the traveller community and could reduce the number of temporary unauthorised sites and	As for Option A) but, in addition, by including a criteria-based element against which planning applications for allocated, and perhaps most importantly unallocated sites, can be judged it would be possible to ensure that

	perceived integration issues. However, the extent of this impact will depend upon where development is located.	development is located in areas where the social needs of Gypsies and Travellers can be met.
5. Education	?	✓
	The impacts against this objective are uncertain as it will depend upon where sites are located in relation to educational facilities, as well as training and lifelong learning opportunities.	By including a criteria-based element against which planning applications for allocated, and perhaps most importantly unallocated sites, can be judged it would be possible to ensure that development is located where there is good access to educational facilities.
6. Biodiversity, Geodiversity and Green Infrastructure	?	✓
	The impacts against this objective are uncertain as it will depend upon where sites are located in relation to areas of importance to nature conservation as well as geodiversity.	By including a criteria-based element against which planning applications for allocated, and perhaps most importantly unallocated sites, can be judged it would provide an opportunity to place an emphasis on the need to direct development away from areas of importance to nature conservation as well as geodiversity.
7. Heritage	?	✓
	The impacts against this objective are uncertain as it will depend upon where sites are located in relation to heritage assets.	By including a criteria-based element against which planning applications for allocated, and perhaps most importantly unallocated sites, can be judged it would provide an opportunity to place an emphasis on the need to direct development away from heritage assets that are likely to be affected.
8. Landscape and Townscape	x	✓
	New development of this kind will likely be on greenfield land and will therefore impact upon the landscape, generating a negative impact. However, the precise nature of that impact will be dependent on the design, layout and landscaping of a particular development.	By including a criteria-based element against which planning applications for allocated, and perhaps most importantly unallocated sites, can be judged it would provide an opportunity to place an emphasis on the need to protect the landscape, which is important given that such development is likely to take place on greenfield land in the Countryside.
9. Air, Soil and Water Resources	x	✓/x
	Soil - Any new development of this nature will likely utilise greenfield land and will therefore result in the permanent loss of agricultural land, the majority of which in the area is Grade's 1 and 2. The siting of caravans will also cause	As for Option A), but a criteria-based element against which planning applications can be judged would provide the opportunity to ensure that the use of more sustainable modes of transport is promoted, thereby helping to reduce

	compaction which will affect the function of soil and can deteriorate soil quality generally in terms of removal of top soil and deposits to the ground. **Air -** Any new development will likely lead to increased air pollution, primarily due to increased road traffic. **Water -** New development such as this is likely to create increased pressure on water.	or minimise air pollution. However, this will ultimately depend upon implementation.
10. Sustainable use of Land and Waste	x	✓/x
	This option will have a minor negative impact. Any new development will likely be on greenfield land and will therefore result in the permanent loss of agricultural land. New development will also likely lead to greater levels of waste generation.	This option would likely result in the loss of greenfield land, although the inclusion of a criteria-based element against which planning applications can be judged would provide the opportunity to ensure that the provision of refuse and recycling facilities are secured which would have a positive impact on this objective. The overall impacts would therefore likely be mixed.
11. Flood Risk	✓/x	✓/x
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in flood zone 3. A sequential approach should be undertaken to ensure that sites are located in areas that are at a lower level of risk and hazard. Flood management/mitigation measures should be identified through a Flood Risk Assessment where appropriate. SuDS will need to be incorporated where the requirement arises. The overall effect on this objective will depend upon implementation.	As for Option A).
12. Climate Change	x	✓/x
	Any new development is likely to increase greenhouse gas emissions, both directly and indirectly. Increasing the level of development in the area will increase domestic energy consumption (i.e. gas and electricity) and the number of trips made by car. Construction of development is also likely to consume fairly high levels of energy.	As for Option A), but a criteria-based element against which planning applications can be judged would provide the opportunity to ensure that the use of more sustainable modes of transport is promoted, thereby helping to reduce or minimise greenhouse gas emissions. However, this will ultimately depend upon implementation.
13. Economy and	?	✓

Employment	The impacts against this objective are uncertain as it will depend upon where sites are located in relation employment opportunities, as well as the area's town centres.	By including a criteria-based element against which planning applications for allocated, and perhaps most importantly unallocated sites, can be judged it would be possible to ensure that development is located where there is good access to employment opportunities.

Conclusion: Option B would deliver a greater number of positive sustainability impacts when compared to Option A. This is particularly because of the opportunity that Option B provides to include a number of policy criteria which will help to better address specific sustainability issues. The policy criteria will be particularly important for judging proposals for unallocated sites that have not been assessed through the Local Plan process.

Delivery: Both options would be delivered through the Local Plan and development management process. The delivery of overall targets for additional pitches for Gypsies and Travellers and plots for Travelling Showpeople will be monitored through an annual Monitoring Report. Option B would likely be more beneficial in terms of delivery in that setting a detailed policy should introduce more certainty into the planning process, helping to speed-up decisions on planning applications.

Preferred Option Chosen and Reason: **Option B** is the preferred option as it will not only help ensure that the accommodation needs for Gypsies, Travellers and Travelling Showpeople is met across the plan area, the criteria-based element against which planning applications can be judged will also mean that specific key issues can be addressed through policy. The framework will help provide more certainty for residents, applicants and decision makers.

Policy 18 - Houses in Multiple Occupation and the Sub-Division of Dwellings

Reasonable Policy Options: It is considered that there are three reasonable policy options relating to Houses in Multiple Occupation and the Sub-Division of Dwellings. The first reasonable option is to retain a criterion based policy as in the current Boston Borough Local Plan 1999 and South Holland Local Plan 2006. The second reasonable option is to restrict HMOs is certain areas where there is a clustering of such properties to minimise the proliferation of any problems. The third reasonable alternative is to identify what concentration of HMOs would be acceptable in a given area and restrict the development of new HMOs in that area through policy.

Sustainability Objective	**Option A -** Retain a criterion based policy	**Option B -** Restrict HMOs in certain areas where there is a clustering of such properties	**Option C -** Identify a particular concentration of HMOs which would be acceptable in an area and restrict through policy
1. Housing	✓✓	✓	✓
	Will make an important contribution to low cost accommodation for single people and those on low incomes as it	Such an approach would be likely to have positive effects in any areas of saturation, by helping to retain a varied	As for Option B.

	would not restrict the number of HMOs in certain areas as the other two options would. It may therefore provide more opportunities for people to live in an affordable home and may also have a positive impact on fuel poverty as a result.	housing stock in those areas. It will also help prevent the loss of three bed homes which the SHMA indicates there will be greatest demand for over the plan period.	
2. Health and Well-being	?	?	?
	With no certainty as to the exact location of these types of dwellings, access to services and facilities necessary to ensure the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles will vary.	As for Option A.	As for Option A.
3. Transport	✓✓	✓	✓
	HMOs/flat conversions are likely to generate additional vehicles as many residents will own cars which will create problems in residential areas with no off-street parking. A locally tailored criterion based approach which reflects common issues raised in the development management process should better help address the traffic and parking problems associated with HMOs.	Would help minimise the traffic and parking problems associated with HMOs.	As for Option B.
4. Socially Inclusive Communities	✓	✓/x	✓/x
	The nature of this policy means that it will be expected to promote housing within settlement limits, but access to community facilities will depend on the location of the site and the existing provision.	Such a policy would be likely to have positive effects in areas of saturation, by community stresses caused by overcrowding. The nature of this policy means that it will be expected to promote housing	As for Option B.

	It should help contribute to mixed communities. However, the provision of new HMOs as rented accommodation may exacerbate maintenance problems in some houses and areas, which could increase issues of vandalism and anti-social behaviour. However, a locally tailored criterion based approach should better help protect against this.	within settlement limits, but access to community facilities will depend on the location of the site and the existing provision. It should help contribute to mixed communities. However, the provision of new HMOs as rented accommodation may exacerbate maintenance problems in some houses and areas, which could increase issues of vandalism and anti-social behaviour.	
5. Education	0	0	0
	No specific link/impact. These properties are not likely to generate a significant need for school places.	As for Option A.	As for Option A.
6. Biodiversity, Geodiversity and Green Infrastructure	0	0	0
	No specific link/impact.	No specific link/impact.	No specific link/impact.
7. Heritage	✓	✓/x	✓/x
	A locally tailored criterion based approach which reflects common issues raised in the development management process should better help protect against the unsympathetic subdivision of historic buildings and houses that were built to be a single dwelling.	Should prevent the unsympathetic subdivision of historic buildings and houses that were built to be a single dwelling.	As for Option B.
8. Landscape and Townscape	✓	✓/x	✓/x
	The development associated with this policy is expected to be on brownfield sites which will reduce the loss of greenfield land, which would generate	The development associated with this policy is expected to be on brownfield sites which will reduce the loss of greenfield land, which would generate	As for Option B.

	positive impacts with regards to the landscape. The development of a site may help secure townscape improvements; some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement. A locally tailored criterion based approach should help better achieve this.	positive impacts with regards to the landscape. The development of a site may help secure townscape improvements; some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement.	
9. Air, Soil and Water Resources	✓/x	✓/x	✓/x
	Soil - The development associated with this policy is expected to be on brownfield sites which will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. Air – Provision of HMOs/flats is likely to increase the number of cars per plot and potentially their use. This is likely to have an adverse impact on air quality relating to exhaust emissions. However, the extent will depend upon implementation. Water – Any new development will likely increase water consumption.	As for Option A.	As for Option A.
10. Sustainable use of Land and Waste	✓	✓	✓
	The development associated with this policy is expected to be on brownfield sites which will reduce the loss of greenfield land, which would generate	As for Option A.	As for Option A.

	positive impacts.		
11. Flood Risk	?	?	?
	Depends on where development is located.	As for Option A.	As for Option A.
12. Climate Change	✓/x	✓/x	✓/x
	The re-use of existing dwellings is likely to generate a positive impact by minimising the amount of greenhouse gas emissions used in the construction process. However increasing the number of units within a property will increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. However, new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This would also help reduce fuel bills for residents important for those living within an area of fuel poverty.	As for Option A.	As for Option A.
13. Economy and Employment	0	0	0
	No specific link/impact.	No specific link/impact.	No specific link/impact.
Conclusion: Option A would deliver a greater number of positive sustainability impacts when compared to Options B and C. This is particularly because of the opportunity that Option A provides to include locally tailored policy criteria which will help to better address common issues with regards to HMOs and flat conversions in South East Lincolnshire. **Delivery:** All 3 options would be delivered through the development management process. It is not considered that there are any relative			

delivery benefits to any of the 3 options.

Preferred Option Chosen and Reason: **Option A** is the preferred option as it would not restrict the number of HMOs as options B and C would. HMOs make an important contribution to low cost accommodation for single people and those on low incomes and so taking an approach which does not directly seek to restrict their numbers will have a positive impact on meeting housing need in the area.

Policy 19 - Replacement Dwellings in the Countryside		
Reasonable Policy Options: It is considered that there are two reasonable policy options relating to replacement dwellings in the countryside. The first reasonable option is to produce a policy that takes into account local circumstances and which supports appropriate replacement dwellings in the countryside. The reasonable alternative is to rely on national policy set out in the NPPF to guide the location, nature and extent of development within the countryside.		
Sustainability Objective	**Option A -** To produce a policy approach that takes into account local circumstances, supporting appropriate replacement dwellings in the countryside.	**Option B -** To rely on national policy guidance in the NPPF to guide the location, nature and extent of development within the countryside.
1. Housing	✓/x	x
	Should generate positive impacts by promoting the erection of replacement dwellings on sites where residential use exists but where its internal layout is not fit for the residents current and long term use, perhaps in terms of scale and design. However, existing dwellings may be replaced with larger ones which could lead to a reduction of smaller dwellings in the countryside. It would therefore be necessary to include a threshold in this policy where beyond which replacements would be discouraged unless in exceptional circumstances.	This option would help to promote sustainable housing development in rural areas. However, it would not provide the opportunity to limit the size of replacements to a level that is considered appropriate. As stated in Option A, existing dwellings may be replaced with larger ones which could lead to a reduction of smaller dwellings in the countryside. This would have a negative impact on the housing stock.
2. Health and Well-being	?	?
	There is no certainty as to the exact location of replacements, however the nature of these dwellings means that they will be located outside the development limits of a settlement. They are therefore likely to be some distance from local shops, services and community facilities, such as health care. This may have an adverse effect on this objective.	As for Option A.

3. Transport	✓/x	✓/x
	The impacts will largely depend upon implementation. As this option would restrict development in the countryside to a certain degree it will ensure that the majority of development will be directed to higher tier settlements which have a greater range of services and generally better public transport provision. However, where dwellings are replaced it is likely that they will be in areas where there is a lack of facilities and services nearby meaning that residents will more than likely rely on the private car to access these.	As for Option A.
4. Socially Inclusive Communities	?	?
	As these dwellings will be located outside the development limits of a settlement there may be poor access to community facilities, although this will depend upon the exact location of the site. The effects on this objective are therefore largely unknown.	As for Option A.
5. Education	?	?
	Access to education facilities and training opportunities will vary depending upon where replacements are located.	As for Option A.
6. Biodiversity, Geodiversity and Green Infrastructure	✓	✓/x
	This option would provide greater opportunity to ensure planning decisions are properly informed by localised unique conditions relating to ecology and biodiversity.	Pro sustainable development stance may provide less weighting or opportunity to factor in impact of development proposals on environmental aspects such as ecology and biodiversity.
7. Heritage	✓	✓/x
	This option would provide greater opportunity to ensure planning decisions are properly informed by localised unique conditions relating to buildings of architectural or historic merit.	Pro sustainable development stance may provide less weighting or opportunity to factor in impact of development proposals on heritage assets.
8. Landscape	✓	✓/x

and Townscape	As the location of replacements is expected to be outside a settlement, there is potential for adverse impacts on the landscape although the extent will vary by site. However, even the development of a site outside a settlement may help secure landscape improvements e.g. some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement. This option would provide greater opportunity to ensure planning decisions are properly informed by localised unique conditions relating to the character of the landscape.	Pro sustainable development stance may provide less weighting or opportunity to factor in impact of development proposals on the character of the landscape.
9. Air, Soil and Water Resources	✓/x	✓/x
	This option would give the opportunity to provide more detailed consideration of the impact that development proposals may have on the distinct quality of the countryside such as noise and air pollution. As the nature of these buildings means that they will be located in the countryside it is likely that residents will rely on the private car for getting around. This would be likely to have an adverse impact on air quality relating to exhaust emissions. However, the extent will depend on implementation and proximity of the site to sustainable/public transport. The development associated with this policy is expected to be on a mix of brownfield and greenfield land. Use of brownfield land will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. However, replacement dwellings may also involved some greenfield land take which can have an adverse impact on soil resources. The development of a potentially larger home may also	This option would give less opportunity to provide more detailed consideration of the impact that development proposals may have on the distinct quality of the countryside such as noise and air pollution.

	increase water consumption.	
10. Sustainable use of Land and Waste	✓/x	✓/x
	As stated in Objective 9, the development associated with this policy is expected to be on a mix of brownfield and greenfield land. Use of brownfield land will help minimise greenfield land take, although larger replacement dwellings may also result in the loss of some greenfield land.	As for Option A.
11. Flood Risk	?	?
	Will depend upon where buildings are located. Flood management/mitigation should be identified through a Flood Risk Assessment.	As for Option A.
12. Climate Change	✓/x	✓/x
	As the location of replacement will be outside settlement boundaries it is expected that trips by car will increase to access local shops and services. Inevitably transport emissions will also increase from current levels. However, new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This would also help reduce fuel bills for residents important for those living within an area of fuel poverty.	As for Option A.
13. Economy and Employment	?	?
	As the location of replacement dwellings are unknown it is not possible to determine whether residents would have good access to employment.	As for Option A.
Conclusion: Option A would deliver more positive sustainability impacts than Option B. This is particularly because Option A would enable locally unique conditions to be taken into account when formulating the policy's criteria. However, as the exact location of replacement dwellings is currently unknown (and will remain so until a planning application is submitted) some of the true impacts are uncertain for both Options A and B.		

Delivery: Both options will be delivered through the development management process. It is not considered that there are any relative delivery benefits to either option.

Preferred Option Chosen and Reason: **Option A** is the preferred option as it promotes the erection of replacement dwellings in circumstances where the existing layout is not fit for the residents' purpose, thereby making good use of brownfield land. Furthermore, this option would provide greater opportunity to ensure planning decisions are properly informed by localised unique conditions such as biodiversity, the historic environment and the landscape of South East Lincolnshire. Setting out a framework by which applications for replacement dwellings in the countryside should be determined also helps to provide more certainty for residents, applicants and decision makers.
Existing dwellings may be replaced with larger ones which could lead to a reduction of smaller dwellings in the countryside. It would therefore be necessary to include a threshold in this policy where beyond which replacements would be discouraged unless in exceptional circumstances.

Policy 20 – Reuse of Buildings in the Countryside for Residential Use		
Reasonable Policy Options: It is considered that there are two reasonable policy options relating to the reuse of buildings in the Countryside for residential use. The first reasonable option is to include a policy that takes into account local circumstances and which supports the appropriate conversion of buildings in the Countryside for residential use. The other reasonable alternative is to rely on national policy guidance in the NPPF to guide the location, nature and extent of development within the countryside.		
Sustainability Objective	**Option A -** To produce a policy approach that takes into account local circumstances, supporting the appropriate conversion of redundant rural buildings to residential use in the countryside.	**Option B -** To rely on national policy guidance in the NPPF to guide the location, nature and extent of development within the countryside.
1. Housing	✓	✓
	Should generate positive impacts by promoting the conversion of rural buildings to residential use under specific circumstances which will contribute to the housing stock.	Should generate positive impacts by promoting sustainable housing development in rural areas which will contribute to the housing stock. This option would also mean that isolated new dwellings in the countryside would be avoided unless there are special circumstances.
2. Health and Well-being	?	?
	There is no certainty as to the exact location of conversions, however the nature of these dwellings means that they will be located outside the development limits of a	As for Option A.

	settlement. They are therefore likely to be some distance from local shops, services and community facilities, such as health care. This may have an adverse effect on this objective.	
3. Transport	✓/x	✓/x
	The impacts will largely depend upon implementation. As this option would restrict development in the countryside to a certain degree it will ensure that the majority of development will be directed to higher tier settlements which have a greater range of services and generally better public transport provision. However, where rural buildings are converted to residential use it is likely that residents will rely on the private car.	As for Option A.
4. Socially Inclusive Communities	?	?
	As these dwellings will be located outside the development limits of a settlement there may be poor access to community facilities, although this will depend upon the exact location of the site. The effects on this objective are therefore largely unknown.	As for Option A.
5. Education	?	?
	Access to education facilities and training opportunities will vary depending upon where conversions are located.	As for Option A.
6. Biodiversity, Geodiversity and Green Infrastructure	✓	✓/x
	This option would provide greater opportunity to ensure planning decisions are properly informed by localised unique conditions relating to ecology and biodiversity. Many rural buildings provide ideal habitats for a variety of wildlife including protected species such as bats and barn owls. This approach would better protect against the disturbance/loss of habitats.	Pro sustainable development stance may provide less weighting or opportunity to factor in impact of development proposals on environmental aspects such as ecology and biodiversity.
7. Heritage	✓	✓/x

	This option would provide greater opportunity to ensure planning decisions are properly informed by localised unique conditions relating to buildings of architectural or historic merit. This option would mean that their retention and re-use for residential purposes will help ensure that their qualities are retained in the long term, and restored appropriately.	Pro sustainable development stance may provide less weighting or opportunity to factor in impact of development proposals on heritage assets.
8. Landscape and Townscape	✓	✓/x
	As the location of conversions is expected to be outside a settlement, there is potential for adverse impacts on the landscape although the extent will vary by site. However, even the development of a site outside a settlement may help secure landscape improvements e.g. a redundant rural building may have a negative visual impact. This option would provide greater opportunity to ensure planning decisions are properly informed by localised unique conditions relating to the character of the landscape.	Pro sustainable development stance may provide less weighting or opportunity to factor in impact of development proposals on the character of the landscape.
9. Air, Soil and Water Resources	✓/x	✓/x
	This option would give the opportunity to provide more detailed consideration of the impact that development proposals may have on the distinct quality of the countryside such as noise and air pollution. As the nature of these buildings means that they will be located in the countryside it is likely that residents will rely on the private car for getting around. This would be likely to have an adverse impact on air quality relating to exhaust emissions. However, the extent will depend on implementation and proximity of the site to sustainable/public transport. Converting a redundant rural building to residential use may also increase water consumption.	This option would give less opportunity to provide more detailed consideration of the impact that development proposals may have on the distinct quality of the countryside such as noise and air pollution.
10. Sustainable	0	0

use of Land and Waste	No specific link/impact.	No specific link/impact.
11. Flood Risk	?	?
	Will depend upon where buildings are located. Flood management/mitigation should be identified through a Flood Risk Assessment.	As for Option A.
12. Climate Change	✓/x	✓/x
	As the location of conversions is outside settlement boundaries it is expected that trips by car will increase to access local shops and services. Inevitably transport emissions will also increase from current levels. However, new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This would also help reduce fuel bills for residents important for those living within an area of fuel poverty.	As for Option A.
13. Economy and Employment	✓✓	✓
	This option would provide the opportunity for the conversion of rural buildings to dwellings for workers to support local rural businesses where local circumstances justify the need, but in the context of local policy which seeks to prioritise development in main urban areas.	This option would provide the opportunity for the conversion of rural buildings to dwellings for workers to support local rural businesses where local circumstances justify the need.
Conclusion: Option A would deliver more positive sustainability impacts than Option B. This is particularly because Option A would enable locally unique conditions to be taken into account when formulating the policy's criteria. However, as the exact location of such redundant rural buildings is currently unknown (and will remain so until a planning application is submitted) some of the true impacts are uncertain for both Options A and B. Neither option is considered to have the potential to generate negative effects. **Delivery:** Both options will be delivered through the development management process. It is not considered that there are any relative delivery benefits to either option.		

Preferred Option Chosen and Reason: **Option A** is the preferred option as it promotes the conversion of rural buildings to residential use which will add to the rural housing stock, making sustainable use of materials and land. Furthermore, this option would provide greater opportunity to ensure planning decisions are properly informed by localised unique conditions such as biodiversity, the historic environment and the landscape of South East Lincolnshire. Setting out a framework by which applications for the conversion of redundant buildings to residential use should be determined also helps to provide more certainty for residents, applicants and decision makers.

Policy 21 - Retail Hierarchy (Part 1 of 2)

The assessment of options for the approach that should be taken in respect of the retail hierarchy in South East Lincolnshire was dealt with in two parts. The first part involved assessing options for how town and primary shopping area boundaries should be identified. The second part meant assessing the options relating to the use of sequential and impact tests. This is part 1 of the assessment.

Reasonable Policy Options: It is considered that there are two reasonable policy options relating to the approach that should be taken to the identification of town centre and primary shopping area boundaries. The first reasonable option is to identify town centre and primary shopping area boundaries in accordance with the South East Lincolnshire Town Centre and Retail Capacity Study (2013). The second reasonable option is to identify town centre and primary shopping area boundaries in accordance with the Retail Study and other up-to-date evidence such as annual monitoring undertaken by each Local Planning Authroity.

Sustainability Objective	**Option A –** To identify town centre and primary shopping area boundaries in accordance with the Retail Study.	**Option B –** To identify town centre and primary shopping area boundaries in accordance with the Retail Study and other up-to-date evidence such as annual monitoring undertaken by each Local Planning Authority.
1. Housing	0	0
	No specific link/impact.	No specific link/impact.
2. Health and Well-being	✓	✓✓
	Using the Retail Study boundaries will help ensure that town centre uses, including leisure and health facilities can be accommodated within the town centre. This should have a positive impact on promoting healthy lifestyles as the town centres are the most accessible locations for residents and visitors so should promote greater use. Policy will need to ensure that appropriate amenity standards are reflected to ensure that there are no adverse impacts generated on existing and future residents/occupiers.	This will better ensure that town centre uses, including leisure and health facilities can be accommodated within an appropriately defined town centre. This should have a positive impact on promoting healthy lifestyles as the town centres are the most accessible locations for residents and visitors so should promote greater use. Policy will need to ensure that appropriate amenity standards are reflected to ensure that there are no adverse impacts generated on existing and future residents/occupiers.

3. Transport	✓	✓✓
	Promoting boundaries for the town centres and primary shopping areas will help ensure that all main town centre uses are directed their as a priority. This should mean that most sites are relatively well served by all modes of transport, including walking, cycling and public transport. However, the policy will need to ensure that any impacts (e.g. additional car trips) associated with new development are mitigated. This option may have a positive impact on the provision of key transport infrastructure to help address congestion and road safety across the area. It will also help direct new main town centre uses and retail development to appropriate, sustainable and accessible locations in the area.	Promoting boundaries for the town centres and primary shopping areas using more up-to-date information will help ensure that all main town centre uses are directed to an appropriate location as a priority. This should mean that most sites are relatively well served by all modes of transport, including walking, cycling and public transport. However, the policy will need to ensure that any impacts (e.g. additional car trips) associated with new development are mitigated. This option may have a positive impact on the provision of key transport infrastructure to help address congestion and road safety across the area. It will also better help direct new main town centre uses and retail development to appropriate, sustainable and accessible locations in the area.
4. Socially Inclusive Communities	✓	✓✓
	Locating development within the Retail Study boundaries should have a positive effect on community safety in terms of minimising traffic growth. Creation of mixed residential communities should also improve community cohesiveness. Positive effects could be enhanced further by incorporating secured by design principles into new development. Concentrating the majority of development within these boundaries will help ensure that essential services, cultural and leisure facilities are accessible and close to where people live or work. It could contribute to regeneration initiatives particularly in more deprived wards, such as in Boston and Sutton Bridge town centres. Mixed use development and the linking of housing and employment development will also help to improve physical access to jobs. It will also help direct new main town centre uses and retail development to appropriate, sustainable and accessible locations in the area.	Promoting boundaries for the town centres and primary shopping areas using more up-to-date information should have a positive effect on community safety in terms of minimising traffic growth. Creation of mixed residential communities should also improve community cohesiveness. Positive effects could be enhanced further by incorporating secured by design principles into new development. Concentrating the majority of development within up-to-date boundaries will better help ensure that essential services, cultural and leisure facilities are accessible and close to where people live or work. It could contribute more easily to regeneration initiatives particularly in more deprived wards, such as in Boston and Sutton Bridge town centres. Mixed use development and the linking of housing and employment development will also help to improve physical access to jobs. It will also better help direct new main town centre uses and retail development to appropriate, sustainable and accessible locations in the area.

5. Education	0	0
	No specific link/impact.	No specific link/impact.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x
	Promoting the majority of main town centre uses and retail development within identified boundaries should lead to positive effects in terms of minimising the impact on the natural environment. However effects depend on the location of new development. Policy needs to ensure that the natural environment is addressed along with protection and enhancement of the historic environment.	Promoting the majority of main town centre uses and retail development within up-to-date identified boundaries should lead to positive effects in terms of minimising the impact on the natural environment. However effects depend on the location of new development. Policy needs to ensure that the natural environment is addressed along with protection and enhancement of the historic environment.
7. Heritage	✓/x	✓/x
	Promoting the majority of main town centre uses and retail development within identified boundaries should lead to positive effects in terms of minimising the impact on the historic environment. However effects depend on the location of new development. Although the majority of town centres contain assets of historic value and also lie within Conservation Areas so policy needs to ensure that the historic environment is addressed along with protection and enhancement of the natural environment.	Promoting the majority of main town centre uses and retail development within up-to-date identified boundaries should lead to positive effects in terms of minimising the impact on the historic environment. However effects depend on the location of new development. Although the majority of town centres contain assets of historic value and also lie within Conservation Areas so policy needs to ensure that the historic environment is addressed along with protection and enhancement of the natural environment.
8. Landscape and Townscape	✓/x	✓/x
	Promoting the majority of main town centre uses and retail development within identified boundaries should lead to positive effects in terms of minimising the impact on the landscape. Development within the boundaries could also lead to enhancements of degraded townscapes. Policy should ensure that quality design is promoted so the distinctive character of the townscape could be enhanced.	Promoting the majority of main town centre uses and retail development within identified up-to-date boundaries should lead to more positive effects in terms of minimising the impact on the landscape. Development within up-to-date boundaries could also lead to enhancements of degraded townscapes. Policy should ensure that quality design is promoted so the distinctive character of the townscape could be enhanced.
9. Air, Soil and Water Resources	✓	✓✓
	Reducing the need to travel will have a positive effect on air quality. Sustainable design of new development should incorporate water efficiency and pollution control measures and directing most development to town centres may	Reducing the need to travel will have a positive effect on air quality. Sustainable design of new development should incorporate water efficiency and pollution control measures and directing most development to up-to-date town centres

	encourage the remediation of contaminated land and reduce development on green field land. Securing water infrastructure to development within the centres may prove less costly.	may better encourage the remediation of contaminated land and reduce development on green field land. Securing water infrastructure to development within the centres may prove less costly.
10. Sustainable use of Land and Waste	✓	✓✓
	Sustainable design of new development should encourage the use of recycled aggregates in construction and should allow for recycling facilities storage. Focussing development within defined boundaries may lead to use of brownfield land, thus reducing the use of greenfield or agricultural land. There will be no impact on safeguarding minerals.	Sustainable design of new development should encourage the use of recycled aggregates in construction and should allow for recycling facilities storage. Focussing development within up-to-date defined boundaries may lead to use of more brownfield land, reducing the use of greenfield or agricultural land. There will be no impact on safeguarding minerals.
11. Flood Risk	✓	✓
	The option should seek to ensure that the sequential approach to flood risk and hazard is considered and that those in sequentially preferable lower risk/hazard sites (or areas within sites) are identified, as preferable for development, particularly housing. Positive effects will be generated through promotion of SUDS in new development.	The option should seek to ensure that the sequential approach to flood risk and hazard is considered and that those in sequentially preferable lower risk/hazard sites (or areas within sites) are identified, as preferable for development, particularly housing. Positive effects will be generated through promotion of SUDS in new development.
12. Climate Change	✓	✓✓
	Reducing the need to travel by locating development within defined boundaries relatively well served by walking, cycling and public transport and linking housing to employment development should have an overall positive effect on reducing transport related greenhouse gas emissions. Securing infrastructure to development within defined boundaries may prove less costly, as all are within gas areas, which could have a positive impact on carbon dioxide emissions, and aid those in areas of fuel poverty. Sustainable design of new development should also help to reduce emissions. Policy should advocate that new development will be able to adapt to climate change.	Reducing the need to travel by locating development within up-to-date defined boundaries relatively well served by walking, cycling and public transport and linking housing to employment development should have a better overall positive effect on reducing transport related greenhouse gas emissions. Securing infrastructure to development within defined boundaries may prove less costly, as all are within gas areas, which could have a more positive impact on carbon dioxide emissions, and aid those in areas of fuel poverty. Sustainable design of new development should also help to reduce emissions. Policy should advocate that new development will be able to adapt to climate change.
13. Economy and	✓✓	✓✓

Employment	Promoting town centre uses and retail development within defined boundaries should have a positive effect on the economy and the primacy of town centres. It may also help support existing jobs and create new employment in the area, including in smaller centres which also have town centre and primary shopping area boundaries. By locating development within a boundary well served by walking, cycling and public transport it will provide good access for residents, employees and visitors. It may also support the appropriate development of tourism initiatives should they be promoted.	Promoting town centre uses and retail development within up-to-date defined boundaries should have a positive effect on the economy and the primacy of town centres. It may also help support existing jobs and create new employment in the area, including in smaller centres which also have town centre and primary shopping area boundaries. By locating development within a boundary well served by walking, cycling and public transport it will provide good access for residents, employees and visitors. It may also support the appropriate development of tourism initiatives should they be promoted.

Conclusion: Both options are likely to have positive sustainability impacts. However, Option B would have more major positive effects particularly with regards to minimising traffic growth, promoting the use of more sustainable modes of transport and the associated outcomes such as healthier lifestyles and the reduction of greenhouse gas emissions.

Delivery: Both options will be delivered through the Local Plan (which would identify the town centre and primary shopping areas boundaries) and development management process (whereby applications for various uses within such boundaries will be determined). It is not considered that there are any relative delivery benefits to either option.

Preferred Option Chosen and Reason: **Option B** is the preferred option as it would recognise the current position in each centre and will ensure that the town centres are robust in the long term, better reflect the existing level of retailing and will help maintain their current levels of health. This is in accordance with the NPPF which states that local planning authorities should 'define a network and hierarchy of centres that is resilient to anticipated future economic changes'. This option better promotes town centre uses and retail development within up-to-date defined boundaries reinforcing the primacy of the town centres. This may help support existing jobs and provide new employment opportunities.

Policy 21 - Retail Hierarchy (Part 2 of 2)

The assessment of options for the approach that should be taken in respect of the retail hierarchy in South East Lincolnshire was dealt with in two parts. The first part involved assessing options for how town and primary shopping area boundaries should be identified. The second part meant assessing the options relating to the use of sequential and impact tests. This is part 2 of the assessment.

Reasonable Policy Options: It is considered that there are two reasonable policy options relating to the use of sequential and impact tests. The first reasonable option is to include a policy that reflects national policy on sequential and impact tests. The second reasonable option is to also include a policy that reflects national policy on sequential and impact tests, but to set a local threshold for impact tests for additional floorspace of 500sqm (gross) for Boston town and 250sqm (gross) for Spalding and the District and Local Centres.

Sustainability Objective	**Option A –** To include a policy that reflects national policy on sequential and impact tests.	**Option B -** As Option A) but set a local threshold for impact tests for additional floorspace of 500sqm (gross) for Boston town and 250sqm (gross) for Spalding and the District and Local Centres.
1. Housing	0	0
	No specific link/impact.	No specific link/impact.
2. Health and Well-being	✓	✓✓
	Using the national approach should help focus development within the town centres which are likely to be accessible by healthier modes of transport such as walking and cycling. This would have a positive impact on this objective.	Promoting the national approach should mean that sites are relatively well served by all modes of transport, including healthier modes such as walking and cycling. But by using a local impact threshold it will better help direct new main town centre uses and retail development to appropriate, sustainable and accessible locations in the area.
3. Transport	✓/x	✓
	Promoting the national approach would mean that retail and main town centre uses would be required to comply with the sequential approach and impact assessment, where necessary. In sequential terms this means that sites that are located in town centres are preferred. This should mean that sites should be relatively well served by all modes of transport, including walking, cycling and public transport. However, the policy will need to ensure that any impacts (e.g. additional car trips) associated with new development are mitigated. It will also help direct most new main town centre uses and retail development to accessible locations in the area.	In sequential terms this means that sites that are located in town centres are preferred. This should mean that sites are relatively well served by all modes of transport, including walking, cycling and public transport. However, the policy will need to ensure that any impacts (e.g. additional car trips) associated with new development are mitigated. But by using a local impact threshold it will better help direct new main town centre uses and retail development to appropriate, sustainable and accessible locations in the area.
4. Socially Inclusive Communities	✓	✓✓
	Locating development in accordance with the national approach should help promote community safety in terms of minimising traffic growth. Creation of mixed residential communities should also improve community cohesiveness. Positive effects could be enhanced further by incorporating secured by design principles into new	Locating development in accordance with a local approach should help promote community safety in terms of minimising traffic growth. Creation of mixed residential communities should also improve community cohesiveness. Positive effects could be enhanced further by incorporating secured by design principles into new

	development. It should help ensure that essential services, cultural and leisure facilities are close to where people live or work and could contribute to regeneration initiatives particularly in more deprived wards, such as in Boston and Sutton Bridge town centres. It will also help direct most new main town centre uses and retail development to accessible locations in the area.	development. It should better ensure that essential services, cultural and leisure facilities are close to where people live or work and could contribute to regeneration initiatives particularly in more deprived wards, such as in Boston and Sutton Bridge town centres. It will also help direct new main town centre uses and retail development to appropriate, sustainable and accessible locations in the area.
5. Education	0	0
	No specific link/impact.	No specific link/impact.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x
	Using the national approach should lead to positive effects in terms of minimising the impact on the natural environment. However effects depend on the location of new development. Policy needs to ensure that the natural environment is addressed along with protection and enhancement of the historic environment.	Using the national approach should lead to positive effects in terms of minimising the impact on the natural environment. However effects depend on the location of new development. Policy needs to ensure that the natural environment is addressed along with protection and enhancement of the historic environment.
7. Heritage	✓/x	✓/x
	Using the national approach should lead to positive effects in terms of minimising the impact on the historic environment. However effects depend on the location of new development. Policy needs to ensure that the historic environment is addressed along with protection and enhancement of the natural environment.	Using the national approach should lead to positive effects in terms of minimising the impact on the historic environment. However effects depend on the location of new development. Policy needs to ensure that the historic environment is addressed along with protection and enhancement of the natural environment.
8. Landscape and Townscape	✓/x	✓/x
	Using the national approach should lead to positive effects in terms of minimising the impact on the landscape, although this would depend on location. Similarly it could also lead to the enhancement of degraded townscapes.	Using a local approach should lead to positive effects in terms of minimising the impact on the landscape, although this would depend on location. Similarly it could also lead to the enhancement of degraded townscapes.
9. Air, Soil and Water Resources	✓	✓✓
	Using the national approach could help minimise the need to travel which will have a positive effect on air quality. This approach may also help direct most development to town centres which may encourage the remediation of	Using the local approach could help reduce the need to travel which will have a more positive effect on air quality. This approach should also direct most development to town centres/edge of centres which may encourage the

	contaminated land and reduce development on green field land. The associated benefits of securing water infrastructure to development within the centres may prove less costly.	remediation of contaminated land and reduce development on green field land. The associated benefits of securing water infrastructure to development within the centres may prove less costly.
10. Sustainable use of Land and Waste	✓	✓✓
	Using the national approach should help focus development within the town centres which may lead to the use of brownfield land, thus reducing the use of greenfield or agricultural land. There will be no impact on safeguarding minerals.	Using the local approach should help focus more development within the town centres which may lead to the use of more brownfield land, thus using less greenfield or agricultural land. There will be no impact on safeguarding minerals.
11. Flood Risk	✓	✓
	This option should seek to ensure that the sequential approach to flood risk and hazard is considered and that those in sequentially preferable lower risk/hazard sites (or areas within sites) are identified, as preferable for development, particularly housing. Positive effects will be generated through promotion of SUDS in new development.	The option should seek to ensure that the sequential approach to flood risk and hazard is considered and that those in sequentially preferable lower risk/hazard sites (or areas within sites) are identified, as preferable for development, particularly housing. Positive effects will be generated through promotion of SUDS in new development.
12. Climate Change	✓	✓✓
	Reducing the need to travel by promoting most development within the town centres relatively well served by walking, cycling and public transport should have an overall positive effect on reducing transport related greenhouse gas emissions. Securing infrastructure to development within town centres may prove less costly, as all are within gas areas, which could have a positive impact on carbon dioxide emissions, and aid those in areas of fuel poverty.	Reducing the need to travel by promoting more development within the town centres relatively well served by walking, cycling and public transport should have an overall positive effect on reducing transport related greenhouse gas emissions. Securing infrastructure to development within town centres may prove less costly, as all are within gas areas, which could have a positive impact on carbon dioxide emissions, and aid those in areas of fuel poverty.
13. Economy and Employment	xx	✓✓
	Promoting town centre uses and retail development through the national approach should have a positive effect on the economy. But depending on the type and scale of development promoted it could lead to an adverse impact on the vitality and viability of the town centres, including the operation of existing businesses. Depending on the size of	Promoting town centre uses and retail development through a local approach should have a positive effect on the economy and the primacy of town centres and enhance the vitality and viability of these centres. It should help support existing jobs and create new employment in the area, including in smaller town centres. By locating

	the proposal this could be noticeable in each town centre. By promoting most development within centre served by walking, cycling and public transport it will provide good access for residents, employees and visitors. It may also support the appropriate development of tourism initiatives should they be promoted.	development within a boundary well served by walking, cycling and public transport it will provide good access for residents, employees and visitors. It may also support the appropriate development of tourism initiatives should they be promoted. Promoting a local threshold will ensure that new proposals do not have an adverse impact upon the vitality and viability of town centres, and therefore their economies.

Conclusion: Both options are likely to have positive sustainability impacts. However, Option B would have more major positive effects particularly with regards to minimising traffic growth, promoting the use of more sustainable modes of transport and the associated outcomes such as healthier lifestyles and the reduction of greenhouse gas emissions.

Delivery: Both options will be delivered through the development management process. It is not considered that there are any relative delivery benefits to either option.

Preferred Option Chosen and Reason: **Option B** is the preferred option as it would ensure that new development would not have a negative impact on the area's town centres and would help support their on-going operation and development. Setting a lower threshold - (500sqm (gross) for Boston town and 250sqm (gross) for Spalding and the District and Local Centres - for when an impact assessment will be required will help protect the town centre from medium and large scale out-of-centre food stores and other shops which could have significant adverse impacts. It should help support existing jobs and create new employment in the area. In contrast, Option A would mean that main town centre uses (including leisure facilities) of 2500sqm could be an acceptable size in the town centres before an impact assessment is required. Depending on the type and scale of development promoted it could lead to a significant adverse impact on the vitality and viability of the town centres. The overall quantity of retail floorspace in the town centres, and the scale of individual retail units typically found in these centres, mean that a development of 2,500 sq m (around 25,000 sq ft) would potentially represent both a significant proportion of the total and a very large unit in the local context. Such a development would therefore have the potential to significantly affect the sustainability of shopping patterns in the area and could be noticeable in each town centre. Overall, a local impact threshold will better help direct new main town centre uses and retail development to appropriate, sustainable and accessible locations in the area.

Policy 22 - Primary Shopping Frontages (Part 1 of 2)		
The assessment of options for the approach that should be taken in respect of primary shopping frontages in South East Lincolnshire was dealt with in two parts. This is part 1 of the assessment which involved assessing whether a national or locally distinct approach should be taken with regards to defining the extent of primary shopping frontages in the area. **Reasonable Policy Options:** It is considered that there are two reasonable policy options relating to the first part of the assessment to be undertaken. The first reasonable option is to rely on the 2015 Use Classes Amendment Order (Permitted Development Rights) and national policy. The second reasonable option is to identify primary shopping frontages in Boston and Spalding Town Centre's in accordance with the South East Lincolnshire Town Centre and Retail Capacity Study (2013) and other up-to-date evidence identified through annual monitoring for units above the thresholds identified in Permitted Development Rights or any successor. Given that the second option (Option B) was chosen as the preferred option, the second part meant assessing the options relating to the uses that should be permitted in the primary shopping frontages identified.		
Sustainability Objective	**Option A –** To rely on the 2015 Use Classes Amendment Order (Permitted Development Rights) and national policy.	**Option B -** To identify primary frontages in Boston and Spalding Town Centres in accordance with the Retail Study, and other up-to-date evidence identified through annual monitoring for units above the thresholds identified in Permitted Development Rights or any successor.
1. Housing	0	0
	No specific link/impact.	No specific link/impact.
2. Health and Well-being	0	0
	No specific link/impact.	No specific link/impact.
3. Transport	0	✓
	No specific link/impact.	Boston and Spalding's Primary Shopping Frontages, as identified within the Town Centre and Retail Capacity Study, are likely to be accessible by more sustainable transport modes which can reduce dependency on the private car. Furthermore, shops and amenities are in close proximity to each other which maximises accessibility.
4. Socially Inclusive Communities	✓/x	✓
	This option would allow the change of use of generally smaller units in specific Use Classes to alternative uses. However, such an approach would mean that units could	Retaining a concentration of retail activity in these areas may have positive multiplier effects in terms of attracting visitors and spend to other complementary sectors, notably

	potentially become non-A1 uses which may have an adverse impact on the vitality and viability of Boston and Spalding's Primary Shopping Areas. Footfall may decline as a result which would remove the natural surveillance of streets and the natural anti-social deterrent.	community, leisure and cultural activity which may increase opportunities for engagement. Additionally, by maintaining a concentration of retail activity it could help retain the vitality and viability of Boston and Spalding's town centres and through maintaining concentration of footfall, this can help maintain natural surveillance of streets which may deter anti-social behaviour.
5. Education	0	✓
	No specific link/impact.	This option should ensure the continued vitality and viability of Boston and Spalding's Primary Shopping Areas. This would help safeguard, and potentially increase, training opportunities in these areas.
6. Biodiversity, Geodiversity and Green Infrastructure	0	0
	No specific link/impact.	No specific link/impact.
7. Heritage	0	0
	No specific link/impact.	No specific link/impact.
8. Landscape and Townscape	0	0
	No specific link/impact.	No specific link/impact.
9. Air, Soil and Water Resources	0	✓
	No specific link/impact.	As stated in Objective 3, Boston and Spalding's Primary Shopping Frontages are likely to be accessible by more sustainable transport modes which can help contribute towards reducing air pollutants.
10. Sustainable use of Land and Waste	0	0
	No specific link/impact.	No specific link/impact.
11. Flood Risk	?	✓/x
	Will depend on the exact location of development.	Boston's primary shopping frontage, as suggested in the Town Centre and Retail Capacity Study, is located within Flood Zone 3 meaning that there is a high probability of

		flooding. Mitigation measures will likely be required. However, Spalding's primary shopping frontage would not fall within an identified flood zone and so retail uses located there are unlikely to be at significant risk from flooding. Nonetheless, there is some risk of surface water flooding due to the significant levels of hardstanding present in the town centre.
12. Climate Change	0	✓
	No specific link/impact.	As stated before, Boston and Spalding's Primary Shopping Frontages are likely to be accessible by more sustainable transport modes. This can help contribute towards reducing emissions.
13. Economy and Employment	✓/x	✓✓
	As stated in Objective 4, this option will allow the change of use of generally smaller units in specific Use Classes to alternative uses. However, such an approach would mean that units could potentially become non-A1 uses which may have an adverse impact on the vitality and viability of Boston and Spalding's Primary Shopping Areas.	This option will better ensure the continued vitality and viability of Boston and Spalding's Primary Shopping Areas. The identification of primary frontages in the two town centres will enable a policy to be developed which restricts certain uses in these locations that may threaten their viability and vitality. The concentration of retail activity in these locations will help create a concentration of footfall there which is important for the vitality and viability of town centres. This is important for helping to retain/attract businesses and employment opportunities. It will also ensure that larger units (that are not covered by Permitted Development Rights) are capable of meeting the needs of retail uses over the plan period and that A1 shopping uses in such units are maintained and allowed maximum opportunity to develop.
Conclusion: Option A would be likely to generate neutral or uncertain impacts which will depend upon implementation. However, Option B is likely to have a number of positive sustainability impacts, including promoting the use of more sustainable modes of transport, helping to retain/attract businesses and employment/training opportunities as well as ensuring the continued vitality and viability of Boston and Spalding's Primary Shopping Areas.		

Delivery: Option A would be delivered through the development management process. Option B would be delivered through both the Local Plan (primary shopping frontages would be determined and identified on the Policies Map) and development management process (in determining applications for uses within the primary frontages). It is not considered that there are any relative delivery benefits to either option.

Preferred Option Chosen and Reason: **Option B** is the preferred option as, overall, it would better ensure the continued vitality and viability of Boston and Spalding's Primary Shopping Areas. This option would recognise the current position in each centre (by taking into account the findings of the Retail Study and annual monitoring) and reflect the provisions in the Permitted Development Rights. This is in accordance with the NPPF which states that local planning authorities should clearly define primary frontages in designated centres.

Policy 22 - Primary Shopping Frontages (Part 2 of 2)

The assessment of options for the approach that should be taken in respect of primary shopping frontages in South East Lincolnshire was dealt with in two parts. Part 1 of the assessment involved assessing whether a national or locally distinct approach should be taken with regards to defining the extent of Primary Shopping Frontages in the area. Given that Option B was chosen as the preferred option for Part 1, the second part of the assessment involved appraising the options relating to the uses should be permitted in the Primary Shopping Frontages identified.

Reasonable Policy Options: It is considered that there are two reasonable policy options relating to the uses that should be allowed in the area's Primary Shopping Frontages. The first reasonable option is to include a policy which sets out the percentage of non-A1 uses that would be allowed along any one Primary Shopping Frontage within larger units. The second reasonable option is to include a policy which would allow for non-A1 uses in the Primary Shopping Frontages except where the number or coalescence of such uses, within larger units, would undermine the retail function or harm the vitality and viability of the Primary Shopping Area.

Sustainability Objective	**Option A –** To include a policy which sets out the percentage of non-A1 uses that would be allowed along any one Primary Shopping Frontage within larger units.	**Option B –** To include a policy which would allow for non-A1 uses in the Primary Shopping Frontages except where the number or coalescence of such uses, within larger units, would undermine the retail function or harm the vitality and viability of the Primary Shopping Area.
1. Housing	0	0
	No specific link/impact.	No specific link/impact.
2. Health and Well-being	0	0
	No specific link/impact.	No specific link/impact.
3. Transport	0	0
	No specific link/impact.	No specific link/impact.

4. Socially Inclusive Communities	x	✓
	By limiting the number of non-A1 uses within a Primary Shopping Frontage to a set percentage, this option could result in larger buildings remaining vacant for a long period. Towns with high levels of retail vacancies are more likely to suffer from antisocial behaviour and so there is the potential for this option to have negative impacts on this objective in terms of secure and cohesive communities.	By allowing more flexibility, this option will better protect against larger buildings becoming vacant for prolonged periods. Towns with high levels of retail vacancies are more likely to suffer from antisocial behaviour and so protecting the retail core of Boston and Spalding should therefore have positive effects on communities, particularly in terms of contributing to vibrant town centres and improving community cohesion (by providing a focal point) and safety.
5. Education	✓	✓✓
	Should help safeguard training opportunities by helping to maintain Boston and Spalding's town centres as viable locations for existing businesses.	This option would be more likely to safeguard training opportunities by better helping to maintain Boston and Spalding's town centres as viable locations for existing businesses.
6. Biodiversity, Geodiversity and Green Infrastructure	0	0
	No specific link/impact.	No specific link/impact.
7. Heritage	✓/x	✓
	May provide some opportunity for vacant/under-occupied units within the primary shopping frontages to be redeveloped for an alternative use which could have a positive impact on the setting and/or maintenance of the historic environment.	This more flexible approach will better retain listed and other buildings within the two town's Conservation Area's in productive use. It may also mean that vacant/under-occupied units within the primary shopping frontages are more likely to be redeveloped with a positive impact on the setting and/or maintenance of the historic environment.
8. Landscape and Townscape	x	✓
	By limiting the number of non-A1 uses within a Primary Shopping Frontage to a set percentage, this option could result in larger buildings remaining vacant for a long period where an alternative use could actually be successful. Vacant buildings that are left to decline will have a negative impact on townscape.	By allowing more flexibility, this option will better protect against larger buildings becoming vacant for prolonged periods. It should therefore help prevent buildings from declining to an unsightly state. Furthermore, this option should avoid 'dead frontages' which will have a positive townscape impact.
9. Air, Soil and	0	0

Water Resources	No specific link/impact	No specific link/impact
10. Sustainable use of Land and Waste	✓/x	✓
	This option would enable the re-use of brownfield sites, however its limited flexibility may mean that uptake is slower.	The flexibility of this option will better facilitate the re-use of brownfield sites within Boston and Spalding's Primary Shopping Areas.
11. Flood Risk	✓/x	✓/x
	Boston's primary shopping frontage, as suggested in the Town Centre and Retail Capacity Study, is located within Flood Zone 3 meaning that there is a high probability of flooding. Mitigation measures will likely be required. However, Spalding's primary shopping frontage would not fall within an identified flood zone and so retail uses located there are unlikely to be at significant risk from flooding. Nonetheless, there is some risk of surface water flooding due to the significant levels of hardstanding present in the town centre.	As for Option A.
12. Climate Change	0	0
	No specific link/impact	No specific link/impact
13. Economy and Employment	✓/x	✓✓
	This option would technically allow a more diverse set of uses which in turn may help to avoid long term vacancies. However, the effectiveness of this option with regards to ensuring the vitality and viability of Boston and Spalding's Primary Shopping Areas would depend upon the proportion of A1 uses being high enough to maintain a dominant retail offer. Setting a suitable threshold for uses in frontages would be crucial to this approach's success. There is a risk that by setting a threshold for non-A1 uses, that the dominant retail offer may be gradually undermined. This may impact on vitality and viability of the primary frontage and in turn, business and employment opportunities.	This option would provide flexibility and the ability to respond to any potential change in retail patterns and/or the function of the town centres in Boston and Spalding. It will ensure that A1 uses remain grouped together, which is necessary for a primary shopping area to operate successfully. Furthermore, it should help protect against 'dead frontages' which can have a negative impact on footfall and expenditure. It may also help to reduce long term vacancies and so help maintain an active primary frontage, while avoiding undermining the dominant retail offer, which in turn may

	Furthermore, this option would provide limited flexibility in the long term should retail patterns change. For example, it may prevent the change of use of larger buildings that could genuinely contribute to vitality and viability, or result in larger properties remaining vacant for a long period.	increase business and employment opportunities.
Conclusion: Both options are likely to generate neutral impacts and some effects identified will be dependant upon implementation. However, Option B is likely to have a number of positive sustainability impacts, including contributing towards the creation of vibrant town centres and community cohesion, providing opportunities for historic and derelict buildings to be protected or redeveloped and helping the economy. **Delivery:** Both options would be delivered through the development management process. It is not considered that there are any relative delivery benefits to either option. **Preferred Option Chosen and Reason:** **Option B** is the preferred option as it would maintain the primary retail function of larger units within each Primary Frontage, whilst recognising that non-A1 uses may have certain characteristics that would contribute to the vitality and viability of that frontage. This option would enable recognition of the current position in each centre at the time a planning application is submitted. Option B is in accordance with the NPPF which states that local planning authorities should clearly defined primary frontages in designated centres and set policies that make clear which uses will be permitted in such locations.		

Policy 23 - Additional Retail Provision	
Reasonable Policy Options: It is considered that there is only one reasonable option and that it is to include a policy that identifies South East Lincolnshire's additional comparison and convenience floorspace requirements in accordance with the South East Lincolnshire Town Centre and Retail Capacity Study (2013).	
Sustainability Objective	**Option A –** To include a policy that identifies South East Lincolnshire's additional comparison and convenience floorspace requirements in accordance with the Retail Study.
1. Housing	0
	No specific link/impact
2. Health and Well-being	✓
	Additional retail provision will create new employment opportunities and should have benefits for people's health and sense of wellbeing – Work is generally seen as good for physical and mental health and wellbeing. New employment opportunities will be of particular importance to those who are unemployed as gaining employment can help to increase the self-esteem of such individuals.
3. Transport	✓/x

	Any new development will likely lead to higher levels of road traffic. However, as the Town Centre and Retail Capacity Study indicates that future comparison and convenience floorspace should be located in Boston and Spalding, the two largest settlements in the plan area, this means that there is a potential positive impact of facilitating the critical mass required to sustain public transport and offer opportunities for cycling and walking.
4. Socially Inclusive Communities	✓
	Additional retail development should have positive effects on communities, particularly in terms of contributing to vibrant and inclusive town centres.
5. Education	✓
	Additional retail provision will create new employment opportunities and may also increase the number of training opportunities available through on-the-job training, for example.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The Town Centre and Retail Capacity Study indicates that future retail provision should be directed towards Boston and Spalding. This has the potential to have positive impacts as it is likely that such an approach would not involve the loss of greenfield sites meaning that it is arguably less likely for development to have an impact on biodiversity and Geodiversity. Nonetheless, some brownfield sites can be rich in biodiversity so it may be necessary for potential sites to be subject to ecological surveys to determine the presence or absence of protected species and any required mitigation.
7. Heritage	✓
	New retail development may offer opportunities to make townscape improvements which could have a positive impact on the setting of historic assets.
8. Landscape and Townscape	✓
	As additional retail provision will be directed towards Boston and Spalding in accordance with the Town Centre and Retail Capacity Study it is less likely that development will involve the loss of greenfield sites and will therefore reduce the potential for a negative impact on the landscape. It may offer opportunities to make townscape improvements.
9. Air, Soil and Water Resources	✓/x
	Soil – Locating additional retail provision in accordance with the Town Centre and Retail Capacity Study should help minimise the loss of high quality agricultural land to development. Air quality – Could lead to higher levels of road traffic which would increase greenhouse gas emissions. However, locating future retail development in Boston and Spalding may help facilitate opportunities for walking and cycling which are more environmentally friendly modes of transport. New development is also likely to create opportunities to include energy efficiency measures which could have a positive impact by minimising emissions resulting from the operation of the premises.

	Water – Additional retail development is likely to increase pressure on water resources.
10. Sustainable use of Land and Waste	✓/x
	This approach should help minimise the take-up of greenfield land for development. However, new development will likely lead to greater levels of waste generation.
11. Flood Risk	✓/x
	Additional retail development may increase the amount of hardstanding in Boston and Spalding which could exacerbate surface water flooding. However, there is the potential to 'design-in' flood resilience measures in new development and a Flood Risk Assessment will suggest mitigation measures to ensure that a development is safe and sustainable. Positive effects will be generated through promotion of SuDS in new development.
12. Climate Change	✓/x
	Additional retail development is likely to increase energy demand and greenhouse gas emissions. However, opportunities are likely to arise to include new energy-efficient design. Additionally, as discussed in Objective 3, by locating future retail development within the Sub-Regional Centres of Boston and Spalding there is a potential positive impact of facilitating the critical mass required to sustain public transport and offer opportunities for cycling and walking. The use of these more sustainable modes of transport would help reduce vehicle emissions.
13. Economy and Employment	✓✓
	This option will help aid economic growth and the identification of additional retail provision that will be required for the plan period to help ensure the vitality, viability and competitiveness of town centres. Basing the additional retail floorspace provision on the findings of the Retail Study will mean that the current position in each centre is taken into account and will ensure that South East Lincolnshire is capable of meeting the forecast floorspace requirements over the plan period. It will create opportunities for new employment both during construction and once operational. This could help reduce unemployment levels in South East Lincolnshire.
Conclusion: Option A is likely to have both positive impacts and some which will ultimately depend upon implementation. The most positive impacts are expected to be in relation to the economy particularly in terms of the vitality, viability and competitiveness of town centres. **Delivery:** This option would be delivered through the development management process. As there are no other reasonable options, there are no relative delivery benefits. **Preferred Option Chosen and Reason:** **Option A** is the preferred option as it is the only reasonable option. Given that the NPPF states that it is important that retail needs are met in full, it is appropriate that a policy approach is taken which involves identifying South East Lincolnshire's additional comparison and convenience floorspace requirements in accordance with the need identified in the South East Lincolnshire Town	

Centre and Retail Capacity Study (2013), annual retail monitoring and the Spalding Retail Paper. This option reflects recent evidence based on more recent trading density data and the current position in each centre projected forward to identify demand for the short and long term.

Policy 29 - Delivering a More Sustainable Transport Network		
Reasonable Policy Options: It is considered that there are two reasonable policy options relating to delivering a more sustainable transport network. The first is to rely on the NPPF alone to help deliver it. The second reasonable option is to rely on the NPPF but also to include a policy within the Local Plan to reflect up-to-date local strategies and priorities.		
Sustainability Objective	**Option A –** To rely on the NPPF.	**Option B -** As Option A) but to also include a policy within the Local Plan to reflect up-to-date local strategies and priorities.
1. Housing	0	0
	No specific link/impact	No specific link/impact
2. Health and Well-being	✓	✓✓
	The provision of a choice of sustainable transport will have a positive impact on both health and equality indicators. Walking and cycling in particular will help increase people's fitness and reduce stress levels, thereby benefitting their physical and mental health. Reduced road traffic will improve air quality. An improved public transport network should improve accessibility to local health services (particularly for the elderly). Although this may not have such a positive impact upon rural areas.	As Option A, but it will better address specific local issues - such as identified congestion 'hotspots' and areas of poor connectivity – and priorities.
3. Transport	✓✓	✓✓
	This option will promote a wider choice of sustainable and greener modes of travel. It will also help to address congestion and an improved public transport network should improve access to local services and facilities. Although this may not have such a positive impact upon rural areas.	As Option A, but it will better address specific local issues - such as identified congestion 'hotspots' and areas of poor connectivity – and priorities. The policy would benefit from criteria identifying key transport schemes and projects that are able to be delivered over the plan period to demonstrate how this

		policy will be implemented on the ground. Identifying the different ways transport can be secured through new development would give more certainty to delivery.
4. Socially Inclusive Communities	✓	✓✓
	This option would likely reduce traffic levels, and potentially, traffic speeds if roads are less congested as drivers would be less likely to become frustrated and overtake. Reduced traffic will help to lessen community severance and lead to greater safety. An improved public transport network would help improve access to cultural, leisure and recreational facilities. The needs of those with disabilities and mobility issues should be considered and may therefore increase opportunities for them to more easily access employment and key services and facilities and to engage in community activities.	As Option A, but it will better address specific local issues - such as identified congestion 'hotspots' and areas of poor connectivity – and priorities.
5. Education	✓/x	✓
	Improved public transport and more alternative modes of transport available will improve accessibility to education and training opportunities in general. However, there may not be such a positive impact upon rural areas unless their bus services are amongst those improved.	As Option A, but a locally tailored approach that reflects local strategies and priorities will allow improvements to be targeted as those areas most in need.
6. Biodiversity, Geodiversity and Green Infrastructure	0	0
	No specific link/impact	No specific link/impact
7. Heritage	✓	✓/x
	A reduced number of vehicles on the roads, and more pedestrian/cycle friendly environments, will help improve the quality of the setting for land- and townscapes.	As Option A, however if new infrastructure is required to address identified issues at certain 'hotspots' this may have a negative impact on an area's character.
8. Landscape and	✓	✓/x

Townscape	A reduced number of vehicles on the roads, and more pedestrian/cycle friendly environments, will help improve the quality of the setting for land- and townscapes.	As Option A, however if new infrastructure is required to address identified issues at certain 'hotspots' this may have a negative impact on an area's character.
9. Air, Soil and Water Resources	✓	✓✓
	The promotion of sustainable transport and accessibility should aid in reducing greenhouse gas emissions, thereby improving air quality. This will have a positive impact on the two identified Air Quality Management Areas (AQMAs) in the area.	As Option A, however it will better help address local circumstances.
10. Sustainable use of Land and Waste	0	0
	No specific link/impact.	No specific link/impact.
11. Flood Risk	0	0
	No specific link/impact.	No specific link/impact.
12. Climate Change	✓	✓✓
	A reduced number of vehicles on the roads will reduce greenhouse gas emissions	As Option A, however it will better help address local circumstances.
13. Economy and Employment	✓	✓✓
	Reduced road congestion will help reduce journey times to key employment sites. It will therefore have a positive effect in terms of the time/cost it requires to move employees and freight.	As Option A, but a locally tailored approach that reflects local strategies and priorities will allow improvements to be targeted as those areas most in need.
Conclusion: Both options score mostly positive, although Option B would have more major positive impacts given that it enables local strategies and priorities to be taken into account and addressed specifically through policy. Neither option is considered to have any negative impacts. **Delivery:** Both options would be delivered through the development management process and the Infrastructure Delivery Plan where appropriate. It is not considered that there are any relative delivery benefits to either option. **Preferred Option Chosen and Reason:** **Option B** is the preferred option as it will better address congestion and promote an improved public		

and sustainable transport network, thereby improving access to local services and facilities. Including a locally distinct policy will help address specific local issues – such as identified congestion 'hotspots' and areas of poor connectivity – and priorities. It is unreasonable to produce a policy approach that fails to recognise the importance of sustainable transport and accessibility as this would be contrary to the provisions of the NPPF.

Policy 30 – Delivering the Spalding Transport Strategy		
Reasonable Policy Options: It is considered that there are two reasonable policy options relating to transport improvements in Spalding. The first is to rely on the NPPF alone and its provisions on transport. The second reasonable option is to rely on the NPPF but also to include a locally distinct policy within the Local Plan which will help deliver transport solutions identified in the Spalding Transport Strategy (September 2014)		
Sustainability Objective	**Option A -** To rely on the NPPF.	**Option B -** As Option A) but to also include a locally distinct policy within the Local Plan which will help deliver transport solutions identified in the Spalding Transport Strategy (September 2014)
1. Housing	0	0
	No specific link/impact.	No specific link/impact.
2. Health and Well-being	✓	✓✓
	The delivery of a more sustainable transport network in Spalding will have a positive impact on both health and equality. For example, encouraging walking and cycling will have positive effects for the both the physical and mental wellbeing of residents. Reduced congestion and road traffic will improve air quality, with associated positive impacts for health.	As Option A, but it will better address specific local issues - such as identified congestion 'hotspots' and areas of poor connectivity – and priorities. For example, the Strategy outlines a number of options relating to the promotion of sustainable transport, including a more joined-up cycle network which should help make cycling a more attractive proposition. It also identifies traffic pinchpoints in Spalding that should be resolved to avoid excessive congestion arising in the future.
3. Transport	✓✓	✓✓
	This option will promote a wider choice of sustainable and greener modes of travel and will also help to address congestion in Spalding. An improved public transport network should improve access to local services and facilities.	As Option A, but it will better address specific local issues - such as identified congestion 'hotspots' and areas of poor connectivity – and priorities. For example, the Strategy suggests possible extensions to existing bus routes or new Into Town routes, and potential increased peak frequency of these services. Overall, implementation of the Spalding

		Transport Strategy will have a very important part to play in providing solutions to current transport management issues in Spalding, pending the completion of the Spalding Western Relief Road in its entirety.
4. Socially Inclusive Communities	✓	✓✓
	This option would likely reduce traffic levels and congestion. Reduced traffic will help to lessen community severance and lead to greater safety. An improved public transport network would help improve access to cultural, leisure and recreational facilities. The needs of those with disabilities and mobility issues should be considered and may therefore increase opportunities for them to more easily access employment and key services and facilities and to engage in community activities.	As Option A, but it will better address specific local issues - such as identified congestion 'hotspots' and areas of poor connectivity – and priorities. For example, the Strategy advises that an Access and Mobility audit be conducted so as to identify any existing features which limit access for vulnerable groups, those with limited mobility or disabilities. A list of improvements could therefore be drawn up and prioritised. The Strategy also suggests improvements to reduce severance in the town caused by the railway and river. This will help ensure that communities are well connected and residents have improved access to employment, shops and other community facilities, thereby also promoting social inclusion. This is particularly important in areas of deprivation where car ownership is likely to be lower.
5. Education	✓	✓✓
	Improved public transport and more alternative modes of transport available will improve accessibility to education and training opportunities in general.	As Option A, but a locally tailored approach that reflects local strategies and priorities will allow improvements to be targeted as those areas most in need. For example, resolving issues at traffic pinchpoints should help to reduce, and minimise future, traffic congestion, thereby reducing the time taken to access educational facilities. Extending bus routes and increasing the peak frequency of services will help too. Improving pedestrian and cycle links will also have a positive impact for those who either cannot afford to own a private car or to use public transport.
6. Biodiversity, Geodiversity and Green Infrastructure	0	0
	No specific link/impact	No specific link/impact

7. Heritage	✓	✓/x
	A reduced number of vehicles on the roads, and more pedestrian/cycle friendly environments, will help improve the quality of the setting for heritage assets.	As Option A, however if new infrastructure/improvements are required to address identified issues at certain 'hotspots' this may have a negative impact on heritage assets.
8. Landscape and Townscape	0	0
	No specific link/impact	No specific link/impact
9. Air, Soil and Water Resources	✓	✓✓
	The delivery of a more sustainable transport network in Spalding, and the reduction of road congestion and traffic, should aid in reducing greenhouse gas emissions, thereby improving air quality.	As Option A, however it will better help address local circumstances. For example through resolving traffic pinchpoints and promoting modal shift to more sustainable modes of transport. Given the location of projects identified in the Spalding Transport Strategy, it is very unlikely that this option would result in the loss of high quality agricultural land. An impact upon water quality and resources is unlikely.
10. Sustainable use of Land and Waste	0	0
	No specific link/impact	No specific link/impact
11. Flood Risk	0	0
	No specific link/impact	No specific link/impact
12. Climate Change	✓	✓✓
	A reduced number of vehicles on the roads will reduce greenhouse gas emissions	As Option A, however it will better help address local circumstances.
13. Economy and Employment	✓	✓✓
	Reduced road congestion could help businesses move around the town more efficiently, which would have economic benefits in terms of the time/cost it requires to move employees and freight.	As Option A, but a locally tailored approach that reflects local strategies and priorities will allow improvements to be targeted as those areas most in need.
Conclusion: Option A would have some positive impacts, although a number are considered to be neutral. However, Option B scores better with a combination of mostly major positive and positive impacts given that it is a locally distinct approach which will take into account the transport projects and priorities identified for Spalding within the Spalding Transport Strategy. Neither option is considered to have any negative		

impacts.

Delivery: Both options would be delivered through the development management process. It is not considered that there are any relative delivery benefits to either option.

Preferred Option Chosen and Reason: **Option B** is the preferred option as it would promote a locally tailored approach better suited to addressing the specific transport issues identified within Spalding in the Spalding Transport Strategy.

Policy 31 - Vehicle and Cycle Parking		
Reasonable Policy Options: It is considered that there are two reasonable policy options relating to vehicle and cycle parking. The first is to rely on the NPPF alone and its provisions on parking. The second reasonable option is to rely on the NPPF but also to include a policy within the Local Plan to reflect up-to-date local strategies and priorities.		
Sustainability Objective	**Option A -** To rely on the NPPF.	**Option B -** As Option A) but to also include a policy within the Local Plan to reflect up-to-date local strategies and priorities.
1. Housing	0	0
	No specific link/impact.	No specific link/impact.
2. Health and Well-being	0	✓
	No specific link/impact.	Lincolnshire County Council's 4th Local Transport Plan states that they will continue to ensure that new developments provide appropriate levels of parking for cyclists. An approach that reflects up-to-date local strategies and priorities such as this should have a positive impact on this objective. Good cycle parking provision may encourage more people to cycle which will have a positive impact on both health and equality.
3. Transport	✓/x	✓✓
	The NPPF states that, if setting local parking standards, local planning authorities should take into account the availability of and opportunities for public transport. For example, restricting the availability of car parking in locations with good access to public transport should have a positive impact by encouraging its greater use.	As Option A, however a more locally tailored approach would provide better clarity as to the position on Cycle Parking. If this option were to encourage more people to cycle for local journeys it would help contribute towards facilitating the shift to more sustainable modes of transport.

	However, the NPPF does not specifically address Cycle Parking.	But the policy should provide a threshold whereby minimum parking standards will be sought.
4. Socially Inclusive Communities	✓	✓✓
	In terms of non-residential development, the NPPF states that the accessibility of the development should be taken into consideration when determining local parking standards. This could mean ensuring the appropriate provision of parking for disabled people close to the main entrance which would have a positive impact by ensuring accessibility for disabled people, and potentially removing barriers to employment for them. This option will also have benefits in terms of community safety by ensuring that parking in town centres is safe and secure. This should have a positive impact on road safety as well as crime.	As Option A, but will provide greater clarity about the approach to be taken. Greater cycle use has the potential to minimise and/or reduce congestion which should help alleviate the other impacts of traffic on communities such as noise disturbance and community severance. Additional guidance on the design and layout of parking provision would ensure provision is safe and functional to encourage greater, positive use.
5. Education	✓	✓✓
	The NPPF states that local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure. Good quality parking arrangements are often seen as key to the economic prosperity of town centres and so this option should help maintain and/or enhance their viability and vitality which will likely safeguard on-the-job training opportunities at businesses located there.	As Option A, but a clearer approach – particularly with regards to cycle parking provision – will likely have more benefits. For example, encouraging cycle use might help people - who would otherwise not have been able to - access education and training opportunities, potentially improving their skills and qualifications.
6. Biodiversity, Geodiversity and Green Infrastructure	0	0
	No specific link/impact.	No specific link/impact.
7. Heritage	0	0
	No specific link/impact.	No specific link/impact.
8. Landscape and Townscape	✓/x	✓
	As stated in Objective 5, the provision of convenient, safe	As Option A, but a locally tailored approach will provide

	and secure parking could assist in enhancing the vitality and viability of towns and villages – and also potentially help regenerate any degraded built environments – by providing access to the key services and facilities located there. This could therefore have a positive impact upon landscape and townscape. However, larger areas of car parking may have an adverse visual impact, particularly in residential development.	greater clarity.
9. Air, Soil and Water Resources	✓/x	✓
	The NPPF states that, if setting local parking standards, local planning authorities should take into account an overall need to reduce the use of high-emission vehicles. This may have a positive impact on air quality. However, providing space for vehicle parking is likely to involve the use of hardstanding which may mean that there is an adverse impact on surface/ground water quality, infiltration rates, and run-off. The safeguarding of existing employment sites should have no impact.	As Option A. Also, as stated in Objective 4, greater cycle use has the potential to minimise and/or reduce congestion which would reduced carbon emissions and thus have a positive impact on air quality.
10. Sustainable use of Land and Waste	0	0
	No specific link/impact.	No specific link/impact.
11. Flood Risk	✓/x	✓/x
	The overall impact on flood risk is likely to depend on implementation (e.g. location, design, landscaping, amount of hardstanding used). For example, providing space for vehicle parking is likely to involve the use of hardstanding which can have an adverse impact on surface and ground water run-off as well as infiltration rates. However, the inclusion of soft landscaping and/or SuDS can contribute positively towards managing surface water and reducing the probability or the severity of flooding.	As Option A.
12. Climate	✓	✓✓

Change	The NPPF states that, if setting local parking standards, local planning authorities should take into account an overall need to reduce the use of high-emission vehicles. This would have a positive impact on reducing greenhouse gas emissions and bring benefits in terms of climate change.	As Option A, however a clearer approach to Cycle Parking may help reduce use of the private car, helping to reduce greenhouse gas emissions.
13. Economy and Employment	✓	✓✓
	The NPPF states that local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure. Within and near to town centres this should have a positive impact as the availability of good quality car parking – that helps encourage people to visit - is often viewed as key to the economic prosperity of the town centres. This option would also ensure that appropriate parking charges are set that do not undermine the vitality of town centres.	As Option A. A reduction in congestion due to greater cycle use may have additional economic benefits, particularly in terms of an improvement to the cost of moving employees and freight by reducing the time wasted during economically productive days.
Conclusion: Option A would have some positive impacts, although a number are also considered to be either neutral or would depend upon implementation. However, Option B scores better with a combination of mostly major positive and positive impacts given that it enables local strategies and priorities to be addressed and a clearer approach to cycle parking to be provided specifically through policy. Neither option is considered to have any negative impacts. **Delivery:** Both options would be delivered through the development management process. It is not considered that there are any relative delivery benefits to either option. **Preferred Option Chosen and Reason:** **Option B** is the preferred option as it would promote a locally tailored approach better suited to addressing the specific car parking issues identified in South East Lincolnshire. It would also provide more clarity on local cycle parking requirements.		

Appendix 4: Appraisal of Policies in the Publication Version Local Plan (March 2017)

Promoting Sustainable Communities in South East Lincolnshire

Policy 1: Presumption in Favour of Sustainable Development				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. *Likelihood/certainty:* N/A (see above) *Temporary or permanent:* N/A (see above)
2. Health and Wellbeing	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. *Likelihood/certainty:* N/A (see above) *Temporary or permanent:* N/A (see above)
3. Transport	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan.

				Likelihood/certainty: N/A (see above) *Temporary or permanent:* N/A (see above)
4. Socially Inclusive Communities	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. *Likelihood/certainty:* N/A (see above) *Temporary or permanent:* N/A (see above)
5. Education	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. *Likelihood/certainty:* N/A (see above) *Temporary or permanent:* N/A (see above)
6. Biodiversity, Geodiversity and Green Infrastructure	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. *Likelihood/certainty:* N/A (see above) *Temporary or permanent:* N/A (see above)
7. Heritage	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. *Likelihood/certainty:* N/A (see above) *Temporary or permanent:* N/A (see above)
8. Landscape and Townscape	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. *Likelihood/certainty:* N/A (see above) *Temporary or permanent:* N/A (see above)

9. Air, Soil and Water Resources	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. *Likelihood/certainty:* N/A (see above) *Temporary or permanent:* N/A (see above)
10. Sustainable use of Land and Waste	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. *Likelihood/certainty:* N/A (see above) *Temporary or permanent:* N/A (see above)
11. Flood Risk	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. *Likelihood/certainty:* N/A (see above) *Temporary or permanent:* N/A (see above)
12. Climate Change	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. *Likelihood/certainty:* N/A (see above) *Temporary or permanent:* N/A (see above)
13. Economy and Employment	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. *Likelihood/certainty:* N/A (see above) *Temporary or permanent:* N/A (see above)

Policy 2: Spatial Strategy				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓	✓	✓✓	**Affordable Housing:** At a strategic level it is considered that there is potential for significant positive impacts, although these will vary site by site; the spatial strategy will help ensure that affordable housing can be provided in the most sustainable settlements, where there is good access to shops and services. Generally the tenure, style and size of housing for each site will be considered on a case by case basis taking into account existing imbalances in the housing stock. Hence, positive effects are likely in terms of delivering affordable and adaptable housing to meet identified need. It is considered that as the quantum of development increases more significant benefits will be secured. Energy efficiency is considered by Objective 12. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	✓	✓	✓✓	**Access to health facilities:** South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. This policy aims to direct the majority of development to the more sustainable settlements, such as the Sub-Regional Centres and Main Service Centres where healthcare capacities are greatest. It will therefore enable a larger number of people to access healthcare services which will have a positive impact on this objective. Phasing of new development in line with the capacities of health facilities will be vital. This should be kept under review to avoid any adverse impacts. **Access to open space:** Access to amenity open space, GI and multi-user routes varies across the hierarchy. However, by directing the majority of development to the more sustainable settlements with more facilities, a greater number of people should be able to access such facilities.

				In cases where the development of sites will involve the loss of existing open space or affect an existing route, loss should be compensated for through either on-site or off-site provision. Overall, access to amenity open space/GI and multi-user routes will depend on implementation as it may be possible through other policies to secure additional open space to address the impact generated by a new development on site, or through a developer contribution to improve existing provision so that it can cope with the additional demand from the new development. **Proximity to sources of pollution:** At a strategic level the settlement hierarchy does not raise any issues of air/noise pollution that would have an adverse impact on human health. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
3. Transport	✓/x	✓/x	✓	This policy seeks to focus the majority of new development in and around the Sub-Regional Centres, Main Service Centres and Minor Service Centres. This means that sites will generally have good access to services/facilities and job opportunities either on foot, by bicycle or by bus. This would have a positive impact on this objective with respect to reducing/minimising the number of trips made by cars. Mitigation to address constraints (e.g. investment in bus services, provision of footpaths/cyclepaths, connection to existing sustainable transport network) is likely to be more viable for larger developments, including the sustainable urban extensions. However, associated delivery timescales may mean that adverse effects may dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective). There is therefore the potential for positive effects for some sites and negative impacts for others. Any benefits may also be off-set by an increase in traffic congestion, unless mitigated. Inevitably, due to the location of the sustainable urban extensions and other major new developments, pressure will increase on the highways network, particularly along key routes through the area e.g. A16, A17, A52, A151. As these routes already suffer from some congestion at peak times, mitigation through improvements and promotion of viable alternative transport options will be required if development is to be accommodated and the safety of the highway network is to be maintained. As such, overall impacts will depend on implementation.

				It is considered that Policy 29 adequately helps to secure transport infrastructure as a result of development through for example a Travel Plans/Transport Assessment/Transport Statement. The promotion of a significant amount of new development in the Sub-Regional Centres could generate a positive impact on facilitating the delivery of strategic transport infrastructure. This is likely to be in the long term when the amount of development has reached the level at which a road (or part of) - such as the Spalding Western Relief Road/Boston Distributor Road - can be delivered. However, this is location-dependent as development to the east of Spalding or Boston town is remote from the proposed road corridors so are unlikely to secure positive benefits by helping to minimise congestion and improve road safety in the area. Access to employment is discussed in Objective 13. *Likelihood/certainty:* Uncertain in the short to medium-term - There is the potential for adverse impacts due to increased pressure on existing infrastructure. However, positive effects are more likely to be prominent in the long-term as transport infrastructure is delivered. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	✓	✓	✓✓	Levels of deprivation vary across the area; for example the Fenside ward, Boston Borough and the Sutton Bridge ward, South Holland are deemed to be within the top 10% and 20% most deprived neighbourhoods nationally. Life expectancy is 8.8 years lower for men in those parts of Boston than in the least deprived areas elsewhere. Because Boston town is a Sub-Regional Centre and Sutton Bridge is a Main Service Centre it is likely that a reasonable level of development will take place in both settlements. This policy is likely to have a positive impact in helping to regenerate these areas and improve access to employment opportunities as well as to other services/facilities. As the quantum of development increases over the Plan period and beyond, it is considered possible for regeneration benefits to become significant. It follows that as development is expected to be permitted appropriate to a settlement's level within the hierarchy, that access to employment opportunities should meet the needs of local people. However the importance of local employment opportunities should be recognised.

				But within the lower tiers of the hierarchy, development is unlikely to provide sustainable access to employment opportunities and other services and facilities; at least without a significant level of mitigation (e.g. investment in sustainable/public transport or new facilities on-site/ in local area). Overall there is the potential for the distribution of new development to provide good or more limited access to community facilities, depending on the location of the settlement and the existing provision. The capacity of these facilities to meet the needs of additional users also varies. Mitigation would be required in those cases where access is more limited. In many cases due to their size, the sustainable urban extensions have more limited access; specifically there are opportunities to improve the level of green infrastructure and sports facilities available. It is recommended that sites are developed in accordance with a masterplan to give more certainty to delivery taking place. The design of new development should promote community safety; some will improve the public realm and may also help to minimise anti-social behaviour and crime, particularly in the most deprived wards. Careful design of new development should also avoid adverse impacts due to loss of open space and potential severance of footpaths/links between communities. This policy focuses development on the higher tier settlements where access to high speed broadband is available; new development should ensure that connection is feasible to secure positive benefits against this objective. *Likelihood/certainty:* Highly probable – Positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen. *Temporary or permanent:* Permanent
5. Education	x	✓/x	✓	The higher level settlements reflect the location of primary schools (the majority of potential sites are within 3.2km walk of a primary school). The promotion of Sub-Regional Centres and some Main Service Centres as suitable locations for development reflects the location of secondary schools. For those sites where educational facilities are beyond a short walking distance, often there is good access to high frequency bus services and/ or multi-user routes to encourage sustainable transport choices. Evidence suggests that across the area there is an immediate need for extra primary,

				secondary and post 16 school places; a situation which is anticipated to become more severe in the future. The exact need varies according to settlement. As the policy is expected to permit development within settlement boundaries to meet the needs of that community, it is expected that new development will exacerbate this, so there is potential for adverse impacts. Phasing of new development in line with the capacities of educational facilities will be vital. The need for investment in educational facilities to meet demand could mitigate any impacts, potentially through developer contributions or through new educational facilities at the sustainable urban extensions. It is recommended that where there is land to accommodate new educational facilities on a site that development is carried out in accordance with a masterplan. Over the long-term as extra facilities are built and capacity increases, adverse impacts may be minimised. Construction of new development across the hierarchy may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. Due to the anticipated delivery timescale, this is likely to have positive effects in the medium-long-term depending on the phasing of sites and construction periods. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Temporary
6. Biodiversity, Geodiversity and Green Infrastructure	?	?	?	The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites taken forward for development. **Amenity Open Space & GI:** There are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area as a result of the new development associated with the hierarchy. To ensure that improvements are secured, development should be delivered in accordance with masterplans, planning conditions or use of s106 agreements. In cases where development will involve the loss of existing open space or playing fields, compensation should be through either on or off-site provision. Loss of provision in some instances may be more significant depending on existing provision in the ward and density of surrounding housing. Overall, the impact on amenity open space and GI will depend on implementation. **Biodiversity:** At a strategic level it is considered that there is potential for significant adverse impacts, although these will vary by site. There could be high levels of disturbance/loss of

				habitat for protected/priority species/habitats in the short to medium-term through construction and recreational pressure. In such circumstances, mitigation will be essential to help minimise adverse impacts. In some cases there may be potential for net-gains due to potential mitigation for sustainable urban extensions and other major developments. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term. It could also help make biodiversity more resilient to climate change. Mitigation is considered to be more effective over the long-term as GI/ habitats establish and mature. It is considered that Policy 24 adequately helps to secure mitigation for biodiversity required as a result of development, through a Phase I Habitat Survey or Ecological Assessment for example. **Geodiversity:** No impact. *Likelihood/certainty:* Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes. *Temporary or permanent:* Temporary
7. Heritage	?	?	?	The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites taken forward for development. There could be adverse effects over the short and medium-term due to the proposed construction periods of proposed development. Although there may be potential for residual adverse impacts over the long-term, it is considered mitigation to reduce the impact will have begun to take place and even generate positive effects (e.g. improvements to setting of heritage assets) with the maturing of green infrastructure and removal/improvement of nearby poor quality urban fabric. This is particularly relevant for sites within/adjoining 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area. If undertaken at a significant scale, in the right location to an appropriate standard, the number and/or severity of assets at risk could be reduced. It is considered that Policy 25 adequately helps to secure appropriate mitigation required as a

				consequence of development through a statement of significance and/or archaeological assessment for example. *Likelihood/certainty:* Uncertain – will depend upon implementation and location of development *Temporary or permanent:* Temporary – long-term improvements through design and those secured as a result of planning permission may help address the issues identified.
8. Landscape and Townscape	x	x	✓/x	At a strategic level a precautionary approach has been taken, although impacts will vary by site; adverse impacts on the landscape are considered likely as a result of the development associated with the hierarchy, although identified settlement boundaries are likely to help mitigate negative impacts, particularly in the Other Service Centres and Settlements, and between settlements in close proximity to another, by limiting the impact of urban sprawl. Careful consideration should be given to avoiding uncontained urban sprawl at the sustainable urban extensions, and how adverse impacts on the landscape can be avoided. The promotion of development within settlement boundaries could secure the use of brownfield land, although it is expected that due to the amount of development required edge of settlement greenfield sites will be promoted, with associated adverse impacts. However, in some cases the development of an edge of settlement site may help secure landscape or townscape improvements; some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement. Overall this depends on implementation over the long-term; significant mitigation e.g. in the form of structural landscaping, could help minimise adverse residual effects, once established. However, with respect to the strategic edge of settlements sites it is expected that there will still be adverse residual impacts as development will change the settlement form. Regeneration benefits are discussed by Objective 4. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Temporary – the long-term effects are likely to depend upon implementation, although positive effects are more likely to be prominent then as the impact

				of mitigation can be seen.
9. Air, Soil and Water Resources	x	x	✓/x	The promotion of development within settlement boundaries could secure the use of brownfield land, which could help protect soil resources and divert development from agricultural land. It may also secure the remediation of contaminated sites, generating associated water quality benefits, which should generate positive impacts against this objective. However, it is expected that a significant amount of development will take place at the edge of settlements, which suggests that quality agricultural land will be lost, resulting in adverse effects on soil resources. Such adverse effects are considered to be significant in the short-term when sites are likely to be under construction. As sites are being built-out, it is likely that impacts will lessen as mitigation (e.g. GI, structure planting, etc.) matures helping to protect soil resources. Adverse impacts will depend on implementation and the level of green infrastructure incorporated into new schemes. Overall, the impact on air and water resources is likely to depend on implementation: **Air:** By permitting development to meet the needs of the community in each settlement within the hierarchy it is inevitable that the number of trips made by car will increase. This is likely to have an adverse impact on air quality relating to exhaust emissions. But, the extent will depend on implementation and proximity of site to sustainable/public transport. The provision of additional transport infrastructure such as the Boston Distributor Road may seek to reduce air quality hotspots in Boston Town Centre. There will be dust emissions associated with the construction of development associated with this policy however, planning conditions should be put in place to ensure air pollution is minimised. **Water:** At a strategic level the impact upon existing water/sewage treatment infrastructure capacity is broadly acceptable. Where investment is likely to be required this will be addressed on a site-by-site basis. It will be particularly important that new development is phased with investment to minimise sustainability impacts. Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period.

				Likelihood/certainty: Probable *Temporary or permanent:* Temporary – Negative effects are likely in the short to medium-term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.
10. Sustainable use of Land and Waste	x	x	✓/x	The development associated with this policy is expected to be a mix of brownfield and greenfield sites. Use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality which would generate positive impacts. However, as these sites can be more difficult and costly to develop, particularly in the current economic climate, greenfield sites are likely to be developed at a higher rate, which would generate the adverse impacts identified by Objective 9. Development associated with this policy is unlikely to sterilise economically important mineral resources, although mitigation may be required in the south-west of the area. The design of new development associated with this policy should ensure that appropriate waste disposal facilities, including those for recycling are provided at each new development. Issues relating to access are considered in Objective 3 above. *Likelihood/certainty:* Probable *Temporary or permanent:* Temporary – Negative effects are likely in the short to medium-term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.
11. Flood Risk	✓/x	✓/x	✓	The policy acknowledges that flood risk is an important consideration in the distribution of development. However, it also states that many of the more low risk areas are least sustainable, implying that land has been identified in medium-higher risk, but broadly sustainable locations which could have negative implications for this objective. Overall the impacts will depend upon mitigation. Implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, but also for others elsewhere. Hence in the short/medium-term it is considered likely that effects will depend on implementation as the effects of mitigation start to be seen. In the long-term, flood risk is likely to be reduced, particularly once the Boston Barrier has been constructed, and so may incur positive effects.

				Likelihood/certainty: Uncertain – will depend upon implementation i.e. mitigation. In the long-term, positive effects are more likely to be generated. *Temporary or permanent:* Permanent
12. Climate Change	✓/x	✓/x	✓/x	Delivery of new development associated with this policy is likely to generate an adverse impact in reducing greenhouse gas emissions as the construction of development is likely to consume high levels of energy. Increasing the level of development within the area will also increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. As such, effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation. **Transport Emissions:** Inevitably transport emissions will increase from current levels due to the increase in the local population that this policy will provide for. However, as the majority of new development is likely to be concentrated in and around the Sub-Regional Centres and Main Service Centres, and therefore in close proximity to key transport routes, the need to travel by car particularly over shorter distances may be reduced, thus reducing emissions. Development at the sustainable urban extensions has the ability to encourage more sustainable transport options and reduce associated transport emissions e.g. provision of bus services, new/improved walking/cycling routes and/or provision of essential services on-site. Overall, it is considered that this will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged. **Energy Efficiency & Renewable Energy:** There is potential for significant benefits to be secured against this policy; for instance new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). *Likelihood/certainty:* Uncertain – will depend upon implementation and how sustainable modes of transport are promoted *Temporary or permanent:* Permanent

13. Economy and Employment	✓✓	✓✓	✓✓	The approach taken to the distribution of development in the hierarchy is likely to have significant positive effects on the economy over the short, medium, and long-term. By focussing development within the higher tier settlements where access to local shops and services is good or has the capacity to improve may also encourage the inward migration of people (e.g. skilled professionals) which will help to support the local economy. An increased local population is also likely to support the economy and primacy of the town centres in terms of increased spend on local facilities, shops and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed. By concentrating new development in and around the Sub-Regional Centres and Main Service Centres, the hierarchy reflects the location of employment areas (existing or proposed); most of the sites identified by Policy 7 are within walking/cycling distance of a settlement boundary and/or have good public transport access. Over the long term, access to employment is also likely to improve as further employment development associated with the Main Employment Areas takes place. This could help to support the economy and reduce unemployment. At a strategic level, because of their size, the sustainable urban extensions may have poor access to employment opportunities. However, because of their scale they are likely to make significant improvements to the level of sustainable transport options and/or links with existing multi-user routes. It is recommended that these sites are developed in accordance with a masterplan. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent

Policy 3: Development Management				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	(N.B. reference is made to general comments 1-3 throughout the assessment of this policy. These comments are located at the end of this table).
1. Housing	✓	✓	✓✓	**Affordable and adaptable housing:** At a strategic level, it is considered that this policy will generate positive effects by ensuring that the type, mix and density of new market and affordable homes are appropriate to the site and its environs. This policy will ensure that all new homes are designed to a high standard, so that there is no visible difference between market and affordable homes. Masterplans of the sustainable urban extensions will play a significant role in this; they should ensure that the mix and type of housing responds positively to the site and the surrounding area and meets the needs of future residents. Specific issues identified: • Criterion 1 will help ensure that an appropriate mix of housing can be delivered that is capable of being readily adapted to meet a range of needs. It is considered that as the quantum of development increases more significant benefits will be secured. • Criterion 6 will ensure that noise, odour, disturbance or visual intrusion are considered thereby ensuring that everybody lives in a decent home, safeguarded from the potential negative impacts of new development. **Energy efficiency:** See Objective 12. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	✓	✓	✓✓	Criterion 5 will help ensure that new development is only permitted where it does not have an adverse impact on existing community services and infrastructure. **Health facilities:** capacity of healthcare services is an important issue, which if unmitigated will incur adverse effects against this objective. South East Lincolnshire's population

				experiences significant health inequalities and variations in life expectancy exist. Criterion 5 will help ensure that mitigation, such as in the form of developer contributions, can be secured to minimise pressure on existing facilities. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of health facilities will be vital. **Access to green infrastructure:** Considering the amount and distribution of new development proposed by the new Local Plan, there are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area. Specifically: • Criterion 8 will ensure that development considers the impact and enhancement of natural habitats, which contribute to active lifestyles and wellbeing. • Criterion 1 recognises the important role trees play in the layout and design of new development; trees, particularly woodlands are often used for walking and cycling and the retention and/or establishment of such space is in keeping with the promotion of healthy lifestyles. Woodland and trees also play a vital role in improving mental health. In cases where new development will involve the loss of existing open space or playing fields, loss should be compensated for through either on or off-site provision. The significance of loss of provision will vary depending on existing provision in the ward and density of surrounding housing. Overall the impact on amenity open space and GI will depend on implementation. **Proximity to sources of pollution:** Criterion 6 aims to protect the amenity of residents and employees, mitigation will promote healthy lifestyles across the area to ensure that any potential significant adverse impacts can be addressed. **Sustainable travel:** Criterion 4 recognises the importance of securing appropriate access; promoting walking and cycling will increase people's fitness and has been shown to reduce stress levels. This is likely to result in both physical and mental health benefits. Furthermore, reduced traffic and congestion is likely to improve air quality and therefore associated respiratory health problems. Increasing the number and/or extent of PROWs will provide affordable healthy opportunities to walk/cycle to work, school or for leisure.

				Likelihood/certainty: Highly probable - As the quantum of development increases, along with associated improvements, the overall positive effects are likely to be more significant. *Temporary or permanent:* Permanent
3. Transport	✓/x	✓/x	✓	Criterion 4 recognises the importance of ensuring access and vehicle generation levels are adequate. Due to the quantity of new development proposed (i.e. 18,675 new homes and 82ha of new employment land by 2036) there is potential for an associated increase in traffic and car trips, and the demand for additional car parking to significantly increase above current levels. Due to the location of some of the sustainable urban extensions and larger sites, it is inevitable development will increase pressure on the highways network, particularly along its key routes (e.g. A16, A17, A151, A52). This could have a cumulative adverse effect on residents across the area in terms of community safety and road traffic congestion. Overall impacts will depend on implementation as mitigation (improvements to highways infrastructure and promotion of sustainable modes of transport) should help to minimise this increase and ensure that the safety of the highways network is maintained. It is recommended that the sustainable urban extensions are developed in accordance with their associated masterplans in order to minimise people's reliance on the car. Associated delivery timescales may mean that adverse effects may dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation to help ease this increase are yet to become effective). Permitting sustainable development proposals could facilitate the delivery of strategic transport infrastructure, thereby generating positive impacts. But this is location-dependent in the long term, when the amount of development required has reached the level at which a road (or part of) such as the Spalding Western Relief Road/Boston Distributor Road can be delivered. Access to employment is discussed in Objective 13. *Likelihood/certainty:* Uncertain in the short to medium-term – will depend upon implementation and the promotion of sustainable modes of transport. *Temporary or permanent:* Temporary – over the long-term, improvements through design and those secured as a result of planning permission may help address the issues identified.

4. Socially Inclusive Communities	✓	✓	✓✓	**Deprivation:** Levels of deprivation vary across the area; the Sutton Bridge ward, South Holland; and parts of the Station, Staniland and Skirbeck wards, Boston are deemed to be with the top 30% most deprived areas nationally, and may experience lower quality social and environmental conditions in places. By ensuring that a high quality of development is provided, irrespective of location, this policy will have a positive impact in helping to regenerate these and other locations, and improve access to employment opportunities as well as other services/ facilities. Highlighting issues such as layout, density, amenity, character and appearance will ensure that environmental quality is of a high standard which should have positive impacts on the condition of these areas. As the quantum of development increases over the Plan period and beyond, it is considered possible for regeneration benefits to become significant. The provision and protection of green infrastructure and open space (Criterion 8) should also contribute to improving social and environmental conditions. Criterion 3 helps secure more energy efficient homes and places of work. This could help reduce fuel bills which should have positive impacts for those living in fuel poverty. **Community facilities:** capacity of community facilities is an important issue, which if unmitigated will incur adverse effects against this objective. Access to community facilities and the associated benefits of social cohesion can vary considerably between settlements or tiers within the hierarchy. For example, Wigtoft and Sutton St James have poorer access where, without mitigation, such as in the form of developer contributions, there is likely to be increased pressure on existing facilities. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of community facilities will be vital. In many cases, due to their size, the sustainable urban extensions have more limited access; although their size provides opportunities to improve the level of community facilities available. It is recommended that sites are developed in accordance with a masterplan to give more certainty to delivery taking place. **Community safety:** The design and layout requirements of this policy should promote community safety and may also help to minimise anti-social behaviour and crime, particularly

				in the most deprived wards. Careful design of new development should also avoid adverse impacts due to loss of open space and potential severance of footpaths/links between communities. Specifically: • Criterion 6 will foster strong and secure communities and promote safe, comfortable and pleasant environments for people to live in; • Criterion 4 ensures that traffic generated by a development can be safely accommodated in the highway network. The promotion of sustainable access should generally improve accessibility to employment, education and training opportunities. This is particularly important for more deprived parts of the area where car ownership may be lower. The success of this will be measured through the implementation process. **Capacity of infrastructure:** Utilities, telecommunications and broadband infrastructure are integral to strengthening communities as it enhances people's capacity and ability to communicate. The provision of superfast broadband infrastructure could strengthen rural communities, as it would help people starting new businesses which rely on broadband connection and ensure they can access on-line facilities available to those who live elsewhere. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent – positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen.
5. Education	✓/x	✓/x	✓/x	**Capacity of infrastructure:** Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. Investment in educational facilities to meet demand could mitigate any impacts, but this policy does not state how the impact upon infrastructure will be considered, so positive effects against this objective could vary across the area. It is recommended that where there is land to accommodate new educational facilities on a site (i.e. for nursery and primary provision) this is prioritised and carried out in accordance with a masterplan. Over the long-term as extra facilities are built and capacity increases, adverse impacts may be minimised. However, this will depend on implementation and the phasing of facilities in accordance with housing. This should be kept under review to avoid

				any adverse impacts. Phasing of new development in line with the capacities of educational facilities will be vital. • Criterion 4 will ensure that sustainable access can be achieved from new development to schools. It will also ensure that the design of new educational facilities promotes good access to high frequency bus services and/ or sustainable multi-user routes. • Criterion 5 will help ensure that the capacity of infrastructure such as broadband is considered as part of a new development. Improved connectivity and faster broadband speeds can bring significant positive benefits through improved educational and training resources. This is important in rural areas, where physical access may be more limited or where there are high levels of deprivation. *Likelihood/certainty:* Uncertain – will depend upon implementation. Over the long-term, extra educational capacity may be available to help address shortfalls. *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x	✓	**Amenity Open Space & GI:** There are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area as a result of new development. The impact of loss of green infrastructure is discussed in Objective 2. **Biodiversity:** Criterion 8 ensures that new development will only be permitted if the impact is acceptable upon natural habitats. As there are several international, national and local sites of biodiversity importance within/in close proximity to the area (such as The Wash) this policy is likely to have specific positive implications for development proposals in the north east of the area. Impacts will vary by site. There could be high levels of disturbance/loss of habitats protected/priority species through construction and recreational pressure. The timeframe will depend on delivery timescales. In such circumstances, mitigation is essential to help minimise adverse impacts. Despite these potential adverse impacts, due to the scale and permanence of potential mitigation, it is considered that impacts over the medium/long-term will depend on

				implementation. In some cases, it is considered that there may be potential for net-gains; potential mitigation for sustainable urban extensions and other larger developments, such as buffering and habitat creation, has the potential to have a positive impact on biodiversity over the long-term and may help to minimise adverse impacts. It could also make biodiversity more resilient to climate change. Mitigation is likely to be more effective over the long-term as GI/habitats become established. Other specific issues include: Criterion 6: will have an indirect positive impact on biodiversity, by ensuring noise, disturbance and light are appropriate for its location, which is unmitigated can cause disturbance of species. Criterion 7: provides positive impacts through flood and surface water management which if incorporating green infrastructure can provide space for protected and priority habitats/species. **Geodiversity:** No impact. *Likelihood/certainty:* Uncertain in the short to medium-term – will depend upon implementation *Temporary or permanent:* Temporary – over the long-term, improvements through design and those secured as a result of planning permission may help address the issues identified. Mitigation and green infrastructure will begin to become established in the long-term.
7. Heritage	✓/x	✓/x	✓	At a strategic level, Criterion 8 recognises that the impact upon or enhancement of heritage assets should be considered which would score positively against this objective. In terms of visual intrusion, Criterion 6, in conjunction with Policy 25 will ensure that sensitive areas within South East Lincolnshire are protected from inappropriate development. The requirement to consider the impact upon neighbouring uses will help ensure that proposals that have the potential to cause significant light pollution will need to be justified. This will have a positive impact on the protection of cultural and historic heritage assets. Other issues are: • Criterion 1: recognises that the character and appearance of the area are important considerations in the planning application process; the setting and the environment in which heritage assets are appreciated is important and must be protected. This is discussed further in Objective 8.

				• Criterion 8: will promote awareness, understanding and enjoyment of the historic landscape character in the area, support the development of the Lincolnshire Historic Landscape Character Assessment and promote the conservation of historic landscapes and landscape features, including green infrastructure, open space and mature trees; this may help enhance the appearance or setting of designated and non-designated heritage assets generating positive impacts. Although there may be potential for residual adverse impacts over the long-term, it is considered that mitigation to reduce the impact should minimise this and generate positive effects, for example through the maturing of green infrastructure or the removal/improvement of poor quality urban fabric. This is particularly relevant for sites within/adjoining 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area. Depending upon the location of sites and the quality of the improvement achieved, it could help reduce the number and/or severity of assets at risk. *Likelihood/certainty:* Uncertain in the short to medium-term – will depend upon implementation. *Temporary or permanent:* Temporary – long-term improvements through design and those secured as a result of planning permission may help address the issues identified.
8. Landscape and Townscape	x	x	✓	This policy will be critical to the strategic protection and enhancement of the quality and character of landscape and townscape. Protection of the landscape is also likely to have 'knock-on' benefits by protecting features such as Ancient Woodland, Trees and Hedges which would generate positive impacts. Specific issues are: • Criterion 1: proposals that would have an adverse impact on landscape or townscape value are contrary to this. This means that important environments and green infrastructure - such as village greens or land that performs an important role in maintaining the distinctiveness of individual communities within different settlements - will be protected. • Criterion 1: indicates that proposals should consider the relationship to existing development and land uses. Although impacts will vary by site, this should help ensure that new development is either integrated appropriately or relates well to existing development. This is particularly important in instances where settlements are in close

				proximity to one another where uncontained urban sprawl and the coalescence of settlements could have a negative impact on the landscape. This criterion would therefore have a positive impact on this objective. However, given the level of new development associated with the new local plan it is likely that there will be some adverse impacts in places, particularly in the short to medium-term. Where location generates an adverse landscape impact it is considered that there are opportunities to mitigate through good design and the incorporation of GI in advance of development to help screen it. Once mitigation becomes established in the long-term it is likely that there will be more positive impacts. However, with respect to the sustainable urban extensions there will be adverse residual impacts as development will change the settlement form. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Temporary – positive effects are likely to be more prominent in the long-term as the impact of mitigation can be seen.
9. Air, Soil and Water Resources	✓	✓	✓	**Air Quality:** The protection or enhancement of natural habitats through Criterion 8 will ensure that trees and vegetation will continue to establish. This is important because mature trees perform valuable roles as carbon sinks, therefore potentially increasing the absorption of pollutants from the air. This would have a significant positive impact. Maximising the use of sustainable materials and resources in Criterion 3 has the potential to improve air quality although the impact would depend upon technology. For example, biomass could be neutral as there will still be emissions, even if technology is regarded as carbon neutral. Heat pumps rely on electricity and as such emissions will still be made at power stations. **Water Quality:** Specific issues are: • Criterion 5: ensures that the capacity of water/waste water infrastructure is taken into account. Investment will be addressed on a site-by-site basis and is expected to involve upgrading or extending the network, common in many new developments. It will be particularly important that new development is phased with investment to minimise sustainability impacts. • Criteria 7 and 8: will have a positive impact ensuring that green infrastructure can help

				manage surface water runoff, helping to prevent pollutants from being transported to blue infrastructure and reducing pressure on sewerage systems. The natural infiltration capabilities of green infrastructure can also improve the rate at which groundwater aquifers are replenished. • Criteria 1 and 8: promote the retention of trees, woodlands and hedges which can help mitigate the leaching of pollutants into the groundwater system. In contrast, the removal of trees could potentially increase the leaching of pollutants. Enhancement and extension of biodiversity and associated networks will help to improve soil fertility, structure (reducing soil erosion) and water carrying capacity. Clarity on when the loss of trees would be appropriate (see Objective 6) would help generate positive impacts. **Soil –** No significant impact identified. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
10. Sustainable use of Land and Waste	✓	✓	✓	Inevitably with at least 18,675 new homes and 82ha of employment land required, additional waste will be generated. However, Criterion 5 requires that proposals ensure that existing infrastructure has the capacity to accommodate the new development. Criterion 3 encourages renewable energy resources which should reduce reliance on the consumption of non-renewable materials such as fossils fuels. This will reduce waste and lead to a more efficient use of materials. Issues relating to access are considered in Objective 3 above. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Temporary – As mitigation establishes, impacts will be more positive in the long-term.
11. Flood Risk	✓/x	✓/x	✓	Criterion 7 deals with the impact development may have on sustainable drainage and flood risk. It is important that the risk and impact of flooding to all new development is minimised. A sequential approach to locating new development has been undertaken to ensure that the majority of new development will be located in settlements/areas of settlements that are at a lower level of risk and hazard. Windfall sites will be expected to undertake the same approach. This has been agreed with the Environment Agency and is considered to score

				highly against this objective. In many cases, flood management/mitigation measures will be required (identified through a Flood Risk Assessment); implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures, in particular the strategic schemes take effect, and so may incur positive effects. All new development of 10 or more dwellings will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive impacts over the plan period, in terms of minimising surface water run off. Depending on the approach implemented, indirect benefits may also include reducing pollution, promoting biodiversity and access for recreation. *Likelihood/certainty:* Uncertain – will depend upon implementation. In the long-term, positive impacts are likely to be more evident as flood mitigation measures become established and take effect. *Temporary or permanent:* Permanent
12. Climate Change	✓/x	✓/x	✓	**Transport Emissions:** It is considered that this will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged. This is discussed further in Objective 3. **Energy Efficiency & Renewable Energy:** Criteria 1 and 8 will promote the retention of woodlands and trees which can have a positive impact by helping to regulate the local climate and provide shade. This can help to reduce the need for air conditioning, thereby helping to reduce energy demand and CO_2 emissions. Mature and Ancient Woodlands provide important carbon sinks – their loss would release carbon back into the atmosphere. They can also have a positive impact on mitigating localised flooding and can significantly help species adapt to climate change. Criterion 3 could help **Resilience and Adaptation:** the sustainable urban extensions and larger housing schemes have the potential to generate significant positive effects particularly with regard to minimising flooding and making local buildings and infrastructure more resilient to flooding events.

				Likelihood/certainty: Uncertain in the short to medium-term – will depend upon implementation. In the long-term, positive impacts are likely to be more evident as mitigation measures become established and take effect. *Temporary or permanent:* Permanent
13. Economy and Employment	✓/x	✓	✓	The promotion of sustainable development will have positive impacts against this objective by ensuring that access to local shops and services is good or has the capacity to improve (see Objective 3). However, some settlements including Fishtoft, Gedney Hill and Wrangle have relatively poor access to employment opportunities, due to the distances involved and lack of available high frequency bus services. It is considered that over the medium to long-term, positive effects relating to access to employment opportunities should increase but much will depend on mitigation. Improvements are reliant on the delivery timescales of housing (i.e. more people are in close proximity to employment opportunities) and supporting infrastructure. The sustainable urban extensions also have the potential to make a specific contribution by encouraging and improving sustainable access. Access to employment may also be improved over the long-term through the development of additional employment land. This may help generate more jobs over the long-term. Indirectly, sustainable development is also likely to support the economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed. Specific issues are: • Criteria 1 and 8: will help improve the attractiveness of the area, which could help encourage inward investment and inward migration of workers within professional and technical occupations; • Criteria 4 and 5: will help reduce traffic congestion and promote sustainable modes of transport which could reduce journey times to key employment sites. This could have indirect benefits; congestion leads to increased costs for businesses, in terms of access to raw materials and supplies, and in servicing their markets. • Criterion 5: includes the promotion of mobile telecommunications and access to high speed,

				reliable broadband, which could have a positive impact on this objective, which are considered essential to the national and local economy. *Likelihood/certainty:* Uncertain in the short-term – effects will depend on the delivery timescales of housing and supporting infrastructure. Positive effects should increased in the medium to long-term. *Temporary or permanent:* Permanent

Policy 4: Design of New Development				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓	✓	✓✓	**Affordable & special needs housing:** Generally the tenure, style and size of housing for each site will be considered on a case by case basis, taking into account existing imbalances in the housing stock and market demand. However, it is considered that this policy will promote positive effects by helping to create high quality, safe, sustainable affordable homes, which would help to meet identified need. The policy will also generate positive effects by helping to create development that can be adapted to a range of uses. It is considered that as the quantum of development increases more significant benefits will be secured. **Energy Efficiency & Fuel Poverty:** There is potential for significant benefits to be secured in terms of energy efficiency. For instance, new dwellings will need to adhere to more stringent building regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings. This will deliver more affordable energy bills for residents. *Likelihood/certainty:* Highly probable

				Temporary or permanent: Permanent
2. Health and Wellbeing	✓	✓	✓✓	The policy requires proposals to show how accessibility by a choice of travel modes, including walking and cycling has been taken into account in the design of new development. This has the potential to deliver significant positive impacts by encouraging residents to walk or cycle, thereby supporting healthy lifestyles. The provision of landscaping and its use to enhance biodiversity and green infrastructure is identified and could generate positive benefits: access to open space helps people take part in healthy lifestyles, whether through exercise, recreation or play, and can have an associated impact on life expectancy. It also promotes mental well-being. Considering the size and number of housing allocations, there are likely to be opportunities for significant improvements to the quantity and quality of amenity open space, GI and multi-user routes across the area. These should be identified in a Design and Access Statement for a scheme. The loss of existing green infrastructure should be compensated for through either on-site or off-site provision. Loss of provision in some instance may be more significant depending on existing provision in the ward and density of surrounding housing. Overall therefore, the impact on amenity open space/GI and multi-user routes will depend on implementation. Residential amenity is referred to in the policy, which will help ensure that existing and future residents enjoy living and/or working within a high quality environment. Design can help minimise impacts identified e.g. bunds/screening, improvements to highways/encouragement of sustainable transport options. However, this depends on implementation and would be defined through appropriate air/noise assessments etc. *Likelihood/certainty:* Highly probable - As the quantum of development increases, along with associated improvements, the overall positive effects are likely to be more significant. *Temporary or permanent:* Permanent
3. Transport	✓/x	✓/x	✓	Through the design of new development, this policy seeks to promote accessibility by a choice of travel modes and for cycle and car parking to be provided. By seeking to focus the majority of new development in and around the higher tier settlements on sites that have good access to services/ facilities and job opportunities (either on foot or by bus) it will positively contribute to reducing the number of trips by car, potentially reducing congestion as well. This

				policy can help identify mitigation e.g. promotion of a cyclepath through the design of new development. *Likelihood/certainty:* Uncertain in the short to medium-term – will depend upon implementation and the promotion of sustainable modes of transport. Over the long-term, improvements through design and those secured as a result of planning permission may help address the issues identified. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	✓	✓	✓✓	The policy emphasises the importance of improving the character and quality of an area through good design. This should help ensure that the environmental quality of a settlement is enhanced, which is particularly important in lower quality areas or areas in need of regeneration. Specific measures identified by the policy, such as the appropriate use of historic buildings, appropriate treatment to facades and the avoidance of visual intrusion will all help generate positive impacts. The policy identifies the need to address crime prevention and community safety. The requirements will vary on a site by site basis to reflect the type of scheme, its use and location within the area. This will be addressed through a Design and Access Statement submitted with a planning application. Consideration of lighting in public places may also help generate positive impacts. As stated in Objective 3 access by a choice of transport modes is promoted by the policy. Easy access to a range of cultural, leisure and recreational facilities would positively encourage use and promote inclusivity amongst residents. Providing access to high speed broadband means that residents can access a range of facilities via the internet from home or work, enhancing inclusivity particularly for those who live some distance from the higher tier settlements. The reference to communication infrastructure implies that this could be a design feature of new development. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent – positive effects are likely to be prominent in the long-term as the impact of more developments can be seen.
5. Education	0	0	0	The policy requires development proposals to indicate how accessibility by a choice of travel

				modes including walking and cycling has been taken into account. This would promote connectivity to education facilities and could encourage residents to use sustainable travel for journeys to school and college. *Likelihood/certainty:* N/A (no significant effect identified) *Temporary or permanent:* N/A (no significant effect identified)
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x	✓/x	The policy refers to the provision of landscaping and its use to enhance biodiversity and green infrastructure. However, due to the scale and permanence of ecological constraints and opportunities on individual sites, their impacts and associated mitigation, where appropriate would be identified in a Design and Access Statement, an Ecological Statement and/or Phase 1 Habitat Survey to address the specific concerns of a development. In some cases it is considered that there may be potential for net-gains as well as for some residual adverse effects. Considering the number, size and scale of the strategic allocations, this policy could help secure significant improvements to the quantity and quality of amenity open space, GI and multi-user routes across the area. To ensure that improvements are secured such sites should be delivered in accordance with a masterplan or development brief. Some degree of uncertainty exists as to whether this policy will help to deliver GI, open space, or multi-user routes, so effects will depend on implementation and which proposals are delivered alongside new development. Geodiversity: No impact. *Likelihood/certainty:* Uncertain – will depend upon implementation and which proposals are delivered alongside new development. *Temporary or permanent:* Permanent
7. Heritage	✓	✓	✓✓	The policy seeks to create distinctive places and a sense of place through quality design which would help conserve and enhance South East Lincolnshire's historic environment. This could generate positive impacts particularly in Conservation Areas at Risk, Buildings at Risk or within regeneration areas. It also seeks to ensure that new development complements existing heritage assets; referring to historic street patterns, density, scale, visual closure, landmarks, views, massing of neighbouring buildings and the surrounding area as important considerations. Use of local traditional styles and materials is also promoted.

				The policy also makes reference to the appropriate use or re-use of historic buildings which will have a positive impact on this objective. It is envisaged that these issues will be considered on a site by site basis depending on the location of a site, its use and the extent of heritage assets that exist. A Statement of Significance could be required to identify mitigation, if required. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Temporary
8. Landscape and Townscape	✓	✓	✓✓	This policy aims to create distinctive places, partly through taking into account the quality and character of landscape in the area and the use of local traditional styles and materials. This would have a positive impact, minimising the effect that development could have on the landscape, an important consideration in the flat landscape of South East Lincolnshire. All matters should be addressed through a Design and Access Statement or a Landscape Assessment for a scheme. Mitigation should be identified if appropriate. *Likelihood/certainty:* Highly probable – positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen. *Temporary or permanent:* Temporary
9. Air, Soil and Water Resources	✓/x	✓/x	✓	The promotion of sustainable travel modes and renewable energy by this policy will help minimise issues that have contributed to poor air quality in the past, particularly in the AQMAs of Boston town. This would therefore generate a positive effect. Reference is made to minimising the use of natural resources through good design and the re-use of materials. However development inevitably leads to the use of natural resources in building materials and in many cases involves their transportation to the area . The policy refers to the use of water efficiency measures in design which will help reduce the use of water, an important issue in South East Lincolnshire where the pressure on water is in greater than elsewhere in the country. *Likelihood/certainty:* Uncertain - the effects in the short to medium-term will depend upon

				implementation. Over the long-term, improvements through new development may help generate positive impacts *Temporary or permanent:* Temporary
10. Sustainable use of Land and Waste	x	✓/x	✓	The sites put forward for allocation are a mix of brownfield and greenfield sites. Use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. However, as these sites can be more difficult and costly to develop, particularly in the current economic climate, greenfield sites are likely to be developed at a higher rate. Supporting the waste hierarchy is implied through reference to the storage of refuse bins. Issues relating to access are considered in Objective 3 above. *Likelihood/certainty:* Probable – The effects in the short to medium-term are likely to be negative, but will improve in the long-term as mitigation establishes. *Temporary or permanent:* Temporary
11. Flood Risk	✓	✓✓	✓✓	To help minimise flood risk to people and property in South East Lincolnshire over the plan period the policy makes reference to the mitigation of flood risk, flood resilient design and the use sustainable drainage systems, which generates positive impacts. All will be addressed on a site by site basis through a Flood Risk Assessment and/or Drainage Study where appropriate. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
12. Climate Change	✓	✓	✓✓	The overall thread of this policy is to minimise energy use and greenhouse gas emissions in the area which will have a positive impact on this objective. The reference to decentralised and renewable low-carbon energy technologies generates positive effects. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
13. Economy	✓	✓	✓	This policy scored positively against economic objectives. In particular, it requires the design

and Employment				of new development to reduce energy demand which links with running costs, and by taking into account climate change related risks could reduce loss of earnings as a result of extreme weather events. Several measures will contribute toward growth in the renewable energy sector, an important sector for employment growth in South East Lincolnshire. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent

Policy 5: Strategic Approach to Flood Risk				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓	✓	✓	The policy has the potential for significant positive impacts by ensuring that a mix of new housing is located in areas of low hazard or probability of flooding. This will also help ensure that insurance premiums are kept to a minimum for homeowners. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	✓	✓	✓	One way of helping to manage flood risk is to keep storage areas free from development. In many cases this land is suitable for a dual purpose such as green infrastructure, which can promote healthy lifestyles through recreation. Even flood barriers can be used for leisure; appropriately designed flood walls enable people to walk and/or cycle along their length, providing the benefits of sustainable access as well. This can help improve connectivity for users around the area in the long term. Many sustainable drainage schemes incorporate ponds and, if designed well, these can become important habitats for wildlife which can support mental well-being. Overall, the protection of occupants from flooding will have a positive impact on this objective. *Likelihood/certainty:* Probable

				Temporary or permanent: Permanent
3. Transport	✓	✓	✓	As discussed in Objective 2, many flood management measures are dual purpose and can provide for sustainable access through walking/cycling and can be designated as public rights of way. Some parts of the existing network have gaps and so flood management measures can help improve connectivity. It could therefore provide a viable, more sustainable alternative, to the use of the private car. New transport infrastructure will be expected to be drained appropriately. Sustainable drainage, such as swales, are a common feature alongside roads and cycle lanes enabling the network to operate more freely even in times of heavy rain, which may have in the past caused flooding on some parts of the low lying road network. Depending on the design, there could also be associated positive drainage benefits to adjoining land which lead to indirect benefits to local residents, or in the case of agricultural land, local businesses and the local economy. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
4. Socially Inclusive Communities	✓	✓	✓✓	The avoidance of higher flood risk areas through the sequential test will ultimately reduce insurance payments, thereby reducing the financial costs to tenants or homeowners. It is expected that this policy will contribute to significant positive regeneration benefits by minimising flood risk within the Sub-Regional Centres, Main and Minor Service Centres. This may be particularly positive in Boston town where the Boston Barrier is expected to reduce flood risk generating associated benefits for residents and businesses. This is likely to be in the long term, once the infrastructure is in place. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
5. Education	✓	✓	✓	This policy will ensure that the sequential approach to flood risk and development is undertaken. This means that new educational facilities should be located in areas of low hazard and probability of flooding, and provide for sufficient flood management to ensure the development remains at minimal flood risk and safe for people over its lifetime. It is also anticipated that sustainable drainage measures should be designed into a scheme, thereby

				minimising the level of surface water run-off in times of heavy rainfall. The extent of the positive impacts will depend on implementation and the most appropriate form of flood mitigation being secured. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	✓✓	✓✓	✓✓	As discussed in Objective 2, many flood management schemes and SuDS will directly enhance biodiversity through the creation of habitats and provide for green infrastructure for recreation. The policy also has the affect of directing development away from high flood risk areas, which are more likely to have increased significance in terms of biodiversity. This may also aid the protection of water quality. **Geodiversity:** No impact. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
7. Heritage	✓/x	✓/x	✓/x	Impacts will vary site by site so any adverse effects are unknown at this stage due to uncertainty surrounding the proposed construction of sites that could impact upon heritage. The provision of some flood mitigation measures, such as raised levels can be unsympathetic to heritage assets so could lead to adverse impacts, although other forms of mitigation could generate positive impacts, for example through the provision of green infrastructure which could enhance the setting of a heritage asset or improve poor quality urban fabric. By ensuring that development does not, in itself, increase flood risk the policy should help support the protection and enhancement of South East Lincolnshire's heritage assets. *Likelihood/certainty:* Uncertain – will depend on implementation *Temporary or permanent:* Temporary
8. Landscape and Townscape	✓	✓	✓	The requirement to retain flood storage areas, or create such areas can promote positive landscape impacts by enhancing the character and appearance of the local area. Local distinctiveness can be added through use as biodiversity, recreation or in some cases as working landscapes. Care should be taken to ensure that any engineered flood management schemes are designed sympathetically to fit within the local landscape/townscape.

				It is expected that this policy will contribute to significant positive regeneration benefits by minimising flood risk within the Sub-Regional Centres, Main and Minor Service Centres. This may be particularly positive in Boston town where the Boston Barrier is expected to reduce flood risk with associated benefits for residents and businesses. However positive impacts are likely to be visible in the long term once the infrastructure is completed and operational. *Likelihood/certainty:* Uncertain – will depend on implementation *Temporary or permanent:* Temporary
9. Air, Soil and Water Resources	✓/x	✓/x	✓/x	The promotion of development within settlement boundaries could secure the use of brownfield land, which could help protect soil resources and divert development from agricultural land, thereby protecting natural infiltration. This may also aid the protection of water quality, or if the remediation of land is required, improve soil and water quality by reducing the amount of contaminants in the soil. However, the level of new development at edge of settlements suggests that quality agricultural land will be lost, resulting in adverse effects on soil resources in terms of loss of natural infiltration as discussed by Objective 8. The inclusion of flood mitigation measures such as SuDS, GI and structure planting (once mature) can help to protect soil and water quality and aid infiltration. SuDS can also help remove pollutants from surface water before it reaches the soil, particularly important when dealing with run-off from roads for example. Promotion of strategic flood management infrastructure alongside a large proportion of GI across sustainable urban extensions and at greenfield sites will be vital if adverse impacts are to be reduced. Adverse impacts in these locations will depend on implementation and the level of green infrastructure incorporated into new schemes. Air Quality – No Impact *Likelihood/certainty:* Uncertain – will depend on implementation and the location of development *Temporary or permanent:* Temporary
10. Sustainable use of Land and Waste	✓/x	✓/x	✓/x	The promotion of development within settlement boundaries could secure the use of brownfield land, which could help protect soil resources and promote natural infiltration. However, the level of new development at the edge of settlements suggests that greenfield

				land will be lost, resulting in adverse effects on natural infiltration as discussed by Objective 9. As sites are being built-out, it is likely that impacts will lessen as mitigation (e.g. SuDS, GI, structure planting, etc.) matures helping to protect soil and water quality and aid infiltration. The overall impacts are likely to depend on implementation. *Likelihood/certainty:* Uncertain – will depend on implementation and the location of development *Temporary or permanent:* Permanent
11. Flood Risk	✓	✓	✓✓	The policy aims to discourage development in flood risk areas unless it passes the sequential test (and exceptions test where applicable) in accordance with national policy. A sequential approach to locating new development, particularly housing has been undertaken to ensure that it will be located in settlements/areas of settlements that are at a lower level of risk and hazard. This approach has been agreed with the Environment Agency and is considered to score highly against this objective. Even so, in many cases flood management/mitigation measures will be required and a site specific flood risk assessment should help identify appropriate measures prior to development being permitted; implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Where measures are installed it is likely their impact will increasingly be positive as potential for flooding is expected to increase as a result of climate change. Hence the likely effects will become more positive over the long-term as more flood management measures, in particular the strategic schemes take effect. Flood risk mitigation should be maintained for the lifetime of a development. All new development of 10 or more dwellings will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive impacts over the plan period, in terms of minimising surface water run off, and depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent (depending on measures installed)
12. Climate Change	✓/x	✓/x	✓	The premise of this policy is to minimise flood risk, which is expected to increase with the effects of climate change. The loss of greenfield land could exacerbate this, unless mitigation

				is secured through the development management process. Mitigation for the identified flood risk will be expected to include appropriate allowances for climate change which will have a positive impact on this objective. **Resilience and Adaptation:** The policy states that mitigation will be required for the lifetime of the development which would generate a positive impact, The sustainable urban extensions and larger housing schemes have the potential to generate significant positive effects in terms of climate change adaptation. This is related to minimising flooding and making local buildings and infrastructure more resilient to flooding events. Benefits are likely to be seen in the long term once the strategic schemes are installed and are operational. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
13. Economy and Employment	✓/x	✓/x	✓/x	The policy has the potential for significant positive impacts by ensuring that major non residential development is located in areas of lowest hazard or probability of flooding. This will ensure that employees and visitors can safely leave a building should there be a flood, ensuring businesses remain operational for as long as is safely possible. It should also help ensure that insurance premiums are kept to a minimum for businesses which may make the area more attractive to prospective employers in the future. This could be of particular benefit in areas where strategic infrastructure such as the Boston Barrier is planned. It is considered that this objective would depend on implementation, and is expected to be linked to delivery timescales for strategic infrastructure, for example. *Likelihood/certainty:* Uncertain – will depend on implementation *Temporary or permanent:* Permanent

Policy 6: Meeting Physical Infrastructure and Service Needs				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	0	0	0	**Affordable Homes –** No significant impact. **Energy efficiency** – see Objective 12. *Likelihood/certainty:* N/A – no significant effect identified *Temporary or permanent:* N/A – no significant effect identified
2. Health and Wellbeing	✓✓	✓✓	✓✓	South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. Furthermore, access to health facilities varies considerably between settlements or tiers within the hierarchy. The delivery of facilities to meet the physical infrastructure and service needs arising from new development will promote significant positive impacts by helping to reduce health inequalities across the area. These facilities may include a variety of infrastructure (either on-site or off-site) such as healthcare facilities, sports and recreation facilities and open space, the provision of which could help to promote healthier lifestyles. Phasing of new development in line with the capacities of health facilities will be vital. This should be kept under review to avoid any adverse impacts. Infrastructure associated with this policy could improve access by sustainable transport which can have positive health impacts. For example, walking and cycling are good forms of exercise that can help promote mental well-being, whilst promoting equality of access will ensure more residents can more easily access health facilities. This is increasingly important given the health needs of South East Lincolnshire's growing and ageing population. The provision and/or enhancement of sports facilities, open space and children's play areas

				will also help provide opportunities for active and passive recreation. This is especially important given the low levels of physical activity and excess weight in both children and adults in South East Lincolnshire. However, it should be noted that the viability of each scheme could affect the infrastructure to be provided. The type of infrastructure should reflect needs in the local area and the ability of existing infrastructure to accommodate future demand from a specific development. The Infrastructure Delivery Plan will ensure that appropriate infrastructure is prioritised alongside new development which will have positive impacts. The policy refers to the need to phase infrastructure for larger developments. This will generate positive impacts, ensuring that facilities are delivered at the right time to meet the needs of new residents, but importantly phasing ensures these can be delivered within a viable scheme. A master planning approach should be taken to aid the delivery of sites where infrastructure delivery is particularly complex or the site is considered to be strategic in terms of the Local Plan or settlement. Provision of green infrastructure through new development may also help protect and enhance amenity of existing and future residents/occupiers. This can help minimise noise associated with roads or nearby non residential development, which can lead to mental well-being issues if unmitigated. Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
3. Transport	✓/x	✓/x	✓✓	This policy will likely have a significant positive impact on this objective as it will ensure that new development is accompanied by the necessary transport infrastructure to support it. Physical infrastructure improvements to address identified constraints (e.g. investment in bus services, provision of footpaths/cyclepaths, new access roads) are likely to be more viable for larger developments, including the sustainable urban extensions. However, associated delivery timescales may mean that adverse effects could dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective). There is therefore the potential for

				positive effects for some sites and negative impacts for others. Inevitably, due to the location of the sustainable urban extensions and other major new developments, pressure will increase on the highways network, particularly along key routes through the area e.g. A16, A17, A52, A151. As these routes already suffer from some congestion at peak times, mitigation through physical improvements to the network and promotion of viable alternative transport options will be required if development is to be accommodated and the safety of the highway network is to be maintained. The promotion of a significant amount of new development in the Sub-Regional Centres and Holbeach could generate a positive impact on facilitating the delivery of strategic transport infrastructure. This is likely to be in the long term when the amount of development has reached the level at which a road (or part of) - such as the Spalding Western Relief Road/Boston Distributor Road - can be delivered. However, this is location-dependent as development to the east of Spalding or Boston town is remote from the proposed road corridors. These are therefore unlikely to secure positive benefits by helping to minimise congestion and improve road safety in the area. The provision of green infrastructure in development can also have benefits by enhancing the quality and connectivity of the public rights-of-way network. Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective. Access to employment is discussed in Objective 13. Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective. *Likelihood/certainty:* Uncertain in the short to medium-term but likely to be much more positive in the long-term as transport infrastructure is delivered. *Temporary or permanent:* Permanent
4. Socially	✓/x	✓/x	✓✓	Levels of deprivation vary across the area; the Sutton Bridge ward, South Holland and parts

Inclusive Communities				of the Station, Staniland and Skirbeck wards, Boston are deemed to be within the top 30% most deprived areas nationally. Life expectancy is 8.8 years lower for men in those parts of Boston than in the least deprived areas elsewhere. It is likely that a reasonable level of development will take place in both settlements. This policy is likely to have a positive impact in helping to regenerate these areas and improve access to employment opportunities as well as to other services/ facilities. As the quantum of development increases over the Plan period and beyond, it is considered possible for regeneration benefits to become significant. New infrastructure can indirectly also help enhance the quality of a locality. For example, the provision of green infrastructure, footpaths and cyclepaths can enhance environmental conditions, while new or improved educational facilities and community facilities can help provide for a range of services to enhance social conditions in an area. This is particularly important in the more deprived wards and can aid regeneration. As stated in Objective 2, infrastructure may be sought to address a variety of needs including those that are likely to improve the provision of community facilities. The ability of these facilities to meet the needs of additional users also varies. Mitigation would be required in those cases where access is more limited. This could deliver positive benefits by encouraging a sense of community and promoting community integration, particularly important when a new development takes place in a settlement. In many cases, due to their size, the sustainable urban extensions have more limited access however there are opportunities to improve the level of green infrastructure and sports facilities available. Such sites should be developed in accordance with a masterplan, which identifies infrastructure provision to give more certainty to delivery taking place. Additional infrastructure identified in Objective 3 may also help improve access to employment opportunities to meet the needs of local people. However, in the lower tier settlements development is unlikely to provide sustainable access to employment opportunities and other services and facilities; at least without a significant level of mitigation (e.g. investment in sustainable/public transport or new facilities on-site/ in local area). The policy ensures that physical infrastructure and service needs are met; this includes

				provision of broadband which helps generate positive impacts against this policy. Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective. *Likelihood/certainty:* Uncertain in the short to medium-term, although positive impacts are likely to be more significant in the long-term as additional facilities are delivered. *Temporary or permanent:* Permanent
5. Education	✓/x	✓/x	✓	Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. In terms of primary provision, need varies according to settlement, whereas for secondary/post 16 provision, need is across the hierarchy. As the Local Plan is expected to permit development within settlement boundaries to meet the needs of that community, it is expected that new development will exacerbate this, so there is potential for adverse impacts. Phasing of new development in line with the capacities of educational facilities will be vital. The need for investment in educational facilities to meet demand could mitigate any impacts, potentially through developer contributions or through new educational facilities at the sustainable urban extensions. It is recommended that where there is land to accommodate new educational facilities on a site that development is carried out in accordance with a masterplan. Over the long-term as extra facilities are built and capacity increases, adverse impacts may be minimised. Access to education facilities could be improved through the provision of infrastructure identified in Objective 3. Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective. *Likelihood/certainty:* Uncertain in the short to medium-term, although positive effects are more likely in the long-term as additional educational facilities are delivered. *Temporary or permanent:* Permanent
6. Biodiversity,	✓	✓	✓	**Green Infrastructure –** This policy could help secure the provision of new green

Geodiversity and Green Infrastructure				infrastructure which would have a positive impact on this objective. **Biodiversity –** Indirectly this policy may help secure the provision and/or improvement of protected and priority habitats through the provision of new green infrastructure. However, provision will be site-specific and will depend upon whether an adverse impact upon green infrastructure has been identified. If this is the case then additional infrastructure could be used to mitigate the impact of the development. Additionally, the promotion of sustainable modes of transport could provide for green corridors, important to allow species to move more easily around the area. This can also help make biodiversity more resilient to climate change. **Geodiversity –** No specific link Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
7. Heritage	0	0	0	No significant impacts. *Likelihood/certainty:* N/A (no significant effect identified) *Temporary or permanent:* N/A (no significant effect identified)
8. Landscape and Townscape	✓/x	✓/x	✓/x	This policy has the potential to encourage both positive and negative impacts depending on the type of infrastructure that is provided and/or improved. The actual effects will depend upon implementation. The provision and/or enhancement of open space could contribute positively to landscape and townscape quality. The provision of new highways infrastructure, parking provision and sustainable access routes could also help improve the quality of the landscape. All can also have a positive impact on degraded environments, as discussed in Objective 4. Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective.

				Likelihood/certainty: Uncertain – will depend upon implementation *Temporary or permanent:* Permanent
9. Air, Soil and Water Resources	✓	✓	✓	**Air –** New sustainable transport routes required to bring forward development could lead to a reduction in the number of vehicles on the roads. This will reduce carbon emissions and thus have a positive impact on air quality, especially in the two identified Air Quality Management Areas (AQMAs) in Boston town. Furthermore, the inclusion of green infrastructure can help absorb carbon helping to reduce the level of pollutants in the atmosphere. **Water –** Where new development creates a demand for increased water resources or where they may compromise water quality, new infrastructure can help adverse effects be mitigated or avoided. For example, the inclusion of green infrastructure within development can help maintain and possibly increase normal runoff infiltration rates and reducing pressure on sewerage systems. The natural infiltration capabilities of green infrastructure can also improve the rate at which groundwater aquifers are replenished. **Soil** – The provision of green infrastructure within a development may help minimise any adverse impacts on soil quality arising through the loss of greenfield land. However this will depend on implementation and positive impacts will only be evident once a scheme has established and matured. Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective. Overall, the impacts are likely to depend on implementation and the type of infrastructure that is secured by each development. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
10. Sustainable use of Land and Waste	0	0	0	No significant impact. *Likelihood/certainty:* N/A (no significant effect identified) *Temporary or permanent:* N/A (no significant effect identified)

11. Flood Risk	✓	✓	✓✓	The policy covers drainage, which could include the provision of SuDS. This generates positive impacts, particularly in the long term when most new development is likely to have taken place, and the effects of flood management measures can be seen. The provision of SuDS also generates indirect benefits in terms of helping to manage water quality and depending on the type provided can deliver green infrastructure, biodiversity and recreation benefits. Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
12. Climate Change	x	✓/x	✓	The delivery of new infrastructure associated with this policy is likely to generate an adverse impact in the short-term in relation to reducing greenhouse gas emissions as the construction of development is likely to consume high levels of energy. Increasing the level of development within the area, such as new schools and doctors surgeries, will also increase energy consumption (i.e. gas and electricity) and increase the number of trips made by car. In the long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. **Transport Emissions:** Inevitably transport emissions will increase from current levels due to the increase in the local population that this policy will provide for. However, as new sustainable access can be provided by this policy, the need to travel by car particularly over shorter distances may be reduced, thus reducing emissions. Development at the sustainable urban extensions has the ability to encourage more sustainable transport options and reduce associated transport emissions. **Energy Efficiency & Renewable Energy:** There is the potential for significant benefits to be secured against this policy. For instance, new development will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). Furthermore, if green infrastructure is included within development it can contribute to the

				absorption of greenhouse gases. For example, open space can mitigate against climate change by acting as 'carbon sinks'. *Likelihood/certainty:* Could be adverse in the short to medium-term as mitigation establishes. Positive impacts are more likely to be prominent in the long-term. *Temporary or permanent:* Permanent
13. Economy and Employment	✓	✓	✓	This policy should help ensure that employment development is supported by an appropriate level of infrastructure to help the operation and potential future expansion of businesses across the Local Plan area. Improvements to transport infrastructure such as access by sustainable modes of transport could help reduce the number of vehicle journeys made, thereby reducing road congestion. Improvements to road infrastructure/junctions may also have a similar effect. Subsequently, this would lead to a reduction in journey times to key employment sites which is likely to have economic benefits in terms of the cost of moving employees and freight, and by reducing the time wasted during economically productive days. The inclusion of green infrastructure in development should help create more attractive, locally distinctive environments which may help encourage inward investment. This could help diversify the local economy and create additional employment, considered to be significant positive impacts. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent

Policy 7: Developer Contributions				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓	✓	✓✓	**Affordable Homes –** This policy means that developer contributions for affordable housing will likely be sought on developments of 11 or more dwellings or more than 1000sqm gross floorspace (unless the proposed development can demonstrate it would be financially unviable) where necessary. This should help increase the amount and type of affordable housing available to meet identified needs over the plan period. The threshold means that provision is only likely to be secured through major development including the sustainable urban extensions. However, associated delivery timescales may mean that significant positive impacts may not be seen in the short/medium-term (i.e. there is a significant increase in the local population and need for housing, but the mitigation measures to help ease this increase are yet to become effective). The Developer Contributions Prioritisation Framework to be adopted will set out the exact infrastructure priorities for each Local Planning Authority area (and settlement within each area), whether it be affordable housing or otherwise. Contributions will be secured through s106 legal agreements. **Energy efficiency** – see Objective 12. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	✓✓	✓✓	✓✓	South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. Furthermore, access to health facilities varies considerably between settlements or tiers within the hierarchy. Developer contributions for infrastructure will promote significant positive impacts by helping to reduce health inequalities across the area. Developer contributions may be sought for a variety of infrastructure (either on-site or off-site) such as healthcare facilities, sports and

				recreation facilities and open space, the provision of which could help to promote healthier lifestyles. Phasing of new development in line with the capacities of health facilities will be vital. This should be kept under review to avoid any adverse impacts. Improving accessibility within the area by a variety of modes of sustainable transport could have positive health impacts. For example, walking and cycling are good forms of exercise that can help promote mental wellbeing, whilst promoting equality of access to facilities will ensure more residents can access health facilities. This is increasingly important given the health needs of South East Lincolnshire's growing and ageing population. Furthermore, the provision and/or enhancement of sports and recreation facilities as well as open space and children's play areas will also help provide opportunities for exercise. This is especially important given the low levels of physical activity and excess weight in both children and adults in South East Lincolnshire. However, it should be noted that the viability of each scheme could affect the infrastructure to be provided. The type of infrastructure should reflect needs in the local area and the ability of existing infrastructure to accommodate future demand from a specific development. The Developer Contributions SPD, which will include exact infrastructure priorities for each Local Planning Authority area (and settlement within each area), will ensure that appropriate infrastructure is prioritised alongside new development which will have positive impacts. Reducing the need to travel by car may also reduce vehicle emissions with associated air quality benefits. This is particularly important for those who suffer with respiratory health problems. Provision of green infrastructure through new development may also help protect and enhance amenity of existing and future residents/occupiers. For instance this can help minimise noise associated with roads or nearby non residential development, which can lead to mental well-being issues if unmitigated. It may be necessary for certain development, such as large scale housing or employment schemes, to be phased to make sure that the appropriate infrastructure is in place at the right time.

				Likelihood/certainty: Highly probable *Temporary or permanent:* Permanent
3. Transport	✓/x	✓/x	✓✓	There is the potential for developer contributions (and perhaps CIL, if considered appropriate in the long term) - particularly those secured for road and highways improvements or for sustainable access - to help improve access to services, facilities and jobs. Furthermore, if developer contributions help to bring forward development that has good access to sustainable modes of travel it may mean that services, facilities and jobs are more accessible by sustainable means. The inclusion of green infrastructure in development where necessary can also have benefits by enhancing the quality and connectivity of the public rights-of-way network. Developer contributions towards infrastructure improvements to address identified constraints (e.g. investment in bus services, provision of footpaths/cyclepaths, new access roads) are likely to be more viable for larger developments, including the sustainable urban extensions. It is recommended that sites are developed in accordance with a masterplan to give more certainty to delivery taking place. This policy should also help ensure that key transport infrastructure is delivered by appropriate residential development, whether this be sought through developer contributions or CIL if this is considered appropriate in the long term. This is particularly important in reducing the impacts of congestion in Spalding and Boston town, with associated air quality and quality of life benefits for residents and to the local economy through the ease of vehicular movements around the area. This policy will also ensure that, where a number of developments are likely to cumulatively generate a specific impact, all of them contribute to the provision of local and strategic infrastructure that is required. However, associated delivery timescales may mean that adverse effects could dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective). There is therefore the potential for positive effects for some sites and negative impacts for others. The Developer Contributions Prioritisation Framework to be adopted will set out the exact infrastructure priorities for each Local Planning Authority area (and settlement within each

				area), whether it be transport projects or otherwise. Contributions will be secured through s106 legal agreements or planning agreements. *Likelihood/certainty:* Uncertain in the short to medium-term but likely to be much more positive in the long-term as transport infrastructure is delivered. *Temporary or permanent:* Permanent
4. Socially Inclusive Communities	✓/x	✓/x	✓✓	As stated in Objective 2, developer contributions may be sought for a variety of infrastructure including those that are likely to improve the provision of community facilities. This could deliver positive benefits by encouraging a sense of community and promoting community integration, particularly important when a new development takes place in a settlement. Indirectly, developer contributions can also help enhance the quality of a locality. For example, the provision of green infrastructure, footpaths and cyclepaths can enhance environmental conditions, while new or improved educational facilities and community facilities can help provide for a range of services to enhance social conditions in an area. This is particularly important in the more deprived wards. It is particularly positive that the policy ensures that where infrastructure is deemed necessary, a scheme will not be considered acceptable in planning terms unless suitable arrangements have been made for the provision and/or improvement of the infrastructure required. This should ensure that negative impacts associated with a scheme are minimised. *Likelihood/certainty:* Uncertain in the short to medium-term, although positive impacts are likely to be more significant in the long-term as additional facilities are delivered. *Temporary or permanent:* Permanent
5. Education	✓/x	✓/x	✓	This policy is likely to have a positive impact on this objective as it seeks to generate contributions where necessary for education facilities at a number of levels (early years, primary, secondary and tertiary) which is likely to improve the skills and qualifications of those living in South East Lincolnshire. Furthermore, ensuring developer contributions are made where necessary for the provision and enhancement of sports and recreational facilities as well as open space and children's play areas is also likely to have a positive impact as participation in play and sports is positively linked to educational attainment.

				This policy may also have an indirect effect in that the promotion of sustainable transport modes and improved accessibility by sustainable transport may help people - who would otherwise not have been able to - access education and training opportunities, potentially improving their skills and qualifications. *Likelihood/certainty:* Uncertain in the short to medium-term, although positive effects are more likely in the long-term as additional educational facilities are delivered. *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x	✓	**Green Infrastructure –** This policy could help secure developer contributions for the provision of new green infrastructure which would have a positive impact on this objective. **Biodiversity -** This policy may help secure developer contributions for the provision and/or improvement of priority habitats, including their management. However, the requirement is site specific and will depend upon whether an adverse impact upon biodiversity has been identified. If this is the case then developer contributions could be used to mitigate the impact of the development. It may also be possible through the design of the scheme to secure betterment which would secure significant positive impacts against this objective. The provision and/or enhancement of open space and the use of SuDS in developments may also increase biodiversity. Additionally, the promotion of sustainable modes of transport could provide for green corridors, important to allow species to move more easily around the area. This can also help make biodiversity more resilient to climate change. **Geodiversity –** No specific link. *Likelihood/certainty:* Uncertain in the short to medium-term, although positive impacts are likely to be more prominent in the long-term as green infrastructure and habitats become established. *Temporary or permanent:* Permanent
7. Heritage	✓/x	✓/x	✓	Impacts will vary site by site and any adverse effects are unknown at this stage due to uncertainty surrounding the proposed construction of sites that could impact upon heritage.

				Although there may be potential for residual adverse impacts over the long-term, it is considered that mitigation secured through developer contributions should minimise the impact, and possibly even generate positive effects for example through the maturing of green infrastructure . This is particularly relevant for sites within/adjoining 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area and depending upon location and the quality of the improvement could reduce the number and/or severity of assets at risk. *Likelihood/certainty:* Uncertain – will depend upon implementation and the location of sites in relation to heritage assets *Temporary or permanent:* Permanent
8. Landscape and Townscape	✓/x	✓/x	✓/x	As with Objective 7, this policy has the potential to encourage both positive and negative impacts depending on the type of infrastructure that is provided and/or improved. The actual effects will depend upon implementation. Developer contributions for the provision and/or enhancement of open space could contribute positively to landscape and townscape quality. They can also have a positive impact on degraded environments, as discussed in Objective 4. *Likelihood/certainty:* Uncertain – will depend upon implementation *Temporary or permanent:* Permanent
9. Air, Soil and Water Resources	✓	✓	✓	**Air –** Developer contributions can help ensure that new development has good access to sustainable modes of travel which could lead to a reduction in the number of vehicles on the roads. This will reduce carbon emissions and thus have a positive impact on air quality, especially the two identified Air Quality Management Areas (AQMAs) in the area. Furthermore, the inclusion of green infrastructure where necessary can potentially help absorb carbon helping to reduce the level of pollutants in the atmosphere. **Water –** Developer contributions can help to ensure that where new developments may compromise water quality the adverse effects can be mitigated against or avoided. For example, the inclusion of green infrastructure and/or SuDS within development (where necessary) can help protect and possibly increase current storm water and normal runoff infiltration rates, helping to prevent pollutants from being transported to surface waters and reducing pressure on sewerage systems. The natural infiltration capabilities of green infrastructure can also improve the rate at which groundwater aquifers are replenished.

				Soil – Developer contributions could help ensure that where new developments may compromise land and soil, negative effects can be mitigated against or avoided, through GI for example. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
10. Sustainable use of Land and Waste	0	0	0	No significant impact. *Likelihood/certainty:* N/A (no significant effect identified) *Temporary or permanent:* N/A (no significant effect identified)
11. Flood Risk	✓/x	✓/x	✓	This policy will help secure developer contributions for the provision of flood management and sustainable drainage measures where necessary. Consequently, it could have positive implications for ensuring that buildings, communities and infrastructure are flood resilient. It should ensure that the flood risk and impact of a development (on site and elsewhere) has been reduced. However, in most cases, planning conditions are used to secure site specific schemes in accordance with a Flood Risk Assessment. This would include the provision of SuDS. However, there may be strategic sites/schemes which are more appropriately suited to the use of planning obligations. As such, positive impacts are more likely to be seen in the long term when most new development has taken place, and the effects of flood management measures can be seen. *Likelihood/certainty:* Uncertain in the short to medium-term but positive impacts are more likely to be evident as flood management measures establish and/or become effective *Temporary or permanent:* Temporary – The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation becomes effective.
12. Climate Change	x	✓/x	✓	The use of developer contributions can help ensure that development has good access to sustainable modes of travel will have a positive impact on reducing the need to travel by car, thereby reducing greenhouse gas emissions. Furthermore, if green infrastructure is included within development it can contribute to the

				absorption of greenhouse gases. For example, open space can mitigate against climate change by acting as 'carbon sinks'. *Likelihood/certainty:* Could be adverse in the short to medium-term as mitigation establishes. Positive impacts are more likely to be prominent in the long-term. *Temporary or permanent:* Permanent
13. Economy and Employment	✓	✓	✓	This policy should help ensure that employment development is supported by an appropriate level of infrastructure to help the operation and potential future expansion of businesses across the plan area. The use of developer contributions to fund improvements to transport infrastructure such as access by sustainable modes of transport could help reduce the number of vehicle journeys made, thereby reducing road congestion. Improvements to road infrastructure/junctions may also have a similar effect. Subsequently, this would lead to a reduction in journey times to key employment sites which is likely to have economic benefits in terms of the cost of moving employees and freight, and by reducing the time wasted during economically productive days. The inclusion of green infrastructure in development should help create more attractive, locally distinctive environments which may help encourage inward investment. This could help diversify the local economy and create additional employment, considered to be significant positive impacts. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent

Promoting Economic Prosperity and Employment Opportunities

Policy 8: Improving South East Lincolnshire's Employment Land Portfolio				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓	✓	✓✓	**Decent and Affordable Home -** This policy will safeguard a range and choice of employment sites and land in the higher tier settlements, as well as sites that are within 400m of those settlements, which will help support the level of housing growth identified in those locations. This policy also seeks to support suitable new employment development outside of these locations, which includes the Countryside, and so is likely to provide new and increased job opportunities in rural areas. Consequently, it should assist in providing everyone with a decent home as it should help to increase the average income and thus improve the affordability of homes. This would mean that more people will be able to afford homes that are suited to their needs. However, retaining people in the area who might otherwise have left due to a lack of suitable employment opportunities or by attracting people to the area with new jobs will also mean that in the long term the housing needs in the area may change. This should be kept under review to ensure adverse impacts are not generated. Given the current economic conditions it is likely that employment development may remain slow in the short/medium term, with more development over the longer term. The associated positive impacts against this objective are also likely to be in the long term. **Fuel Poverty -** Increased job opportunities and incomes should have a positive impact by helping to alleviate fuel poverty. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent

2. Health and Wellbeing	✓	✓	✓✓	The level of employment development promoted by this policy is likely to generate new jobs; work is generally seen as good for physical and mental health and wellbeing, particularly important to increase the self-esteem of those who are unemployed. By aiming to achieve a more diverse economy with a wider choice of jobs this policy could also better enable people to find work that suits their circumstances, helping them to achieve a better work/life balance, with associated health benefits, with regard to stress for example. Most of the employment sites proposed in this policy are located within or in close proximity of the higher tier settlements. This is where the majority of residential development will be located, as set out in the settlement hierarchy, meaning that the distance travelled by employees (particularly by private car) may therefore be reduced. Furthermore, it will ensure that the development of sites for employment use outside of the areas allocated by the policy will only be permitted provided that (amongst other requirements) the applicant can demonstrate that there is an ability to maximise opportunities for modal shift away from the private car. This may help encourage the use of more 'healthier' modes of transport such as walking and cycling which is especially important given the low levels of physical activity and excess weight in adults in South East Lincolnshire. As this policy restricts employment development in the Countryside to a certain degree it will ensure that the majority of such development will be directed to higher tier settlements which have a greater range of services and generally better public transport provision. However, three of the proposed Main Employment Areas are located within Boston town which has two Air Quality Management Areas, traffic accessing these areas may exacerbate congestion along the A16. Communities here are more likely to be affected by poor quality air which can lead to respiratory problems and have an associated impact on life expectancy. Where there is potential for a negative impact upon air quality, major development proposals should provide a Air Quality Assessment in accordance with Policy 26. This should ensure that potential adverse impacts are appropriately mitigated. Proposals for new employment development or the extension of an existing business outside of the areas allocated by the policy should not conflict with neighbouring land uses. This will generate a positive impact by protecting existing and future occupiers' standard of amenity. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent

3. Transport	✓/X	✓/X	✓	Due to the location and/or scale of most of the proposed allocations set out in this policy, road traffic (potentially including HGV traffic) including the number and frequency of trips made is likely to increase, particularly along the area's principal roads (e.g. A16, A17, A52). Proposals that are likely to generate a significant level of traffic will be expected to provide a Transport Assessment and Travel Plan in accordance with Policy 29. This should ensure that potential adverse impacts are appropriately mitigated. However, since the sites proposed in this policy are located within or in close proximity to the higher tier settlements - which are likely to provide better transport links – this means that overall access to employment opportunities is likely to be good. The distance travelled, particularly by private car, may therefore be reduced. Most existing employment areas have good access by public transport. However opportunities to extend services should be taken where appropriate to support the development of employment development. It may also be possible through developer contributions to secure links to footpaths/cycleways to ensure that access to employment is made easier and more affordable for residents. This will also generate benefits to the environment. In addition, as this policy restricts employment development in the Countryside to a certain degree it will ensure that the majority of such development will be directed to higher tier settlements which have a greater range of services and, as discussed above, generally better public transport provision. Furthermore, proposals that would have an unacceptable impact on the local highway network will be discouraged. As discussed in Objective 2, it must also be demonstrated that there is an ability to maximise opportunities for modal shift away from the private car which will have a positive impact on this objective. Moreover, proposals may be acceptable provided (amongst other requirements) that there is an identified need for the business location outside of the identified employment sites in the policy. This may potentially help to reduce travelling distances to alternative employment based outside urban areas. This policy may also have the indirect benefits of protecting and potentially increasing the range of shops, services, and secondary employment in local communities, such as through the use of childcare nurseries, cafes and shops within/close to identified employment areas. Employment development may be required to contribute towards strategic transport

				infrastructure, if it can be secured as part of a viable scheme. This could generate positive impacts in terms of aiding the delivery of key roads such as the Spalding Western Relief Road. Any mitigation is likely to be specific to each new development, and will be delivered in parallel to that development, so the impacts are expected to be linked to implementation. *Likelihood/certainty:* Uncertain in the short to medium-term - There is the potential for adverse impacts due to increased pressure on existing infrastructure. However, positive effects are more likely to be prominent in the long-term as transport infrastructure is delivered. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	✓	✓	✓✓	By identifying a sufficient supply, range and choice of sites and land for employment development (for either new build or extension, to help in the diversification of the local economy), this policy will help promote a variety of new employment opportunities across the area which may help reduce unemployment amongst disadvantaged groups. It is likely that the impacts will be seen in the medium to longer term when most development is likely to take place. Providing for employment development within the more rural areas of South East Lincolnshire will also have a positive impact on this objective given that access to employment may be more limited. In addition to reducing unemployment, it may also be that new employment development can help improve social conditions in the area, particularly in the most deprived wards, such as parts of Boston town and Sutton Bridge. For instance, the safeguarding of sites and the provision of new jobs may have indirect benefits to community vibrancy, activity and inclusivity in that average incomes should be raised. People with greater disposable income often have greater opportunities to play an active role in community/cultural events than those with lower incomes. Furthermore, since the sites proposed in this policy are located within or in close proximity to the higher tier settlements, employees should have good access to services and facilities close to work. Development may therefore indirectly help to protect existing services and employment in town centres. This will not only have a positive effect by helping those on lower incomes and alleviating deprivation, but will also have positive effects on communities in terms of contributing to vibrant and inclusive town centres. As this policy supports employment development (where it fulfils the criteria) in areas outside of the allocated sites it may help to retain people of working age within rural communities.

				This will therefore contribute towards vibrant, cohesive communities by reducing the likelihood of certain groups such as young adults and families being excluded from rural areas. It may also consequently help guard against a predominantly ageing population in rural areas. As new and possibly increased employment opportunities may help to enable local people to remain living in rural communities, it should help ensure that facilities such as shops and schools remain viable. Physical improvements to the quality of the environment in these areas and elsewhere should also be seen through landscaping and SuDS schemes which may also help mitigate amenity concerns for residents. This can through the design of new development lead to safe environments being created which can have a positive impact on crime and anti social behaviour. The allocations set out in this policy are likely to increase road traffic (including HGV traffic); therefore there is the potential for communities to be adversely effected in terms of noise disturbance, safety and severance. However, the majority of the proposed sites are supported by easy access to the strategic road network which could mean that any increase in traffic bypasses communities. While some of the proposed allocations are smaller in scale, many are located in close proximity to residential areas meaning that they could have an adverse impact on communities, if unmitigated. Overall, the potential impact of traffic generated by proposed sites in this policy is likely to be determined by implementation and its relationship with other new development in the area. All the proposed employment sites are expected to be able to connect to superfast broadband. *Likelihood/certainty:* Highly probable – Positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen. *Temporary or permanent:* Permanent
5. Education	✓	✓	✓✓	The policy is expected to provide for at least an additional 82ha of employment land, therefore it is likely that there will be an associated increase in the quantity and quality of training opportunities available to residents both in the construction and operation of new development.

				Furthermore, protecting established employment sites is also likely to have a positive impact by safeguarding existing training opportunities and apprenticeships. These impacts are expected to become more significant in the long term, as development takes place. In addition, increasing the availability of more highly-skilled jobs through the designation of Prestige Employment Sites such as the Food Enterprise Zone, Holbeach might encourage people to undertake training in order to qualify for such jobs or could encourage young people to remain in the area. Since the sites proposed in this policy are located within or in close proximity to the higher tier settlements access is likely to be good given that these settlements are likely to provide better transport links. Moreover, this effect is likely to be improved by the fact that the Local Plan seeks to concentrate the majority of new housing within higher tier settlements. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	?	?	?	**Biodiversity -** There is the potential for new employment development (both new build and expansion) to have significant positive and negative impacts on biodiversity, and will therefore depend upon implementation. Impacts are likely to be driven by various factors: e.g. loss of greenfield land (particularly in the case of the four new Main Employment Areas proposed), impacts from construction/operations of allocated sites, and increase in traffic and associated air pollutants on particular routes. However, where the policy seeks to safeguard existing employment sites, this is unlikely to have any impact. The majority of proposed sites are not likely to affect international, national or locally designated wildlife sites or protected habitats/species. Where there is likely to be an impact this has been noted in the individual site assessments that are in Appendix 12 of the SA Main Report. At these sites, care will need to be taken to ensure that development does not have an adverse impact on the natural environment. To ensure that adverse impacts are avoided/mitigated it is recommended that an appropriate level of ecological assessment is carried out on sites to determine presence/absence of protected species/habitats. There may also be the potential to mitigate and compensate adverse impact on biodiversity over the long-term as e.g. buffering, translocation, structural planting etc has time to become effective (structural planting/new habitat will take time to mature and encourage species).

				Geodiversity – No impact. *Likelihood/certainty:* Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes. *Temporary or permanent:* Temporary
7. Heritage	?	?	?	Overall, given the location of the majority of the proposed employment sites, this policy is unlikely to have a significant effect (positive or negative) on the historic environment. There is, however, the potential for Q2: The Quadrant to have an adverse impact on the setting of a Scheduled Ancient Monument adjacent to the site, although this will depend on its location within the wider sustainable urban extension – a masterplan should ensure that impacts are mitigated. The extension/intensification of some safeguarded Established Employment Sites could have an impact on heritage assets. For example, there is the potential for adverse impacts, if unmitigated, in relation to the Railway Lane East site in Sutton Bridge. The Grade II* listed Hydraulic Engine House is located within the Shire Garden Buildings site and the Grade II listed 27 The Park adjoins the Feldbinder site to the north west. These may prove a constraint as expansion of the site could adversely affect their settings. The potential impact over the longer term will be determined by implementation/site design: good masterplanning could mitigate and/or improve and enhance the local landscape/historic environment. Screening through tree planting, for instance, would require a substantial amount of time to mature. In addition, sites at the High Street, Moulton and Gosberton Road, Surfleet may have an impact on listed buildings and the adjoining Conservation Area. Impacts will depend on the findings of the statement of significance, Historic England recommendations (where appropriate) and the proposed scale, massing, and design of the new development and the ability of appropriate mitigation to be secured. All of these are expected to be long term to reflect the likely phasing of development. This policy encourages the re-use of previously-developed land or the conversion/re-use of redundant buildings for employment development in areas outside of the allocated sites. It will therefore help safeguard buildings of historic merit for the future and provide opportunities for their enhancement.

				Likelihood/certainty: Uncertain – will depend upon implementation *Temporary or permanent:* Temporary – long-term improvements through design and those secured as a result of planning permission may help address the issues identified.
8. Landscape and Townscape	x	x	✓/x	Overall, there is the potential for this policy to have an adverse impact on the landscape due to the size and location of some of the proposed allocations. The impact will, however, ultimately depend on implementation over the long-term as significant mitigation (e.g. in the form of structural landscaping) could help minimise adverse residual effects, once established. The majority of Main Employment Areas and Local Employment Areas proposed in this policy are existing employment sites - where the type of development is all similar in nature - meaning that the impact of this policy on landscape and townscape may be more limited. This also applies to the Restricted Employment Sites and Established Employment Sites protected by the policy. However, the new sites proposed – Q2: The Quadrant, Holbeach Food Enterprise Zone, the Lincs Gateway, Bridge Road and Thorney Road – are greenfield sites, at the edge of settlements so it is expected that there will still be adverse residual impacts as development will change the settlement form. The policy also proposes the allocation of six Prestige Employment Sites that should be well designed, responds to each sites' context and that takes account of nearby residential properties. This could have a positive impact by enhancing landscape quality in highly prominent locations such as the Lincs Gateway, Wardentree Lane, or improving the townscape in locations such as Q2, Boston that are closer to residential areas. This could lead to highly attractive gateway locations being developed which could have positive impacts in terms of attracting new business to the area, and creating jobs. Proposals for B-Uses outside of the areas allocated by the policy should not harm the character of the locality and the design should be responsive to the local context. This would have a positive impact, minimising the effect that development could have on the landscape, an important consideration in the flat landscape of South East Lincolnshire. The policy should also help avoid inappropriate new isolated development which can harm the character and appearance of the countryside. *Likelihood/certainty:* Probable *Temporary or permanent:* Temporary – Negative effects are likely in the short to medium-

				term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.
9. Air, Soil and Water Resources	x	x	✓/x	In the long term the impacts of this policy depend upon implementation, such as: the construction techniques used; location of the site; design; use proposed; how the site operates; what restrictions are imposed (through planning conditions for example) to manage any potential impacts; and the associated timescales for development. **Soil -** The majority of Main Employment Areas and Local Employment Areas proposed in this policy are existing established employment sites which may help to minimise the loss of high quality agricultural land to development. This will also apply to most of the safeguarded Established Employment Sites which are generally well-contained. However, the expansion of the majority of these sites and the development of the five new sites - Q2: The Quadrant, Holbeach Food Enterprise Zone, the Lincs Gateway, Bridge Road and Thorney Road – would see the loss of Grades 1 and 2 agricultural land. Four of these are also prestige Employment Sites where a well-designed scheme is expected. This should ensure that significant structural planting, provision of green infrastructure and SuDS should be incorporated into the design which would also help mitigate against any possible negative impact on soil resources. This policy encourages the re-use of previously-developed land or the conversion/re-use of redundant buildings and so this should help with the protection of the best and most versatile agricultural land by minimising the uptake of greenfield land. **Air -** Any new development will likely lead to increased air pollution, primarily due to increased road traffic. However, where new employment sites are developed, existing businesses expand or where buildings are refurbished or replaced, this should present opportunities to make use of renewable technologies and energy efficiency measures which could have a positive impact by reducing emissions resulting from the operation of the employment site itself thereby improving air quality. There will be dust emissions associated with the construction of development associated with this policy however, planning conditions should be put in place to ensure air pollution is minimised. **Water -** New employment development is highly likely to increase demands on water resources and sewage infrastructure. Where investment is likely to be required this will be

				addressed on a site-by-site basis. It will be particularly important that new development is phased with investment to minimise sustainability impacts. Furthermore, several of the sites associated with this policy are within Flood Zone 3. This, combined with the likely increase in the amount of hardstanding, may mean that there is an adverse impact on surface/ground water quality, infiltration rates, and run-off but should be mitigated through a SuDS scheme. The safeguarding of existing employment sites should have no impact. Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period. *Likelihood/certainty:* Probable *Temporary or permanent:* Temporary – Negative effects are likely in the short to medium-term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.
10. Sustainable use of Land and Waste	x	x	✓/x	The development associated with this policy is expected to be a mix of brownfield and greenfield sites. The use of brownfield sites will minimise the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. However, it is likely in the current economic climate that greenfield sites are likely to be developed at a higher rate, which would generate the adverse impacts identified by Objective 9. Furthermore, any future expansion of existing businesses would be highly likely to entail the take-up of greenfield land. However, encouraging the re-use of previously-developed land or the conversion/re-use of redundant buildings in areas outside of the allocated sites should help to minimise greenfield land-take. New employment development will require minerals/aggregate for construction, although the majority of development associated with this policy is unlikely to sterilise economically important mineral resources (mitigation may be required in relation to the Crease Drove site identified in Crowland, in the south-west of the area). Any new employment development is likely to increase the amount of commercial waste generated in South East Lincolnshire. However, there is insufficient detail to ascertain the extent to which development will encourage the sustainable and efficient use of materials in terms of recycling and waste management. The design of new development associated with this policy should ensure that appropriate waste disposal facilities, including those for

				recycling are provided at each new development. Issues relating to access are considered in Objective 3 above. In the long term, the impacts of this policy depend upon implementation, such as the location of the site, design, use proposed, how the site operates and what restrictions are imposed, through planning conditions for example to manage any potential impacts, and the associated timescales for development. *Likelihood/certainty:* Probable *Temporary or permanent:* Temporary – Negative effects are likely in the short to medium-term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.
11. Flood Risk	✓/x	✓/x	✓	The majority of proposed allocations are located in Flood Zone 3a meaning that they have the potential to be at high risk from flooding. The precise nature of impacts in terms of flood risk will depend upon implementation as they will be affected by the design, layout and scale of any proposed development. For example, the laying of large areas of hardstanding may result in a slight increased risk of surface level flooding and would therefore require mitigation. Mitigation measures are likely to be required in the case of new sites developed and where expansion of existing employment sites takes place. This could include SuDS, green infrastructure, green roofs, culverting etc.). Measures will be determined through a site-specific Flood Risk Assessment which should help reduce the flood risk to the site and elsewhere. In the long term therefore positive impacts against this objective could be achieved. The impacts on 'Other Employment Sites' developed will depend upon whether buildings/sites are located in flood risk areas and are likely to also be affected by the design, layout and scale of the proposed development. *Likelihood/certainty:* Uncertain – will depend upon implementation i.e. mitigation. In the long-term, positive effects are more likely to be generated. *Temporary or permanent:* Permanent
12. Climate Change	x	✓/x	✓/x	Delivery of new development associated with this policy is likely to generate an adverse impact in relation to reducing greenhouse gas emissions as the construction of development

				is likely to consume high levels of energy. Increasing the level of development within the area will also increase domestic energy consumption (i.e. gas and electricity). Expansion of the Established Employment Sites could mean that less energy will be used than would be required for constructing significant new development. Furthermore, as mentioned in Objective 9, where new employment sites are developed, existing businesses expand or where buildings are refurbished or replaced, this should present opportunities to make use of renewable technologies and/or energy efficiency measures which should help reduce greenhouse gas emissions. This policy will also increase the number of trips made by car/HGV, even though the majority of new sites proposed are concentrated within and around the Sub-Regional Centres or Main Service Centres and therefore in close proximity to key transport routes, which may mean that the need to travel by car particularly over shorter distances may be reduced; thus reducing emissions. Furthermore, as the policy seeks to restrict employment development in the Countryside to a certain degree, it will ensure that the majority of such development will be directed to higher tier settlements which have a greater range of services and generally better public transport provision. This may therefore reduce the need to drive for some, thereby helping minimise greenhouse gas emissions. Furthermore, by supporting suitable proposals outside the allocated sites there will likely be new employment opportunities provided, which should also have the effect of reducing the distances that people need to travel for work. Overall, effects in the short-term are likely to be adverse given the delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation. **Energy Efficiency & Renewable Energy:** There is potential for significant benefits to be secured against this policy; for instance new buildings will need to adhere to more stringent regulations regarding energy efficiency when compared to older buildings and there is also potential for energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). *Likelihood/certainty:* Uncertain – will depend upon implementation and how sustainable modes of transport are promoted

				Temporary or permanent: Permanent
13. Economy and Employment	✓✓	✓✓	✓✓	This policy will help deliver significant economic benefits, in particular by securing a suitable supply of land for business and industry to underpin economic growth and investment. It states that the South East Lincolnshire authorities will, in principle, support proposals which assist in the delivery of economic prosperity and job growth in the area. By ensuring that a choice of sites are available (by allocating more than the 82 hectares required) that can meet a range of business needs this policy should help achieve the vision of a growing, diversifying local economy. It will also help to safeguard existing jobs by protecting land for existing businesses to expand/relocate to if needed. By providing a sufficient supply, range and choice of sites attractive to the market the policy will help facilitate the relocation of new businesses to the area with associated job opportunities. This will help to reduce unemployment and help to encourage people (particularly young people) to stay in South East Lincolnshire to live and work. This policy will help improve access to jobs by helping to ensure that there is a range of different employment opportunities across the Plan Area, although the majority will be accommodated in South Holland to reflect projected job growth over the plan period. This will help to meet different people's skills and the needs of different people's circumstances. This policy is likely to have further positive economic impacts by helping to provide new employment/training opportunities which will help to reduce unemployment levels (albeit that are relatively low) within South East Lincolnshire. Additionally, this policy allows for the incorporation of appropriate complementary employment-generating uses (within Use Class A1-A5, C1 and D1 or Sui Generis) within four Mixed-Use Areas. This will help facilitate more sustainable employment areas, by promoting development that can prove attractive to businesses and their employees in close proximity to their place of work. Uses such as cafes, day nurseries and training centres can also support additional employment. This approach has the added benefit of ensuring that the vitality and viability of town centres is maintained while ensuring that the main role of each site (for employment development) is maintained. As mentioned in Objective 8, six Prestige Employment Sites are proposed in the policy where

				there should be a well-designed scheme that responds to each sites' context. This will have a positive impact as high standards of design can help attract investment to the area, particularly that which is high skilled and high value, which is essential to help diversify the local economy. Safeguarding existing sites is particularly important in the short to medium term to ensure that the local economy continues to operate effectively. This is important because the five new sites (such as Q2: The Quadrant) are expected to be developed in the longer term or are in the early stages of construction (the Lincs Gateway). However, ensuring that smaller sites are available within employment allocations (such as Wardentree Lane or Riverside Industrial Estate) for development, in most cases with infrastructure to the site boundary, will help ensure that the employment land portfolio is able to respond to changing economic circumstances (for example should larger sites not come forward as expected or to accommodate the needs of smaller businesses). This will generate significant positive benefits by helping to improve the resilience of the economy. This policy also seeks to restrict the development of non-B uses in the Main Employment Areas, Local Employment Areas and Established Employment Sites unless the applicant can show that it is ancillary to the effective functioning of the site/area. This will therefore help protect the important employment function of these sites. The proposed allocations are likely to increase road traffic (potentially including HGV traffic). There is therefore the potential for development to exacerbate existing traffic congestion along principal roads (particularly at congestion hotspots such as John Adams Way), increasing journey times to employment sites which will have a negative economic effect in terms of the time/cost it requires for employees and freight to travel. This could have an adverse effect if not mitigated. However, Policy 29 requires that a Transport Assessment and associated Travel Plan or Transport Statement should be provided to identify any adverse transport impacts and identify solutions to address those. This should ensure that adverse impacts are minimised. This policy will support proposals outside the allocated sites provided that it can meet the 7 criteria set out, including that it should not cause an adverse impact upon the viability of delivering any allocated employment site and that there is an identified need for the business to be located outside of the defined employment areas. It could therefore help to retain people

				of working age within rural communities which will help ensure the vitality and viability of the rural economy. It may also help revive rural businesses where they are no longer viable in their current use. This could therefore assist in reducing unemployment. The benefits in relation to this part of the policy are likely to be particularly important in the short to medium term as the delivery of the five new sites is awaited or is in the early stages of construction. This policy seeks to restrict the loss of employment sites and buildings to non-employment uses to a certain degree. It will therefore safeguard against the loss of land or buildings where it would adversely affect the economic growth and employment opportunities in the catchment area the site or building would likely serve. This would have a significant positive impact on this objective by helping to prevent unemployment and supporting growth of the economy. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent

Policy 9: Promoting a Stronger Visitor Economy				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓	✓	✓✓	**Decent and Affordable Home -** This policy should help retain and create job opportunities associated with visitor attractions in the area. Although it promotes a 'settlements first' approach, it also provides for small-scale development to support the visitor economy, where suitable, in the countryside. The potential creation of job opportunities (in urban and more rural areas, where appropriate) may mean that decent and affordable homes are more easily accessible to people in South East Lincolnshire if incomes are subsequently raised. This would have a positive impact on this objective as it would mean that more people will be able to afford homes that are suited to their needs. However, it should be noted that retaining people in the area who might otherwise have left due to a lack of suitable employment

				opportunities or by attracting people to the area with new jobs will also mean that in the long term the housing needs in the area may change. This should be kept under review to ensure adverse impacts are not generated. In addition, there is the possibility that rural housing could be lost to holiday lets if tourism grows in the Countryside. **Fuel Poverty -** This policy may also indirectly help to alleviate fuel poverty for some residents in South East Lincolnshire through increasing job opportunities and by potentially raising average incomes in the area. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	✓	✓	✓✓	As mentioned in Objective 1, development promoted by this policy should help retain and create job opportunities in South East Lincolnshire. This is likely to have a significant positive impact on this objective in the long-term given that work is generally seen as good for physical and mental health and wellbeing, and is particularly important to increase the self-esteem of those who are unemployed. In promoting a 'settlements first' approach to the location of new tourism and visitor development, this policy should help direct it to the settlements where the Local Plan proposes residential development will occur, meaning that the distance travelled by employees and local visitors (particularly by private car) may therefore be minimised. In addition, by directing the majority of tourism and visitor development to the settlements identified in Policy 2, this could have a positive impact on this objective particularly in respect of the higher tier settlements which have a greater range of services and generally better public transport provision. However, it should be noted that such development in the Countryside will help retain local facilities, services and communities. Proposals for new tourism and visitor development outside of the town centre boundaries should not conflict with neighbouring land uses. This will generate a positive impact by protecting existing and future occupiers' standard of amenity. This policy could potentially have negative impacts given that part of the Bargate Bridge Air Quality Management Area (AQMA) lies within Boston's town centre boundary and the Haven Bridge AQMA runs adjacent to it. Traffic accessing any new tourism and visitor development within that area may therefore exacerbate congestion and air quality issues along the A16, if

				unmitigated. Communities here are more likely to be affected by poor air quality which can lead to respiratory problems and have an associated impact on life expectancy. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
3. Transport	✓/X	✓/X	✓	Promoting a 'settlements first' approach should help: reduce the need to travel by car; deliver development that is more likely to be accessible via walking, cycling and public transport and as such utilise existing transport infrastructure; reduce traffic volumes and traffic congestion; and reduce the distances people have to travel to access services and leisure. However, access from more rural parts of the Plan area (i.e. the Countryside) will be an issue given the poor public transport links in some parts, meaning that there will potentially be an increase in traffic movement and associated emissions. Due to the location of Springfields Shopping and Festival Gardens it is possible that the level of traffic along the A16 (a strategic route through South East Lincolnshire) will increase. Proposals that are likely to generate a significant level of traffic will be expected to provide a Transport Assessment and Travel Plan in accordance with Policy 29. This should ensure that potential adverse impacts are appropriately mitigated. Any mitigation is likely to be specific to each new development, and will be delivered in parallel to that development. Overall, impacts on this objective are likely to depend upon implementation (e.g. the type of development, type of visitor, length of stay, mode of transport used etc.). *Likelihood/certainty:* Uncertain in the short to medium-term - There is the potential for adverse impacts due to increased pressure on existing infrastructure. However, positive effects are more likely to be prominent in the long-term as transport infrastructure is delivered. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	✓	✓	✓✓	This policy seeks to actively support proposals for tourism and visitor development which utilise and enrich the natural and built environment and existing attractions of South East Lincolnshire to the benefit of … local communities. Benefits as a result of this policy could include development or regeneration helping people feel more positive about the area they live in, and greater opportunities for social interaction which promotes more cohesive

				communities. This will be particularly important in the most deprived wards such as Boston town and Sutton Bridge The 'settlements first' approach will likely contribute to a sense of safety and security through improvements being made to the centres of towns and villages and it may have a positive impact on the night time economy, especially in rural communities. As mentioned previously, development promoted by this policy should help retain and create job opportunities in South East Lincolnshire. This may help reduce unemployment amongst disadvantaged groups. The development of suitable new tourism and visitor uses in the Countryside will help to support the rural economy through the creation of new local employment opportunities and by supporting community services and infrastructure. This will help to retain local services, facilities and communities. Development in rural locations will be particularly important in helping to maintain a sustainable workforce and avoid urban migration of young people. Retaining people of working age within rural communities should have a positive effect by contributing towards vibrant, cohesive communities and guarding against a predominantly ageing population in rural areas. Furthermore, given the 'settlements first' approach, development may indirectly help to protect existing services and employment in town centres as well as villages. This will not only have a positives effect by helping those on lower incomes and alleviating deprivation, but will also have positives effects on communities in terms of contributing to vibrant and inclusive town centres. Further development at Springfields Shopping and Festival Gardens is likely to increase road traffic (including HGV traffic for deliveries) as will other tourism and visitor developments. There is therefore the potential for communities to be adversely effected in terms of noise disturbance, safety and severance. However, in the case of Springfields there is easy access to the strategic road network which could mean that any increase in traffic bypasses communities. *Likelihood/certainty:* Highly probable – Positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen.

				Temporary or permanent: Permanent
5. Education	✓	✓	✓✓	The retention and creation of employment opportunities related to tourism and visitor development (both in the construction and operation of new development) will help to safeguard and generate associated training opportunities. Where development produces opportunities for lifelong learning and job creation, this will have a positive impact on this objective. This may in turn raise educational/employment aspirations. These impacts are expected to become more significant in the long term as development takes place. The 'settlements first' approach to locating such development should mean that better transport links are available which should help facilitate access to training opportunities. This effect is likely to be improved by the fact that the Local Plan seeks to direct new housing development to within the boundaries of those settlements identified in Policy 2. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	?	?	?	**Biodiversity –** This policy will ensure that proposals for tourism and visitor development which utilise and enrich the natural environment will be supported. However, it is considered that the effects on biodiversity are largely uncertain given that the location of most development (apart from Springfields Shopping and Festival Gardens) is unknown and will depend upon implementation. The effects are likely to be driven by various factors such as the location of development, loss of greenfield land, impacts from construction/operations of tourism and visitor uses, and increase in traffic and associated air pollutants on particular routes. Springfields Shopping and Festival Gardens is in close proximity to the protected Coronation Channel LWS. However, proposals that would enhance the scale, quality and biodiversity of the Festival Gardens will be supported in principle. Overall, care will need to be taken to ensure that development does not have an adverse impact on the natural environment. To ensure that adverse impacts are avoided/mitigated it is recommended that an appropriate level of ecological assessment is carried out on sites to determine presence/absence of protected species/habitats. There may also be the potential to mitigate and compensate adverse impact on biodiversity over the long-term as e.g. buffering, translocation, structural planting etc has time to become effective (structural

				planting/new habitat will take time to mature and encourage species). **Geodiversity –** No impact. *Likelihood/certainty:* Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes. *Temporary or permanent:* Temporary
7. Heritage	?	?	?	The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites that are proposed for development. Further development of Springfields Shopping and Festival Gardens is unlikely to have an adverse impact on historic or culturally-significant features. Where adverse effects are likely to occur, mitigation will be required to help reduce the residual adverse impacts. However, this may only become effective over the long-term as mitigation such as green infrastructure can take time to mature. Once matured, mitigation can even generate positive effects (e.g. improvements to setting of heritage assets). Overall, the policy has the potential to promote the sensitive development of historic or culturally important buildings or areas (for tourism uses) where appropriate, and enhance the perceived sense of place held by the community. It is considered that Policy 25 adequately helps to secure appropriate mitigation required as a consequence of development through a statement of significance and/or archaeological assessment for example. *Likelihood/certainty:* Uncertain – will depend upon implementation and location of development *Temporary or permanent:* Temporary – long-term improvements through design and those secured as a result of planning permission may help address any issues identified.
8. Landscape and Townscape	✓/X	✓/X	✓/X	By directing new tourism and visitor development to within the boundaries of settlements identified in Policy 2 this policy should have a positive impact by contributing towards the protection of the landscape character of South East Lincolnshire. This is particularly important given the large open skies, and flat landscape.

				There may be opportunities for townscape improvements depending upon the specific location of development. Where proposals are brought forward for tourism or visitor development in the Countryside it is a requirement that the proposal is in keeping with the character of the locality. This will have a positive impact on this objective. In relation to Springfields Shopping and Festival Gardens, given that a large part of the site is already characterised by built development and, because of the screening that is already in existence, it is unlikely that further development of the site would have an adverse impact on the landscape. In combination with policies 3: Development Management, 4: Design of New Development, 24: The Natural Environment and 25: The Historic Environment this policy will protect and enhance local character, and protect local distinctiveness. *Likelihood/certainty:* Uncertain – will depend upon implementation i.e. the design, layout, scale and massing of development. *Temporary or permanent:* Permanent
9. Air, Soil and Water Resources	✓/X	✓/X	✓/X	Overall, the impacts are likely to depend upon implementation e.g. the location of development, the type of attraction, type of visitor, length of stay, mode of transport used, scale, massing, design of development etc.). **Soil –** Promoting a 'settlements first' approach should help to minimise the loss of soils to development. However, given that the policy will permit the suitable development of land in the Countryside, it is likely that some high quality agricultural land would be lost. In addition, further development of Springfields Shopping and Festival Gardens could mean the loss of greenfield land. **Air –** Any new development will likely lead to increased air pollution, primarily due to increased road traffic. However, where new development occurs, existing attractions are expanded or where buildings are refurbished or replaced, this should present opportunities to make use of renewable technologies and energy efficiency measures which could have a positive impact by reducing emissions resulting from the operation of the employment site

				itself thereby improving air quality. Development of Springfields Shopping and Festival Gardens will likely increase traffic levels in the area (resulting from employees, visitors and deliveries). With the current trend of car dependency likely to continue, this could generate a negative impact on local air quality. There will be dust emissions associated with the construction of development associated with this policy however, planning conditions should be put in place to ensure air pollution is minimised. **Water –** New development is likely to increase demands on water resources and sewage infrastructure. Implementation of water efficiency and conservation measures through construction could help mitigate this impact. Where investment is likely to be required this will be addressed on a site-by-site basis. It will be particularly important that new development is phased with investment to minimise sustainability impacts. Springfields Shopping and Festival Gardens is located within Flood Zone 3 meaning that the likely increase in the amount of hardstanding could have an adverse impact on surface/ground water quality, infiltration rates and run-off. This is also likely to be the case with any other sites developed in higher flood risk areas. Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period. *Likelihood/certainty:* Uncertain – will depend upon implementation *Temporary or permanent:* Permanent
10. Sustainable use of Land and Waste	✓/X	✓/X	✓/X	Development associated with this policy may involve a mix of brownfield and greenfield sites. For example, promoting a 'settlements first' approach will mean that it is more likely that brownfield sites are used, whilst further development of Springfields Shopping and Festival Gardens will likely utilise greenfield land. New tourism and visitor development will most likely require minerals/aggregate for construction. Given that the specific location of future development (other than Springfields

				Shopping and Festival Gardens) is unknown it cannot be determined whether development associated with this policy is likely to have an impact on economically important mineral resources (a Minerals Safeguarding Area is identified in Crowland, in the south-west of the area). Any new development of this nature is likely to increase the amount of waste generated in South East Lincolnshire as visitors will ultimately create more waste. However, there is insufficient detail to ascertain the extent to which development will encourage the sustainable and efficient use of materials in terms of recycling and waste management. The design of new development associated with this policy should ensure that appropriate waste disposal facilities, including those for recycling are provided at each new development. Overall, it is considered that the impacts of this policy will depend upon implementation such as: the location of the site; design; specific use; how the attraction operates; what restrictions are imposed, through planning conditions for example, to manage any potential impacts; and the associated timescales for development. *Likelihood/certainty:* Uncertain – will depend upon implementation *Temporary or permanent:* Permanent
11. Flood Risk	✓/x	✓/x	✓	Much of South East Lincolnshire (including Springfields Shopping and Festival Gardens) lies within Flood Zone 3a meaning that any development taking place within this zone has the potential to be at high risk from flooding. The precise nature of impacts in terms of flood risk will depend upon implementation as they will be affected by the design, layout and scale of any proposed development. For example, the laying of large areas of hardstanding may result in a slight increased risk of surface level flooding and would therefore require mitigation. Mitigation measures are likely to be required in the case of new attractions developed and where expansion of existing attractions takes place. This could include SuDS, green infrastructure, green roofs, culverting etc.). Measures will be determined through a site-specific Flood Risk Assessment which should help reduce the flood risk to the site and elsewhere. In the long term therefore positive impacts against this objective could be achieved. *Likelihood/certainty:* Uncertain – will depend upon implementation i.e. mitigation. In the long-term, positive effects are more likely to be generated.

				Temporary or permanent: Permanent
12. Climate Change	x	✓/x	✓/x	Delivery of new development associated with this policy is likely to generate an adverse impact in relation to reducing greenhouse gas emissions as the construction of development is likely to consume high levels of energy. Increasing the level of development within the area will also increase energy consumption (i.e. gas and electricity). However, the expansion of existing attractions could mean that less energy will be used than would be required for constructing significant new development. Furthermore, as mentioned in Objective 9, where new development occurs, existing attractions are expanded or where buildings are refurbished or replaced, this should present opportunities to make use of renewable technologies and/or energy efficiency measures which should help reduce greenhouse gas emissions. Development associated with this policy will also likely increase the number of trips made by car/HGV, although the 'settlements first' approach may mean that the need to travel by car, particularly over shorter distances, may be reduced thus minimising emissions. Furthermore, as a result of development associated with this policy there will likely be new employment opportunities provided, which should also have the effect of reducing the distances that people need to travel for work. Further development of Springfields Shopping and Festival Gardens will likely increase traffic levels in the area (resulting from employees, visitors and deliveries), particularly along the adjacent A16. With the current trend of car dependency likely to continue, this could generate a negative impact on greenhouse gas emissions. Overall, given that there is some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation. **Energy Efficiency & Renewable Energy:** There is potential for significant benefits to be secured against this policy; for instance new buildings will need to adhere to more stringent regulations regarding energy efficiency when compared to older buildings and there is also potential for energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.).

				Likelihood/certainty: Uncertain – will depend upon implementation and how sustainable modes of transport are promoted. Impacts are more likely to be positive in the long term once mitigation begins to take effect. *Temporary or permanent:* Permanent
13. Economy and Employment	✓✓	✓✓	✓✓	This policy will help deliver significant economic benefits, in particular by helping create more jobs and potentially training opportunities which will help to reduce unemployment levels (albeit that are relatively low) within South East Lincolnshire. The creation of new job opportunities will also help reduce the number of people out-commuting as well as the number of people leaving the area to find employment elsewhere (out-migration). It will therefore support the viability and vitality of South East Lincolnshire's town centres. This policy may also help improve access to jobs by directing the majority of development to settlements where the Local Plan proposes that residential growth will occur. Furthermore, it will help support the rural economy by facilitating suitable tourism and visitor development that has a functional link with an existing rural attraction or farm enterprise. Further development of Springfields Shopping and Festival Gardens will have a significant positive impact on this objective given its important role in South East Lincolnshire's economy supporting 500 jobs and attracting over 2.3 million visitors a year. However, it should be noted that it is in an out-of-centre location and so there is the potential for negative impacts on the vitality and viability of Spalding town centre. Great care should therefore be taken to avoid the occurrence of this. Development associated with this policy is likely to increase road traffic (potentially including HGV traffic) through rising visitor numbers. There is therefore the potential for development to exacerbate existing traffic congestion along principal roads (particularly at congestion hotspots such as John Adams Way adjacent to Boston Town Centre), thereby increasing journey times which will have a negative economic effect in terms of the time/cost it requires for employees and freight to travel. This could have an adverse effect if not mitigated. However, Policy 29 requires that a Transport Assessment and associated Travel Plan or Transport Statement should be provided to identify any adverse transport impacts and identify solutions to address those. This should ensure that adverse impacts are minimised. *Likelihood/certainty:* Certain

				Temporary or permanent: Permanent

Quality Housing for All

Policy 10: Meeting Objectively Assessed Housing Needs				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓	✓	✓✓	**Affordable Housing:** At a strategic level, it is considered that there is potential for significant positive impacts, although these will vary site by site. The policy's supporting text indicates that housing delivery is expected to increase in the long term when larger allocations start to take affect, suggesting that significant positive impacts are likely to be seen in the long term. Generally the tenure, style and size of housing for each site will be considered on a case by case basis taking into account existing imbalances in the housing stock. But a suitable proportion of the 18,675 new homes (a mixture of type, size, and tenure) will be required to be affordable and/or adaptable, which will be based on need and viability. Housing standards will also be governed by building regulations and Local Plan policies. Hence, positive effects are likely in terms of delivering affordable and adaptable housing to meet identified need. Energy efficiency is considered by Objective 12. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	✓/x	✓/x	?	**Access to health facilities:** Capacity of healthcare services is an important issue, which if unmitigated will incur adverse effects against this objective. South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist.

				Making provision for at least an additional 18,675 new homes to 2036 in the area (7,550 in Boston Borough and 11,125 in South Holland) will, without mitigation (such as in the form of developer contributions), increase pressure on existing facilities. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of health facilities will be vital. **Access to open space:** Considering the amount of additional housing proposed, there are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area. In cases where new housing will involve the loss of existing open space or playing fields, loss should be compensated for through either on or off-site provision. Loss of provision in some cases may be more significant depending on existing provision in the ward and density of surrounding housing. Consideration should also be given to the value of existing PROW and if necessary how it could be best diverted. **Proximity to sources of pollution:** At a strategic level, the amount of new housing does not raise any issues of air/noise pollution that would have an adverse impact on human health. *Likelihood/certainty:* Uncertain – will depend upon the mitigation that can be secured in respect of health facilities. The impact on amenity open space and GI will depend upon implementation. *Temporary or permanent:* Temporary
3. Transport	✓/x	x	?	Considering the amount of additional housing proposed, there is likely to be an increase in traffic congestion, unless mitigated. Inevitably, pressure will be increased on the highways network, particularly along key routes through the area e.g. A16, A17, A52, A151. As these routes already suffer from some congestion at peak times, mitigation through improvements and promotion of viable alternative transport options will be required if new housing is to be accommodated and the safety of the highways network is to be maintained. An increase in population and traffic levels may be manageable in the short-term as growth/immigration is unlikely to occur immediately. There is likely to be an adverse impact over the medium term unless appropriate mitigation measures are taken (e.g. integration of new housing and traffic calming/sustainable transport measures). If such measures are introduced they are likely to help mitigate the potential adverse impact beyond the plan period.

				The level of new housing identified could generate a positive impact on facilitating the delivery of strategic transport infrastructure, although this will depend on its location. This is likely to be in the long term, when the level of new housing has reached the level at which a road (or part of) such as the Spalding Western Relief Road/Boston Distributor Road can be delivered. Access to employment is discussed in Objective 13. *Likelihood/certainty:* Uncertain – will depend upon the mitigation secured (such as improvements to highways infrastructure) and the promotion of sustainable modes of transport through implementation. In the medium to long-term there could therefore be positive impacts. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	✓/x	✓/x	?	Levels of deprivation vary across the area: the Sutton Bridge ward, South Holland; and parts of the Station, Staniland and Skirbeck wards, Boston are deemed to be with the top 30% most deprived areas nationally. Life expectancy is 8.8 years lower for men in these areas of Boston than in the least deprived areas elsewhere. Should additional housing be located in these areas, this policy would have a positive impact in helping to regenerate the area and improve access to employment opportunities as well as other services/facilities. As the quantum of development increases over the Plan period and beyond, it is considered possible for regeneration benefits to become significant. It follows that the provision of an additional 18,675 new homes should see a comparable level of 17,600 jobs and about 82ha of employment land to meet local residents' needs. There is potential for significant positive impacts against this objective, but this is reliant on the location of new employment development being accessible to new housing. As such this relies on implementation and the level of mitigation provided (e.g. investment in sustainable/public transport or new facilities on-site/ in local area). Overall there is potential for the distribution of new development to provide good or more limited access to community facilities, depending on the location of the new housing and the existing provision. The capacity of facilities to meet the needs of additional users also varies. Mitigation would be required in those cases where access is more limited. In many cases, due to their size, the sustainable urban extensions have more limited access,

				although there are opportunities to improve the level of green infrastructure and sports facilities available. It is recommended that sites are developed in accordance with a masterplan to give more certainty to delivery taking place. The design of new development should promote community safety. Some developments will improve the public realm and may also help to minimise anti-social behaviour and crime, particularly in the most deprived wards. Careful design of new development should also avoid adverse impacts due to loss of open space and potential severance of footpaths/links between communities. Access to high speed broadband is available across the majority of the area. New development should ensure that connection is feasible to ensure positive impacts are generated. *Likelihood/certainty:* Uncertain – will depend upon the mitigation that can be secured in respect of community facilities. *Temporary or permanent:* Permanent
5. Education	✓/x	✓/x	✓	Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. In terms of primary provision, need varies according to settlement, whereas for secondary/post 16 provision, need is across the hierarchy. As the policy is expected to permit at least 18,675 new homes, it is expected that new development will exacerbate this, so there is potential for adverse impacts. Phasing of new development in line with the capacities of educational facilities will be vital. The need for investment in educational facilities to meet demand could mitigate any impacts, potentially through developer contributions or through new educational facilities at the sustainable urban extensions. It is recommended that where there is land to accommodate new educational facilities on a site that development is carried out in accordance with a masterplan. Over the long-term as extra facilities are built and capacity increases, adverse impacts may be minimised. Access to education facilities from new housing will depend on location. The majority of proposed sites are within 3.2km walk of a primary school. For those sites where educational facilities are beyond a short walking distance, often there is good access to high frequency bus services and/ or multi-user routes to encourage sustainable transport choices.

				Construction of new housing development may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. Due to the anticipated delivery timescale, this is likely to have positive effects in the medium-long-term depending on the phasing of sites and construction periods. *Likelihood/certainty:* Uncertain – will depend upon the location of new development and the mitigation that can be secured to address the increased demand on educational facilities. *Temporary or permanent:* Temporary
6. Biodiversity, Geodiversity and Green Infrastructure	?	?	?	The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites taken forward for development. **Amenity Open Space & GI:** There are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area as a result of the new housing development. To ensure that improvements are secured, development should be delivered in accordance with masterplans, planning conditions or use of s106 agreements. In cases where new housing will involve the loss of existing open space or playing fields, this should be compensated through either on or off-site provision. Loss of provision in some instances may be more significant depending on existing provision in the ward and density of surrounding housing. **Biodiversity:** At a strategic level, it is considered that there is potential for significant adverse impacts, although these will vary by site. There could be high levels of disturbance/loss of habitat for protected/priority species/habitats in the short to medium-term through construction and recreational pressure (i.e. increased population). In such circumstances, mitigation is essential to help minimise adverse impacts. In some cases there may be potential for net-gains, due to potential mitigation for sustainable urban extensions and other larger developments. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to minimise adverse impacts and make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long-term as GI/habitats become more establish and mature. **Geodiversity:** No impact.

				Likelihood/certainty: Uncertain – will depend upon the location of new development and the mitigation that can be secured to address any impact on biodiversity. *Temporary or permanent:* Temporary – As mitigation establishes in the long-term, more positive effects may arise.
7. Heritage	?	?	?	The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites taken forward for development. However, adverse effects are considered likely in the short to medium-term due to the proposed construction periods of the new housing. Although there may be potential for residual adverse impacts over the long-term, it is considered mitigation to reduce the impact will have begun to take place and even generate positive effects (e.g. improvements to setting of heritage assets) with the maturing of green infrastructure and removal/improvement of nearby poor quality urban fabric. This is particularly relevant for sites within/adjoining 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area, and if undertaken at a significant scale, in the right location to an appropriate standard could reduce the number and/or severity of assets at risk. *Likelihood/certainty:* Uncertain due to the unknown location of development – adverse effects are likely in the short to medium-term due to expected construction periods, however more positive effects may arise in the long-term as mitigation establishes. *Temporary or permanent:* Temporary
8. Landscape and Townscape	x	x	x	Adverse impacts on the landscape are considered likely as a result of the development of at least 18,675 new homes. Careful consideration should be given to avoiding uncontained urban sprawl at the sustainable urban extensions and settlement coalescence, and how adverse impacts on the landscape can be avoided. The promotion of development within settlement boundaries could secure the use of brownfield land, although it is expected that there will be some adverse impact due to the likely scale and quantum of potential sites that are greenfield, edge of settlement. However, in some cases the development of a site (even at the edge of settlement) may help secure landscape or townscape improvements. Some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement.

				There could potentially be positive effects in the long-term if significant mitigation is secured e.g. structural landscaping. However, with respect to the strategic edge of settlements sites there will still be adverse residual impacts as development will change the settlement form. Regeneration benefits are discussed by Objective 4. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Likely to be permanent unless significant mitigation is secured. Adverse residual impacts may still be apparent in the long-term at the sustainable urban extensions.
9. Air, Soil and Water Resources	xx	x	x	The expected development of at least 18,675 new homes could secure the use of brownfield land, which could help protect soil resources and divert development from agricultural land. However, the amount of new housing suggests that some quality agricultural land will be lost, resulting in adverse effects on soil resources. Such adverse effects are considered to be significant in the short-term when sites are likely to be under construction. As sites are being built-out, it is likely that impacts will lessen as mitigation (e.g. GI, structure planting, etc.) matures helping to protect soil resources. Adverse impacts on all greenfield sites in relation to the protection of soil resources will also depend on implementation and the level of green infrastructure incorporated into new schemes. The hierarchy promoted may help to aid remediation of brownfield sites which would provide some benefits regarding this objective. **Air:** By permitting at least 7,550 new dwellings in Boston Borough and 11,125 in South Holland it is inevitable that the number of car trips will increase. This is likely to have an adverse impact on air quality relating to exhaust emissions. However, the extent will depend on implementation and proximity of each site to sustainable/public transport. The provision of additional transport infrastructure such as the Boston Distributor Road may seek to reduce air quality hotspots in Boston Town Centre. There will be dust emissions associated with the construction of new housing associated with this policy however, conditions should be put in place to ensure air pollution is minimised. **Water:** At a strategic level the impact of the level of housing identified regarding water/sewage treatment infrastructure capacity is broadly acceptable. Where investment is

				likely to be required this will be addressed on a site-by-site basis. It will be particularly important that new development is phased with investment to minimise sustainability impacts. Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period. *Likelihood/certainty:* Probable *Temporary or permanent:* Significant adverse effects on soil resources and water quality are likely in the short to medium-term. However, this is likely to lessen as mitigation comes into effect. The impact of new housing development on air quality is more likely to be permanent given the inevitable increase in the number of car journeys that will result.
10. Sustainable use of Land and Waste	x	x	x	The expected development of at least 18,675 new homes could secure the use of brownfield land which would have a positive impact on this objective. However, the amount of new housing suggests that some quality agricultural land will be lost. Furthermore, as brownfield sites can be more difficult and costly to develop, particularly in the current economic climate, greenfield sites are likely to be developed at a higher rate. Development associated with this policy is unlikely to sterilise economically important mineral resources. There may be a small amount of sites where mitigation is required, particularly in the Crowland area. Issues relating to access are considered in Objective 3 above. *Likelihood/certainty:* Highly Probable *Temporary or permanent:* Temporary – The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation establishes.
11. Flood Risk	✓/x	✓/x	✓	At a strategic level, the amount of housing identified could have significant adverse impacts against this objective. However, at a site specific level, a sequential approach to locating new housing development must be undertaken to ensure that the majority of new housing will be located in settlements/areas of settlements that are at a lower level of flood risk and hazard. This would have a positive impact against this objective.

				In many cases, flood management/mitigation measures will be required; implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence the likely effects will become more positive over the long-term as more flood management measures, in particular the strategic schemes take effect, and so may incur positive effects. All new development of 10 or more dwellings will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive impacts over the plan period, in terms of minimising surface water run off, and depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation. *Likelihood/certainty:* Highly Probable *Temporary or permanent:* Temporary – The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect.
12. Climate Change	x	x	✓/x	Delivery of new housing associated with this policy is likely to generate an adverse impact in reducing greenhouse gas emissions as the construction of development is likely to consume high levels of energy. Increasing the level of housing within the area will also increase domestic gas and electricity consumption and increase the number of trips made by car. As such, effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and could help to generate positive outcomes. **Transport Emissions:** Inevitably transport emissions will increase from current levels due to the increase in the local population that this policy will provide for. However, the exact implications for this objective are dependent on the location of new housing identified and its proximity to key transport routes, which could reduce the need to travel by car particularly over shorter distances, thus reducing emissions. Development at the sustainable urban extensions has the ability to encourage more sustainable transport options and reduce associated transport emissions e.g. provision of bus services, new/ improvements to walking/ cycling routes, provision of essential services on-site. **Energy Efficiency & Renewable Energy:** There is potential for significant benefits to be secured against this policy. For instance, new dwellings will need to adhere to more stringent

				regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This will deliver more affordable energy bills for residents. Benefits to those in fuel poverty will be greatest where energy efficient design and renewable energy are both addressed in the design of new development. It should be noted that there are some identified capacity issues for electricity provision which may require reinforcing the network between the primary locations and the proposed sites. In terms of gas the following settlements have no provision: Deeping St Nicholas, Gedney Hill, Moulton Chapel, Old Leake, Sutton St James, Sutterton, Tydd St Mary and Wrangle. Elsewhere reinforcement works may be required. In these locations, the incorporation of renewable sources of energy in new housing would help to mitigate against the consumption and demand of energy from non-renewable sources such as oil which could generate adverse impacts. **Resilience and Adaptation:** the sustainable urban extensions and larger housing schemes have the potential to generate significant positive effects in terms of climate change adaptation. This is related to minimising flooding and making local buildings and infrastructure more resilient to flooding events. *Likelihood/certainty:* Highly probable in the short to medium-term. In the long-term impacts will depend upon the location of development and the promotion of sustainable transport. *Temporary or permanent:* Permanent
13. Economy and Employment	✓	✓	✓✓	Provision of 18,675 new homes is expected to require a comparable level of 17,600 jobs and about 82ha of employment land to meet local residents' needs. This should help generate significant positive effects against this objective. The provision of 18,675 new homes could also encourage the inward migration of people (e.g. skilled professionals) which will help to support the local economy. An increased local population is also likely to support the economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed. Accessibility to employment sites from new housing is dependent on the location of the new homes and whether they are/can be made to be within walking/cycling distance of an

				employment site or had good access to public transport. Over the long term, access to employment is also likely to improve as further employment development associated with the Main Employment Areas takes place, extending the employment portfolio in the area. This could help to support the economy and reduce unemployment. At a strategic level, because of their size, the sustainable urban extensions may have poor access to employment opportunities. But due to their size they are likely to make significant improvements to the level of sustainable transport options and/or links with existing multi-user routes. It is recommended that these sites are developed in accordance with a masterplan. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent

Policy 11: Distribution of New Housing				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓	✓	✓✓	Generally the tenure, style and size of housing for each site will be considered on a case by case basis taking into account existing imbalances in the housing stock. Overall, it is considered that this policy will generate positive effects by helping to meet the identified need for new market and affordable housing across the area. Importantly, the quantity of development and affordable housing requirements set out elsewhere in the Local Plan means that this policy will ensure that the affordable housing target can be met. The development of the sustainable urban extensions will play a significant role in this, and should be able to provide the required level of affordable housing and include the required tenure mix to meet local needs at the time of development. The level and distribution of housing development is also required to provide housing that is capable of being readily adapted to

				meet a range of needs. Positive effects are therefore likely in terms of delivering affordable and adaptable housing to help meet an identified need. It is considered that as the quantum of development increases more significant benefits will be secured. Energy efficiency and fuel poverty is considered by Objective 12. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	✓	✓	✓✓	**Health facilities:** South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. This policy aims to concentrate proposed new housing development (i.e. 18,675 new homes to 2036) in/around the higher tier settlements where healthcare capacities are greatest. It will therefore enable a larger number of people to access healthcare services which will have a positive impact on this objective. It should be noted however that access to health facilities can vary between settlements and so mitigation should be secured to avoid incurring adverse impacts due to increased pressure on existing facilities. Phasing of new development in line with the capacities of health facilities will be vital. This should be kept under review to avoid any adverse impacts. **Access to open space:** Considering the amount and distribution of housing development proposed, there are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area. In cases where new housing development will involve the loss of existing open space or playing fields, loss should be compensated for through either on or off-site provision. Loss of provision in some cases may be more significant depending on existing provision in the ward and density of surrounding housing. Consideration should also be given to the value of existing PROW and if necessary how it could be best diverted. **Proximity to sources of pollution:** At a strategic level the distribution of new housing through the hierarchy does not raise any issues of air/noise pollution that would have an adverse impact on human health. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
3. Transport	✓/x	✓/x	✓	This policy seeks to focus the majority of new housing development in and around the Sub-

				Regional Centres, Main Service Centres and Minor Service Centres. This means that sites will generally have good access to services/facilities and job opportunities either on foot, by bicycle or by bus. This would have a positive impact on this objective with respect to reducing/minimising the number of trips made by cars. Mitigation to address constraints (e.g. investment in bus services, provision of footpaths/cyclepaths, connection to existing sustainable transport network) is likely to be more viable for larger developments, including the sustainable urban extensions. However, associated delivery timescales may mean that adverse effects may dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective). There is therefore the potential for positive effects for some sites and negative impacts for others. Due to the quantity and distribution of new housing development proposed (i.e. 18,675 new homes in total to 2036) there will likely be an associated increase in traffic and trips made by car. This could have a cumulative adverse effect on residents across the area in terms of on community safety and road traffic congestion. Due to the location of some of the sustainable urban extensions and larger sites, it is inevitable development will increase pressure on the highways network and particularly along its key routes (e.g. A16, A17, A151, A52). Mitigation through improvements and promotion of viable alternative transport options will be required if this development is to be accommodated and the safety of the highway network is to be maintained. A key factor will be the phasing of new housing in accordance with such improvements to ensure safety of all users and minimise road congestion. It is also recommended that the sustainable urban extensions are developed in accordance with their associated masterplans in order to minimise increase people's reliance on the car. Travel Plans may also be required to justify how mitigation proposals (e.g. rerouting bus services, new walking/ cycling routes, etc.) will have a positive impact. It is considered that policy 29 adequately addresses transport infrastructure, helping to secure mitigation as a result of development. This could include a Travel Plan/Transport Assessment/Transport Statement for example. The focus of new housing development in the Sub-Regional Centres could generate a

				positive impact on facilitating the delivery of strategic transport infrastructure. This is likely to be in the long term, when the level of development required has reached the level at which a road (or part of) such as the Spalding Western Relief Road/Boston Distributor Road can be delivered. However, this is dependent on the location of new development; development to the east of Spalding or Boston town is unlikely to secure positive benefits, being remote from the proposed road corridors. Funding for strategic highways infrastructure in Holbeach through new housing development is more certain; the benefits are likely to be positive, and will help minimise congestion and improve road safety in the area. Access to employment is discussed in Objective 13. *Likelihood/certainty:* Uncertain in the short to medium-term - There is the potential for adverse impacts due to increased pressure on existing infrastructure. However, positive effects are more likely to be prominent in the long-term as transport infrastructure is delivered. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	✓	✓	✓✓	Levels of deprivation vary across the area: the Sutton Bridge ward, South Holland; and parts of the Station, Staniland and Skirbeck wards, Boston are deemed to be with the top 30% most deprived areas nationally. Life expectancy is 8.8 years lower for men in these areas of Boston than in the least deprived areas elsewhere. Because 5900 dwellings are identified for Boston town and 260 dwellings for Sutton Bridge it is likely that this policy will have a positive impact in helping to regenerate these settlements and improve access to employment opportunities as well as other services/ facilities. As the quantum of development increases over the Plan period and beyond, it is considered possible for regeneration benefits to become significant. It follows that, as more housing development is expected to be permitted in the higher level settlements, that access to employment opportunities will meet the needs of local people. However, development within some lower tier settlements, such as Tydd St Mary, Sutton St James and Wrangle, is unlikely to provide sustainable access to employment opportunities and other services and facilities without a significant level of mitigation (e.g. investment in sustainable/public transport or new facilities on-site/ in local area). Access to and provision of community facilities will depend on implementation; variations will occur depending on the level of existing facilities in a settlement and the level of housing

				proposed there and its associated impact. It is considered that the following settlements assessed and included within this policy were likely to provide good access: Sub-Regional Centres, all Main Service Centres, followed by Surfleet, Weston, Gosberton, Moulton and Wrangle, while those with poorer access include: Wigtoft, Deeping St Nicholas, Gedney Hill, Cowbit, and Sutton St James. For those considered to have poor access, housing developments offer the potential for significant improvements to be made. Specifically there are opportunities to improve the level of sustainable transport options and link up with existing multi-user routes or through contributions to enhance existing facilities to mitigate an identified impact. In many cases, due to their size, the sustainable urban extensions have more limited access; although their size provides opportunities to improve the level of green infrastructure and sports facilities available. It is recommended that sites are developed in accordance with a masterplan to give more certainty to delivery taking place. The design of new development should promote community safety - some will improve the public realm and may also help to minimise anti-social behaviour and crime, particularly in the most deprived wards. Careful design of new development should also avoid adverse impacts due to loss of open space and potential severance of footpaths/ links between communities. This policy focuses development on the Sub-Regional Centres, Main Service Centres and Minor Service Centres where access to high speed broadband is available; new development should ensure that connection is feasible. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
5. Education	x	✓/x	✓	Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. Investment in primary school pupil places is required in order to support proposed housing growth but this varies by settlement. Population projections indicate that investment in the provision of secondary/post 16 places is likely to be needed over the plan period to create extra capacity to meet demand generated by new development. Investment in educational facilities to meet demand could mitigate any impacts, potentially

				through developer contributions or through new educational facilities at the sustainable urban extensions. It is recommended that where there is land to accommodate new educational facilities on a site (i.e. for nursery and primary provision) this is prioritised and carried out in accordance with a masterplan. Over the long-term as extra facilities are built and capacity increases, adverse impacts may be minimised. However this will depend on implementation and the phasing of facilities in accordance with housing. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of educational facilities will be vital. Construction of new housing development across the hierarchy may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. This is likely to have positive effects mainly in the medium-long-term reflecting the phasing of sites and construction periods. Capacity issues are considered more significant than access to education facilities even though access is still a key issue. Many settlements are outside a short-walking distance to secondary and post-16 education, but are generally considered accessible by sustainable means. It is more important that primary school facilities are within a short-walking distance to minimise the number of trips made by car. All of the higher tier settlements have a primary school within the settlement boundary. For those sites where primary facilities are beyond a short walking distance, often there is good access to high frequency bus services and/ or multi-user routes to encourage sustainable transport choices. Where access to facilities and bus services are poor and the distances involved are unlikely to encourage walking/ cycling, investment in bus services and educational facilities on site have been recommended. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Temporary
6. Biodiversity, Geodiversity and Green Infrastructure	?	?	?	The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites taken forward for development. **Amenity Open Space & GI:** There are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area as a result of new housing development. To ensure that improvements are secured, development should be delivered in accordance with masterplans, planning conditions or use of s106 agreements. In

				cases where new housing involves the loss of existing open space or playing fields, compensation should be through either on or off-site provision. The impact of loss of provision will vary depending on existing provision in the ward and density of surrounding housing. Overall, the impact on amenity open space and GI will depend on implementation. **Biodiversity:** Impacts will vary by site. There could be high levels of disturbance/loss of habitats protected/priority species through construction and recreational pressure (i.e. increased population), although the timeframe will depend on delivery timescales. In such circumstances, mitigation is essential to help minimise adverse impacts. As mitigation establishes, the effects may be more positive. In some cases it is considered that there may be potential for net-gains, due to potential mitigation for sustainable urban extensions and other larger developments. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to minimise adverse impacts and make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long-term as GI/habitats become more established and mature. The site assessments have identified instances where site specific issues need to be considered. In these cases, a pre-application Phase I Habitat Survey or Ecological Assessment should be undertaken to determine the presence/ absence of protected/priority species. This should inform the provision of appropriate mitigation for the level of new housing associated with this policy. It is considered that policy 24 adequately addresses the natural environment, helping to secure mitigation as a result of development. This could include a Phase I Habitat Survey or Ecological Assessment for example. **Geodiversity:** No impact. *Likelihood/certainty:* Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes. *Temporary or permanent:* Temporary

7. Heritage	?	?	?	The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites taken forward for development. However, adverse effects are considered likely in the short to medium-term due to the proposed construction periods of the new housing. Although there may be potential for residual adverse impacts over the long-term, it is considered mitigation to reduce the impact will have begun to take place and even generate positive effects (e.g. improvements to setting of heritage assets) with the maturing of green infrastructure and removal/improvement of nearby poor quality urban fabric. This is particularly relevant for sites within/adjoining 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area, and if undertaken at a significant scale, in the right location to an appropriate standard could reduce the number and/or severity of assets at risk. *Likelihood/certainty:* Uncertain – will depend upon implementation and location of development *Temporary or permanent:* Temporary – as mitigation establishes in the long-term, more positive effects may arise, although there may be some residual adverse impacts in some instances
8. Landscape and Townscape	x	x	✓/x	At a strategic level, a precautionary approach has been taken, although impacts will vary by site. Adverse impacts on the landscape are considered likely as a result of the new housing associated with the hierarchy, although the identified settlement boundaries are likely to help mitigate negative impacts, particularly in the Other Service Centres and Settlements, and between settlements in close proximity to another. Careful consideration should be given to avoiding uncontained urban sprawl. The promotion of development within settlement boundaries could secure the use of brownfield land and generate a positive impact, although it is expected that there will be some adverse impact due to the likely scale and quantum of new housing that is greenfield/edge of settlement. Where location generates an adverse landscape impact it is considered that there are opportunities to mitigate through good site design and the incorporation of GI in advance of development to help screen it. Elsewhere some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement to the townscape.

				Overall this policy depends on implementation over the long-term; significant mitigation e.g. in the form of structural landscaping, could help minimise adverse residual effects, once it has become established. However, with respect to the strategic edge of settlements sites there will still be adverse residual impacts as development will change the settlement form. Due to the scale and location of new housing proposed, it is considered likely that this policy will have significant positive regeneration benefits. Although deprivation levels vary across the area, there are likely to be improvements made to public realm/and the built environment in wards within the top 30% most deprived areas nationally. This will be particularly pertinent to sites within or close to town centres and/or on brownfield land. *Likelihood/certainty:* Highly probable in the short to medium-term. There is more uncertainty attached to the longer-term as it will be dependant upon the implementation of mitigation measures. *Temporary or permanent:* Likely to be temporary – adverse effects on the landscape are expected in the short to medium-term, although positive effects are likely to be more prominent in the long-term as mitigation establishes. However, there is the potential for permanent adverse residual impacts in respect of strategic edge of settlement sites.
9. Air, Soil and Water Resources	x	x	✓/x	The promotion of development within settlement boundaries could secure the use of brownfield land, which could help protect soil resources and divert development from agricultural land. However, the level of new housing proposed for the higher tier settlements suggests that quality agricultural land will be lost, resulting in adverse effects on soil resources. Such adverse effects are considered to be significant in the short to medium-term when sites are likely to be under construction. As sites are being built-out, it is likely that impacts will lessen as mitigation (e.g. GI, structure planting, etc.) matures helping to protect soil resources. Prioritisation of a large proportion of GI across sustainable urban extensions and at greenfield sites will be vital if adverse impacts are to be reduced. Adverse impacts in these locations will depend on implementation and the level of green infrastructure incorporated into new schemes. The distribution of new housing across the hierarchy may help to aid remediation of brownfield sites which would provide some benefits regarding this objective.

				Air Quality: The level of new housing distributed by the hierarchy will inevitably increase the number of trips made by car. This is likely to have an adverse impact on air quality relating to exhaust emissions. However, the extent will depend on implementation and proximity of site to sustainable/public transport. The provision of additional transport infrastructure such as the Boston Distributor Road may spread the load of traffic across the network, helping to reduce air quality hotspots in Boston Town Centre also generating a positive impact. There will be dust emissions associated with the construction of development associated with this policy however, conditions should be put in place to ensure air pollution is minimised. **Water Quality:** At a strategic level the impact of new housing identified should be able to be accommodated within existing water/sewage treatment infrastructure. Where investment is likely to be required this will be addressed on a site-by-site basis and is expected to involve upgrading or extending the network, common in many new housing developments. It will be particularly important that new development is phased with investment to minimise sustainability impacts. Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period. *Likelihood/certainty:* Probable *Temporary or permanent:* Adverse effects on soil resources and water quality are likely in the short to medium-term. However, this is likely to lessen as mitigation comes into effect. The impact of new housing development on air quality is more likely to be permanent given the inevitable increase in the number of car journeys that will result.
10. Sustainable use of Land and Waste	x	x	✓/x	The level of new housing associated with this policy is expected to utilise a mix of brownfield and greenfield sites. Use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality which would generate positive impacts. However, as these sites can be more difficult and costly to develop, particularly in the current economic climate, greenfield sites are likely to be developed at a higher rate. Inevitably with 18,675 new homes being proposed additional waste will be generated. The design of new development is expected to ensure that adequate provision for disposal is

				incorporated. Space for recycling, composting or other means should be accommodated within the curtilage of each property. At a strategic level, development associated with this policy is also unlikely to sterilise economically important mineral resources. Issues relating to access are considered in Objective 3 above. *Likelihood/certainty:* Probable *Temporary or permanent:* Temporary – Negative effects are likely in the short to medium-term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.
11. Flood Risk	✓/x	✓/x	✓	It is important that the risk and impact of flooding to all new housing is minimised. A sequential approach to locating new housing development has been undertaken to ensure that the majority of new housing will be located in settlements/areas of settlements that are at a lower level of risk and hazard. This approach has been agreed with the Environment Agency and is considered to score highly against this objective. In many cases flood management/mitigation measures will be required. Implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence the likely effects will become more positive over the long-term as more flood management measures, in particular the strategic schemes take effect, and so may incur positive effects. All new development of 10 or more dwellings will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive impacts over the plan period in terms of minimising surface water run off and, depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation. *Likelihood/certainty:* Highly Probable *Temporary or permanent:* Temporary – The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect.
12. Climate	✓/x	✓/x	✓/x	Delivery of new housing associated with this policy is likely to generate an adverse impact in

Change				reducing greenhouse gas emissions as the construction of new housing is likely to consume high levels of energy. The provision of 18,675 homes within the area will also increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. As such, effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of new housing, impacts will depend on implementation. **Transport Emissions:** Inevitably transport emissions will increase from current levels due to the increase in the local population that this policy will provide for. However, as the majority of new housing is likely to be concentrated in and around the Sub-Regional Centres and Main Service Centres, and therefore in close proximity to key transport routes, the need to travel by car particularly over shorter distances may be reduced; thus reducing emissions. Development at the sustainable urban extensions has the ability to encourage more sustainable transport options and reduce associated transport emissions e.g. provision of bus services, new/improved walking/ cycling routes, provision of essential services on-site. Overall, it is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged. **Energy Efficiency & Renewable Energy:** There is potential for significant benefits to be secured against this policy. For instance, new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This will deliver more affordable energy bills for residents. Benefits to those in fuel poverty will be greatest where energy efficient design and renewable energy are both addressed in the design of new development. No standards are proposed by this policy in terms of water consumption, although should a higher than minimum standard be adopted by the Local Plan this will help this policy score well against this objective. It should be noted that there are some identified capacity issues for electricity provision which may require reinforcing the network between the primary locations and the proposed sites. In terms of gas the following settlements have no provision: Deeping St Nicholas, Gedney Hill, Moulton Chapel, Old Leake, Sutton St James, Sutterton, Tydd St Mary and Wrangle and elsewhere reinforcement works may be required. In these locations the use of renewable

				sources of energy would help to mitigate against the consumption and demand of energy from non-renewable sources such as oil which could generate adverse impacts. **Resilience and Adaptation:** the sustainable urban extensions and larger housing schemes have the potential to generate significant positive effects in terms of climate change adaptation. This is related to minimising flooding and making local buildings and infrastructure more resilient to flooding events. *Likelihood/certainty: Uncertain* – will depend upon the location and timing of development and the promotion of sustainable transport *Temporary or permanent:* Permanent
13. Economy and Employment	✓✓	✓✓	✓✓	Due to the approach taken to the distribution of new housing in the hierarchy it is considered likely to have positive effects on the economy over the plan period. By focussing development within the higher tier settlements where access to local shops and services is good or has the capacity to improve may also encourage the inward migration of people (e.g. skilled professionals) which will help to support the local economy. An increased local population is also likely to support the economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed. It is considered that over the medium to long-term, access to employment opportunities will increase as new housing increases and improvements are made to highways, public transport, multi-user routes, etc. Although for certain sites such improvements will depend on implementation and associated mitigation, overall it is considered that positive effects will be possible. Some of the sustainable urban extensions also have the potential to make a specific contribution by encouraging and improving sustainable access. Most of the settlements were either within walking/cycling distance of employment opportunities or had good access to high frequency bus services so the approach of concentrating new housing in and around the higher tier settlements should help to ensure better access to employment. Those settlements considered to have the most sustainable access to employment opportunities include Boston, Spalding, the Main Service Centres and Bicker, Butterwick, Gosberton, Old Leake and Whaplode.

				However, there are some settlements including Fishtoft, Gedney Hill, Moulton Chapel, Sutton St James, Tydd St Mary and Wrangle which have relatively poor access to employment opportunities, due to the distances involved and lack of available high frequency bus services. Significant opportunities exist to improve the level of sustainable transport options and link up with existing multi-user routes and public transport routes in these settlements. In other instances, investment in bus services and other transport options should be considered. It is considered that in the short-term this objective would depend on implementation. This is due to the delivery timescales of housing and supporting infrastructure. But access to employment may be improved over the long-term to reflect the additional employment development identified by the Local Plan. It may also help generate more jobs over the long-term. New housing development may also encourage inward migration of people (e.g. skilled professionals) which will help to support the local economy. An increased local population is also likely to support the economy and primacy of the town centre in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed. Employment opportunities are likely to also be generated indirectly by safeguarding existing jobs in local businesses and making South East Lincolnshire a more attractive place for businesses to locate. At a strategic level, because of their size, the sustainable urban extensions may have poor access to employment opportunities. But due to their size they are likely to make significant improvements to the level of sustainable transport options and/or links with existing multi-user routes. It is recommended that these sites are developed in accordance with a masterplan. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent

Policy 12: Vernatts Sustainable Urban Extension				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	0	✓	✓✓	A second urban extension in Spalding has the potential to provide a strategically important level of housing in the town over the plan period and beyond. It will generate positive effects by helping to meet the identified need for new market and affordable housing (at least 25% on site to be policy compliant) across the area. Its development will result in the provision of around 1,000 homes over the plan period (4,000 in total), and ensuring a range of dwelling types and sizes are delivered will have a positive impact on this objective. All housing will be required to be designed so as to meet the national space standards which will ensure the delivery of suitable and decent homes. Energy efficiency and fuel poverty is considered by Objective 12. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	0	✓	✓	New housing development of this scale will create additional demands for, or upon, infrastructure such as healthcare facilities, open space and sports and recreation facilities – all of which are important for residents' health and wellbeing. The provision of supporting community infrastructure – as required by this policy - will therefore be vital to ensure that residents' needs can be met. However, the effect this will have on this objective will ultimately be dependant upon what infrastructure is provided. The phasing of housing development on the urban extension should have regard to the provision and timing of the infrastructure necessary to support them.

				Noise from traffic using the Spalding Western Relief Road (SWRR) may have an adverse impact on the amenities that would be enjoyed by new dwellings in this location. Criterion vii. will therefore have a positive impact on this objective by ensuring that development proposals can demonstrate that potential noise and visual impact arising from the SWRR can be adequately mitigated. Making appropriate provision of on-site open space (including 4ha adjoining Market Way) will be beneficial to residents given that it will help create opportunities for exercise, thereby supporting healthy and active lifestyles, promoting mental wellbeing with an associated impact on life expectancy. In addition, maximising opportunities for walking and cycling, and the integration of sufficient cycle parking, should have a positive impact on this objective by encouraging the use of 'healthier' modes of travel. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
3. Transport	0	✓/X	✓/X	Due to the quantity of new housing development proposed (1,000 homes in this plan period) there is potential for the associated increase in traffic and trips made by car to increase considerably above current levels; thus having an adverse effect on residents in terms of community safety and road traffic congestion. However, overall impacts are considered to depend on implementation and the promotion of sustainable modes of transport in Policy 29 and the delivery of projects in Policy 30 should help minimise this increase. Large-scale development does offer the opportunity to 'design in' and establish critical mass for sustainable modes of transport and development proposals will be expected to maximise opportunities for walking and cycling by giving careful consideration to the location of key uses. They will also need to ensure the integration of sufficient car and cycle parking in according with the standards set out in Policy 31. This policy will help generate positive impacts by helping to facilitate the delivery of one of the priority transport projects identified in Policy 29 - the Spalding Western Relief Road. The policy focusses on the delivery of the 'Northern Section' and part of the 'Central Section' of the SWRR. The SWRR scheme is important locally because it will have a major role in opening up the proposed SUE, Holland Park and other major sites to the west of Spalding, and it will also provide an alternative route to the congested A151 route which passes through the centre of Spalding. In order to assist the delivery of the SWRR, the land accommodating the route of the Northern and Central (first stage) Sections of the road will be protected.

				However, it should be noted that evidence suggests that increased road highways capacity encourages the use of motor vehicles and so people may actually be dissuaded from using more sustainable modes of transport. Furthermore, given the SWRR's total cost and current funding arrangements, the completion of the road in its entirety, and realisation of the associated benefits, is currently expected to stretch beyond the end of the Local Plan period in 2036. Overall, the impacts are therefore considered to be dependent on implementation and how quickly the project comes forward. The successful implementation of Policy 30: Delivering the Spalding Transport Strategy could help mitigate the traffic impact of residential growth in and around Spalding (including at the Vernatts SUE) pending the completion of the SWRR in its entirety. *Likelihood/certainty:* Depends upon implementation – How quickly the benefits of the SWRR are realised will depend upon when the various phases of the project are completed *Temporary or permanent:* Potential for permanent
4. Socially Inclusive Communities	0	✓	✓	As discussed in Objective 2, new housing development will create additional demands for, or upon, community infrastructure. However, due to the scale of the proposed urban extension, there will be opportunities to include such infrastructure on site which should have a positive impact on this objective. Development of this scale will necessitate the inclusion of a new local centre(s), providing retail and community facilities. The policy requires the provision of a range of dwelling types and sizes to deliver a balanced community over the lifetime of the development. This should have a positive impact on this objective. The design of new development should promote community safety. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
5. Education	0	✓/X	✓/X	Assessment of the SUE site has shown that part of the urban extension is within relatively short walking distance of primary and secondary education facilities. However, the Local Education Authority has indicated that there is currently no capacity

				available neither in Spalding at primary level nor in Pinchbeck to accommodate the number of pupils new housing development is anticipated to generate. It is considered that capacity is available in the short term at secondary level and in the town's sixth forms but this is projected to be filled shortly after. Overall there is a requirement for a new primary, as well as a new secondary school (in the second phase of the plan). The phasing of such supporting infrastructure will be very important. Investment in educational facilities is likely to be required in order to meet demand, potentially through new educational facilities located within the urban extension. Over the long-term, as extra facilities are built and capacity increases, adverse impacts may be minimised. However this will depend on implementation and the phasing of facilities in accordance with new housing area wide. The construction of new housing may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. This is likely to have positive effects mainly in the medium-long-term reflecting the construction period of the urban extension. *Likelihood/certainty:* Depends upon implementation – i.e. what additional educational facilities can be secured to support the development *Temporary or permanent:* Potential for permanent effects
6. Biodiversity, Geodiversity and Green Infrastructure	0	✓	✓	**Amenity Open Space & GI:** New housing development of this scale will provide opportunities to include amenity open space and GI, therefore development proposals will be expected to make appropriate provision of on-site open space, including 4ha near Market Way. Furthermore, land to the east of the Joint Line railway and south of the proposed Northern Section of the SWRR will be designated as GI and will be protected from built development which should have a positive impact on this objective. **Biodiversity:** New housing development in this location will lead to a significant loss of greenfield land meaning that some habitat loss, and an associated impact on biodiversity, is unavoidable. However, the land south of the SWRR will be protected as GI which provides opportunities to mitigate any adverse impacts upon the Vernatts LWS, buffer this designated asset and enhance its connectivity with nearby designated and non designated GI. This should have a positive impact upon this objective.

				Geodiversity: No impact. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
7. Heritage	0	0	0	No significant impact identified. *Likelihood/certainty:* N/A *Temporary or permanent:* N/A
8. Landscape and Townscape	0	X	X	Due to the anticipated scale of the urban extension and loss of greenfield land, the SUE is likely to have a negative impact upon landscape and townscape. However, there are opportunities to ensure that new housing development in this location is sympathetic to its surroundings through good design, landscaping etc. Nonetheless, it is still likely that there will be adverse residual impacts as development will change the settlement form. Consequently, the use of Design Codes (or other mechanisms employed) to ensure high-quality and locally-distinctive design should help mitigate the impact. The Development Management and Design of New Development policies should also help ensure better integration of the development into the landscape. Furthermore, inappropriate on-street car parking and under-utilised parking courts have frequently led to cluttered, unsightly, car dominated developments. Development proposals will therefore be expected to integrate sufficient car and cycle parking in accordance with the standards set out in Policy 31. An urban extension in this location to the north of the Vernatts Drain will result in the coalescence of Spalding and Pinchbeck which would likely have a negative impact upon the landscape and townscape. The inclusion of a 'green buffer' to the south of Market Way in Pinchbeck could help alleviate the impact. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
9. Air, Soil and Water Resources	0	X	✓/X	**Soil –** This urban extension would lead to the loss of a significant amount of grade 1 agricultural land, resulting in adverse effects on soil resources. However, as it is built-out, it is likely that impacts will lessen as mitigation (e.g. GI, structure planting, etc.) matures helping to protect soil resources.

				Air – The level of new housing to be developed will inevitably increase the number of trips made by car. This is likely to have an adverse impact on air quality relating to exhaust emissions. However, the extent will depend on implementation and the proximity of new dwellings to sustainable/public transport. Large-scale development such as this does offer the opportunity to 'design-in' and establish critical mass for sustainable modes of transport, and development proposals will be expected to maximise opportunities for walking and cycling. Furthermore, this policy will assist the delivery of the SWRR which should help to reduce congestion in Spalding town centre. There will be dust emissions associated with the construction of development associated with this policy however, conditions should be put in place to ensure air pollution is minimised. **Water -** Development associated with this policy will also increase water consumption and demands on sewage infrastructure. Furthermore, there is likely to be a large increase in hardstanding which may mean that there is an adverse impact on surface/ground water quality, infiltration rates, and run-off. *Likelihood/certainty:* Highly probable – the effects in the medium-term will likely be negative, although in the long-term there may be more positive impacts as the urban extension is built out and mitigation becomes established *Temporary or permanent:* Likely to be temporary
10. Sustainable use of Land and Waste	0	X	✓/X	**Land –** Development of an urban extension in this location would lead to the loss of a significant amount of greenfield land which is a less sustainable use of land than if brownfield land were to be developed. **Waste –** With approximately 1,000 new homes being proposed for this plan period, it is inevitable that additional waste will be generated. The design of new development is expected to ensure that adequate provision for disposal is incorporated - space for recycling, composting or other means should be accommodated within the curtilage of each property. **Minerals -** New housing development will also require minerals/aggregate for construction. *Likelihood/certainty:* Probable *Temporary or permanent:* Temporary – Negative effects are likely in the medium-term, but

				positive effects are more likely to be prominent in the long-term as mitigation establishes.
11. Flood Risk	0	✓/X	✓	It is important that the risk and impact of flooding to all new housing is minimised. The Vernatts SUE site is within Flood Zone 3a, but flood hazard and depth ranges across the site. In terms of flood hazard, the site varies between 'no hazard', 'low hazard', 'danger for some' and 'danger for most', although much of the site is of a lower hazard rating. Flood depths across the site are between 0-0.25m, 0.25-0.5m and 0.5-1.0m (with a very minor part being 1.0-2.0m), although much of the site is of a lower depth rating or has no depth at all. The precise nature of impacts in terms of flood risk will depend upon the actual implementation of the scheme (e.g. design, layout and massing of development). For example, the laying of large areas of hard standing may result in a slight increased risk of surface level flooding and would therefore require mitigation. A Flood Risk Assessment will ensure that development does not increase fluvial and surface water flood risk and will identify appropriate mitigation measures. Development will be expected to incorporate a comprehensive Sustainable Drainage System to manage surface water drainage and safeguard against any increased flood risk. This will generate positive effects in terms of minimising surface water run off, and depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation. Furthermore, the inclusion of green infrastructure within development can contribute positively towards managing surface water and reducing the probability or the severity of flooding events. For example, open spaces have the potential to absorb and store water, thus providing resistance and resilience to flood risk. *Likelihood/certainty:* Uncertain – will depend upon implementation i.e. mitigation. In the long-term, positive effects are more likely to be generated. *Temporary or permanent:* Permanent
12. Climate Change	0	✓/X	✓/X	**Greenhouse Gas Emissions -** The delivery of new housing associated with this policy is unlikely to assist in the reduction of greenhouse gas emissions as the construction of new housing is likely to consume high levels of energy. The provision of approximately 1,000 new homes within the SUE this plan period will also increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. The development of the SWRR could encourage greater car use.

				However, development of a sustainable urban extension has the ability to encourage more sustainable transport options and reduce associated transport emissions e.g. provision of bus services, new/improved walking and/or cycling routes, and provision of essential services on-site. Overall, it is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged. **Energy Efficiency & Renewable Energy -** There is potential for significant benefits to be secured against this policy. For instance, new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This will deliver more affordable energy bills for residents. Benefits to those in fuel poverty will be greatest where energy efficient design and renewable energy are both addressed in the design of new development. **Resilience and Adaptation -** The designation of land as green infrastructure can help contribute to the absorption of greenhouse gases. For example, open space can mitigate against climate change by acting as 'carbon sinks'. *Likelihood/certainty:* Uncertain – will depend upon implementation e.g. design and mitigation secured. *Temporary or permanent:* Permanent
13. Economy and Employment	0	✓	✓	Spalding is a Sub-Regional Centre where access to local shops and services is good and may encourage the inward migration of people (e.g. skilled professionals) which has the potential to broaden the diversity of skills on offer and, in turn, support business diversification and growth. It will also help maintain employment in the construction sector and related industries. It should also help support the economy and primacy of Spalding town centre in terms of increased spend on local facilities, shops and services. Furthermore, the eastern part of the SUE is in relatively close proximity to the Wardentree Lane Main Employment Area, thereby meaning good access to potential employment opportunities. As stated in Objective 3, due to the quantity of new housing development proposed there is potential for the associated increase in traffic and trips made by car to increase congestion levels. This may have a negative impact in terms of increasing the time/cost of moving employees and freight on economically productive days. However, due to the size of the proposed urban extension it is likely to be able to make significant improvements to the level

				of sustainable transport options and/or links with existing multi-user routes which should help improve access to employment opportunities by modes of transport other than the private car. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent

Policy 13: Holbeach West Sustainable Urban Extension				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	0	✓	✓✓	An urban extension in Holbeach has the potential to provide a strategically important level of housing in the town over the plan period (around 750 homes) and beyond (approx. 150 homes). It will generate positive effects (likely to be significant in the long-term) by helping to meet the identified need for new market and affordable housing (up to 25% on site) across the area. The urban extension will provide readily adaptable homes to meet a range of needs and/or housing to meet specific needs. It will therefore deliver homes capable of meeting the lifelong needs on the population. The development will be expected to include a range of house types and sizes and all housing will be required to be designed so as to meet the national space standards which will ensure the delivery of suitable and decent homes. Energy efficiency and fuel poverty is considered by Objective 12. *Likelihood/certainty:* Certain

				Temporary or permanent: Permanent
2. Health and Wellbeing	0	✓	✓	New housing development of this scale will create additional demands for, or upon, infrastructure such as health care facilities, open space and sports and recreation facilities – all of which are important for residents' health and wellbeing. Improvements to community infrastructure (health care facilities and existing sports facilities) to mitigate the impact of development - as required by this policy – will therefore be vital to ensure that residents' needs can be met. The phasing of housing development on the urban extension should have regard to the provision and timing of the infrastructure necessary to support them. The provision of new high quality walking and cycling access should have a positive impact on this objective by encouraging the use of 'healthier' modes of travel. This policy will provide additional benefits by facilitating the provision of green corridors, a 2ha local park and other multifunctional open space for recreation. This will help create opportunities for exercise, thereby supporting healthy and active lifestyles, promoting mental wellbeing with an associated impact on life expectancy. There is the potential for noise from traffic using the A151 and A17 to have an adverse impact on the amenities that would be enjoyed by new dwellings in this location. The policy therefore requires significant structural landscaping belts along the boundaries with these roads which should help to mitigate the impact of this. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
3. Transport	0	✓	✓	Due to the quantity of new housing development proposed it is likely that traffic levels will increase. A Transport Assessment will be required to ensure that the extra traffic generated by the development does not have an adverse impact on the local highway network, or affect the efficient functioning of the major highway network, particularly at junctions with the A151 and the A151/A17. In order to mitigate impacts generated by the development, it will be necessary for it to contribute towards the provision of roundabouts on the A151 and at the A151/A17 junction. Development in this location will therefore have an important role in helping to facilitate delivery of one of the priority transport projects identified in Policy 29. The promotion of sustainable modes of transport through this policy as well as Policy 29 should help minimise the traffic impacts likely to be generated by the level of housing

				development associated with this policy. New high quality walking and cycling access and the capacity to extend public transport with the site (and to link to the Holbeach Food Enterprise Zone) will have a positive impact on this objective. The inclusion of green corridors and a network of linked streets will also help access around and to/from the development. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
4. Socially Inclusive Communities	0	✓	✓	As discussed in Objective 2, new housing development of this scale will create additional demands for, or upon, community infrastructure. Improvements to such infrastructure to mitigate the impact of development - as required by this policy – will therefore be vital to ensure that residents' needs can be met. The provision of a 2ha local park and other multifunctional open space will have a positive impact. Providing a network of linked streets will ensure that the development is permeable and the creation of new sustainable links around and to/from the site is likely to help minimise traffic levels generated by development of this site. Hence, this is likely to lessen the potential adverse impact on communities as a result of increased traffic levels (e.g. safety, severance etc.). The design of new development should promote community safety. The provision of high speed broadband to every home will have a positive impact on this objective. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
5. Education	0	✓	✓	Assessment of the site has shown that the urban extension is within relatively short walking distance of a primary and secondary school in the town. However, the Local Education Authority has indicated that Holbeach currently has a lack of capacity at secondary and sixth form level meaning that additional places will therefore be required. At primary level, there is currently some capacity available, although the provision of a new primary school and extension of two existing primary schools is planned over the life of the proposed developments in the town, including beyond the plan period. The phasing of

				such supporting infrastructure will be very important. This policy requires the urban extension to contribute towards the provision of additional nursery, primary and secondary school places which will have a positive impact on this objective. Development of the site will help facilitate access to the Holbeach Food Enterprise Zone (FEZ) site to the west. Development of the FEZ will provide education opportunities which will have a positive impact on this objective. It may also help raise the educational and achievement levels of young people and adults in the area. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	0	✓	✓	**GI and Biodiversity -** This policy requires the urban extension to provide publicly accessible green infrastructure, including: green corridors alongside the New River Drain and other drains crossing the site to provide a well connected green network; wetlands and woodland and associated environmental enhancements to enhance the biodiversity value of the site; and a 2ha local park and other multifunctional open space. This should mean that the biodiversity value of the landscape is significantly enhanced with a more natural landscape for wildlife. However, new housing development in this location will result in the loss of greenfield land meaning that some habitat loss, and an associated impact on biodiversity, is unavoidable. **Geodiversity –** No impact. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
7. Heritage	0	?	?	The Old Cottage, a grade II listed building, adjoins the site. A Heritage Impact Assessment will ensure that any impact on the significance of this building and its setting are identified as well as any associated archaeological remains. The Historic Environment policy and its requirement that a Heritage Impact Assessment be undertaken should help ensure that the significance of the listed building and any associated

				archaeological remains are identified and addressed in the masterplan. *Likelihood/certainty:* Uncertain given that a Heritage Impact Assessment must be undertaken *Temporary or permanent:* Likely to be permanent
8. Landscape and Townscape	0	X	X	Due to the anticipated scale of the urban extension and loss of greenfield land, it is likely to have a negative effect on the landscape in terms of the loss of greenfield land. Mitigation could be required to address this. Although new housing development in this location would greatly increase the perceived extent of the settlement's built-up area, it would provide a natural extension to the development form of the town up to the A151. The Development Management and Design of New Development policies should help ensure better integration of the development into the landscape. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
9. Air, Soil and Water Resources	0	X	✓/X	**Soil –** This urban extension would lead to the loss of a large amount of predominantly grade 1 agricultural land, resulting in adverse effects on soil resources. However, as the site is built out, it is likely that impacts will lessen as mitigation (e.g. GI, structural planting etc.) matures helping to protect soil resources. **Air –** The level of new housing to be developed will inevitably increase traffic levels. This is likely to have an adverse impact on air quality relating to exhaust emissions. However, the inclusion of new high quality walking and cycling access and the capacity to extend public transport routes within the site and to link to the FEZ could reduce reliance on the private car for local journeys and thereby minimise the impact on local air quality. There will be dust emissions associated with the construction of development associated with this policy, however conditions should be put in place to ensure air pollution is minimised. **Water –** Development associated with this policy will also increase water consumption and demands on sewage infrastructure. Furthermore, there is likely to be a large increase in hardstanding which may mean that there is an adverse impact on surface/ground water quality, infiltration rates, and run-off.

				Likelihood/certainty: Highly probable – the effects in the medium-term will likely be negative, although in the long-term there may be more positive impacts as the urban extension is built out and mitigation becomes established *Temporary or permanent:* Likely to be temporary
10. Sustainable use of Land and Waste	0	X	✓/X	**Land –** Development of an urban extension in this location would lead to the loss of approx. 44ha of mostly greenfield land which is a less sustainable use of land than if brownfield land were to be developed. **Waste –** With approximately 900 new homes being proposed, it is inevitable that additional waste will be generated. The design of new development should ensure that adequate provision for disposal is incorporated and should encourage the sustainable and efficient use of materials in terms of recycling – space for recycling, composting or other means should be accommodated within the curtilage of each property. **Minerals –** New housing development will also require minerals/aggregate for construction, although sites in Holbeach will not have an adverse impact on any Mineral Safeguarding Zones. *Likelihood/certainty:* Probable *Temporary or permanent:* Temporary – Negative effects are likely in the medium-term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.
11. Flood Risk	0	✓/X	✓	The urban extension is within Flood Zone 3a, but flood hazard in year 2115 ranges between 'low hazard' and 'danger for most' and flood depth in year 2115 ranges between '0.25m-0.50m' and '0.50m-1.0m'. The precise nature of impacts in terms of flood risk will depend upon the actual implementation of the scheme (e.g. design, layout and massing of development). For example, the laying of large areas of hard standing may result in a slight increased risk of surface level flooding and would therefore require mitigation. A Flood Risk Assessment will ensure that development does not increase fluvial and surface water flood risk and will identify appropriate mitigation measures. Parts of the urban extension site are at high risk of surface water flooding , meaning that a sustainable drainage network of balancing ponds, swales and other features will need to be integrated into the new

				development and green infrastructure. This will generate positive effects. *Likelihood/certainty:* Uncertain – will depend upon implementation i.e. mitigation. In the long-term, positive effects are more likely to be generated. *Temporary or permanent:* Permanent
12. Climate Change	0	✓/X	✓/X	**Greenhouse Gas Emissions -** The delivery of new housing associated with this policy is unlikely to assist in the reduction of greenhouse gas emissions as the construction of new housing is likely to consume high levels of energy. The provision of approximately 900 new homes within Holbeach will also increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. However, the inclusion of new high quality walking and cycling access and the capacity to extend public transport routes within the site and to link to the FEZ could reduce reliance on the private car for local journeys and thereby minimise transport related greenhouse gas emissions. **Energy Efficiency & Renewable Energy -** There is potential for significant benefits to be secured against this policy; for instance new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This will deliver more affordable energy bills for residents. Benefits to those in fuel poverty will be greatest where energy efficient design and renewable energy are both addressed in the design of new development. **Resilience and Adaptation -** The incorporation of green infrastructure within development can help contribute to the absorption of greenhouse gases. For example, open space can mitigate against climate change by acting as 'carbon sinks'. *Likelihood/certainty:* Uncertain – will depend upon implementation e.g. design and mitigation secured. *Temporary or permanent:* Permanent
13. Economy and Employment	0	✓✓	✓✓	Development of this urban extension will help facilitate access to the proposed Food Enterprise Zone (FEZ) to the west of the A151 and highway improvements at Peppermint Junction. The development of the FEZ will deliver significant economic benefits and could help to reduce unemployment levels within South East Lincolnshire.

				This policy will also ensure that sustainable links (walking, cycling and public transport) are provided to the Food Enterprise Zone from the development and the rest of Holbeach. This should enhance access to local employment and training opportunities meaning that young people may stay in the area. Additionally, more housing could give rise to a larger population which has the potential to broaden the diversity of skills on offer and, in turn, support business diversification and growth. It will also help maintain employment in the construction sector and related industries. Employment opportunities are likely to also be generated indirectly by safeguarding existing jobs in local businesses. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent

Policy 14: Providing a Mix of Housing				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓✓	✓✓	?	Generally the tenure, mix, style and size of housing for each site will be considered on a case by case basis taking into account existing imbalances in the housing stock, and housebuilders specifications. It is assumed that this would include adaptable or other specialist forms of accommodation. **Affordable Housing:** Positive effects are likely in terms of delivering affordable homes to meet an identified need; this is Local Planning Authority specific in terms of need per area, ensuring that the housing needs of different parts of South East Lincolnshire are met.

				These targets reflect viability testing in the Whole Plan Viability and the needs identified in the Strategic Housing Market Assessments for the area. As a result the provision of affordable housing is likely to meet need in the short term. However the medium and long term effects of this policy are uncertain as the targets are based on current need and viability. It is considered appropriate that tenure mix is to be determined on a site by site basis to reflect needs in that local area. This should provide sufficient flexibility to accommodate changing needs and demands over the plan period. The sustainable urban extensions are expected to accommodate a significant amount of housing, including the appropriate proportion of affordable units; an appropriate mix, for each phase will be required to meet identified needs. This is important because the build out timescales are expected to be long-term and needs may change phase by phase. All provision should be developed in accordance with associated masterplans in order to ensure that the appropriate mix of units, including affordable are provided for. Setting out a flexible approach to provision will also help ensure that the appropriate mix of housing is delivered. It is considered that as the quantum of development increases more significant benefits will be secured. Energy efficiency is considered by Objective 12. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent
2. Health and Wellbeing	0	0	0	There is no direct correlation between this policy and the objective to reduce health inequalities and promotion of healthy lifestyles. *Likelihood/certainty:* (N/A – no significant effect identified) *Temporary or permanent:* (N/A – no significant effect identified)
3. Transport	✓	✓	✓	The SHMAs and the Employment Technical Paper consider the functional links between where people live and work. This includes functional travel to work areas, which reflect the relationship between places where people live and work. Ensuring that housing mixes and types are identified using such documents will ensure that developments are well positioned to reflect the employment opportunities that surround, thus encouraging sustainable transport

				options. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
4. Socially Inclusive Communities	✓	✓	✓✓	There is uncertainty as to whether the percentage targets can be used to meet the specific needs of older people or those with disabilities. Through advocating the SHMAs as the evidence base for identifying appropriate type and mix of housing, this policy will ensure that proposals are developed with an appreciation of local housing markets. Through promoting the right mix of housing the policy is significantly positive against this objective as it helps secure balanced and mixed communities. The policy may also increase opportunities for young people and families to remain within the area. Levels of deprivation vary across the area: the Sutton Bridge ward, South Holland; and parts of the Station, Staniland and Skirbeck wards, Boston are deemed to be within the top 30% most deprived areas nationally. Provision of a mix of housing will help those on lower incomes live in their own home, and may help ensure that residents remain in the area, rather than moving to a house outside the area that meets their needs. This policy will support the objective to alleviate deprivation and poverty through ensuring that demand and supply are considered in approving development proposals. As a result it will ensure that appropriate levels of affordable and supported housing are both identified and promoted thus facilitating the ability for future proposals to address levels of deprivation and poverty. Access to employment is considered by Objective 13. *Likelihood/certainty:* Highly probable – positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen. *Temporary or permanent:* Permanent
5. Education	0	0	0	There is no direct correlation between this policy and the improvement of education, training and lifelong learning. *Likelihood/certainty:* (N/A – no significant effect identified)

				Temporary or permanent: (N/A – no significant effect identified)
6. Biodiversity, Geodiversity and Green Infrastructure	✓	✓	✓	The policy refers to site specific constraints leading to deviations to the policy approach. This is likely to consider the impact of higher or lower density housing on the ecology of the site or adjoining landscape. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Temporary
7. Heritage	✓	✓	✓	The policy refers to site specific constraints leading to deviations to the policy approach. This is likely to consider the impact of higher or lower density housing on the setting of heritage assets. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Temporary
8. Landscape and Townscape	✓	✓	✓	The policy refers to site specific constraints leading to deviations to the policy approach. This is likely to consider the impact of higher or lower density housing on surrounding landscape or townscape value. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Temporary
9. Air, Soil and Water Resources	✓	✓	✓	The policy refers to site specific constraints leading to deviations to the policy approach. This is likely to consider the impact of higher or lower density housing on soil, such as high quality agricultural land, air and water resources. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Temporary
10. Sustainable use of Land and Waste	✓	✓	✓	The policy refers to site specific constraints leading to deviations to the policy approach. This is likely to consider the impact of higher or lower density housing on minerals resources and greenfield land. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Temporary
11. Flood Risk	✓	✓	✓	The policy refers to site specific constraints leading to deviations to the policy approach. This

				could for example mean that the appropriate mix of dwelling types and sizes cannot be met in order to accommodate SuDS or flood mitigation. This ensures that a flexible approach to delivery can be secured as part of a viable scheme. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
12. Climate Change	✓	✓	✓	The policy will ensure that site characteristics are taken into account when deciding on the appropriate mix of dwelling types and sizes. This is likely to consider the impact of dwelling mix i.e. flats / detached houses on drainage capacity, need for SuDS etc. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
13. Economy and Employment	✓	✓	✓	The Employment Land Technical Paper and SHMAs set out the functional linkages between where people live and work. This includes functional travel to work areas. Ensuring that housing mixes and types are identified through reference to this evidence base will ensure that developments are well positioned to reflect the employment opportunities that surround, thus encouraging sustainable transport options. It is considered that utilisation of locally specific data to identify appropriate scheme mix and type will be a key factor in ensuring housing for all levels of economic and social participation is provided. This could be important to maintaining a healthy labour market and encouraging inward migration of those occupying specialist and professional occupations. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent

Policy 15: Affordable Housing				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓✓	✓✓	?	**Affordable Housing:** Generally the tenure, mix, style and size of housing for each site will be considered on a case by case basis taking into account existing imbalances in the housing stock. However, positive effects are likely in terms of delivering affordable homes to meet an identified need; this is Local Planning Authority specific in terms of need per area and percentage threshold per site which will also generate positive impacts, ensuring that the housing needs of different parts of South East Lincolnshire are met. These targets reflect viability testing in the Whole Plan Viability and the needs identified in the Strategic Housing Market Assessments for the area. This has resulted in a lower need (100 dwellings per annum) and target of 20% for Boston Borough compared to a need of (280 dwellings per annum) and target of 25% for South Holland. As a result the provision of affordable housing is likely to meet need in the short term. However, the long term effects of this policy are uncertain as the targets are based on current need and viability. Site specific considerations such as viability, other infrastructure provision and the type of affordable housing need to be met will vary between sites. However, the policy states that on sites in Boston Borough a mix of 75% affordable rented and 25% intermediate housing will be sought and on sites in South Holland District a mix of 70% affordable rented and 30% intermediate housing will be sought. This will have a positive impact by helping to meet the identified affordable housing requirements in the respective areas. Onsite provision will normally be required, but where sound evidence shows that this would be impractical, the developer will be expected to make equivalent off-site provision or a financial contribution to enable the need to be met elsewhere.

				Affordable housing is expected to be provided within the sustainable urban extensions; these should be developed in accordance with their associated masterplans in order to ensure that affordable units are appropriately located and are equally as accessible to infrastructure and facilities as those living in market housing. Guidance relating to the detailed operation of this policy will be provided within the Developer Contributions SPD. Energy efficiency is considered by Objective 12. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent.
2. Health and Wellbeing	✓	✓	✓	The provision of affordable housing is likely to have a positive effect on this objective. It should help to reduce the likelihood of lower income households living in deteriorating housing and poorer living conditions, which can have negative effects on health and wellbeing. It can also help meet the needs of the homeless and overcrowded households. **Access to health facilities:** South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. With no certainty as to the location of affordable housing access to health facilities will vary. Improving access to facilities will depend on implementation; provision of foot/cycle paths, proximity to bus stops may help. The capacity of healthcare facilities also varies, and if unmitigated, will incur adverse effects against this objective. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of health facilities will be vital. The policy states that the proportion of affordable housing that can be provided on market housing sites may vary according to the site specific considerations such as viability, other infrastructure provision and the type of affordable housing need to be met. In some instances, a site-specific viability assessment will be needed in order to determine whether the priorities identified for a development can be met. This suggests that in some cases health care facilities may not be provided, in order for a development to support affordable housing. **Access to open space:** With no certainty as to the location of affordable housing, access to amenity open space, GI and multi-user routes will vary. In cases where the development of sites will involve the loss of existing open space or affects an existing route, loss should be

				compensated for through either on-site or off-site provision. Overall, access to amenity open space/GI and multi-user routes will depend on implementation as it may be possible through other policies to provide for open space to address the impact generated by a new development. **Proximity to sources of pollution:** With no certainty as to the location of affordable housing this policy does not raise any issues of air/noise pollution that would have an adverse impact on human health. It is considered that once detailed schemes are submitted policy 4 will cover amenity concerns. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
3. Transport	✓/x	✓/x	✓/x	In general there is potential for an associated increase in traffic and car trips and potentially congestion along key routes through the area e.g. A16, A17, A52, A151 or within smaller settlement centres, unless mitigated. However, the impact on this objective depends on the location of the affordable housing provided. It is likely that affordable housing as part of a market led scheme will be located within/on the edge of settlement limits where there is likely to be easier sustainable access to shops and services. Contributions to strategic transport infrastructure will be location dependent. For provision in exceptions sites outside, but adjoining settlement limits there is more likely to be a lack of nearby facilities and services. Housing in such areas will most likely require reliance on the use of a car. The location of rural exceptions sites means that they are unlikely to be able to contribute towards the delivery of strategic transport infrastructure. Overall, impacts will depend on implementation. A Transport Assessment/Statement will ensure that a development can be accommodated and the safety of the highway network is maintained. Mitigation through improvements to highways infrastructure and promotion of sustainable modes of transport should help to minimise this increase and ensure that the safety of the highways network is to be maintained. Housing provided within a market led scheme is likely to be able to deliver mitigation to address constraints (e.g. provision of footpaths/cyclepaths) but associated delivery timescales may mean that adverse effects may dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective).

				There is therefore the potential for some positive effects. Affordable housing is expected to be provided within the sustainable urban extensions; these should be developed in accordance with their associated masterplans in order to ensure facilities are equally as accessible to those in affordable as market housing. Associated delivery timescales may mean that adverse effects may dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation to help ease this increase are yet to become effective). Access to employment is discussed in Objective 13. *Likelihood/certainty:* Uncertain – In the short to medium-term, there are likely to be adverse effects due to an increase in pressure on existing infrastructure. However, the overall impacts are considered to depend on implementation such as improvements to highways infrastructure and promotion of sustainable modes of transport. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	✓/x	✓/x	✓	There is uncertainty as to whether the percentage targets can be used to meet the specific needs of older people (or those with disabilities) to help address the needs of the growing, ageing population in the area. The policy is compatible with this objective in terms of contributing to mixed communities. The policy may also increase opportunities for young people and families to remain within the area or in the case of exceptions housing, in a rural community. Levels of deprivation vary across the area; the Sutton Bridge ward, South Holland; and parts of the Station, Staniland and Skirbeck wards, Boston are deemed to be with the top 30% most deprived areas nationally. Provision of affordable and exceptions housing will help those on lower incomes live in their own home, and in the case of exceptions housing to come forward in areas of identified need. Affordable housing provided as part of an exceptions development would need to be provided in perpetuity to secure long term positive effects in order to ensure that those that have the greatest need for affordable or specialised housing in rural areas benefit from provision. By ensuring that a high quality of development is provided, irrespective of tenure, this policy will have a positive impact in helping to regenerate these settlements; this should have

				positive impacts on the condition of these areas. As the quantum of development increases over the Plan period and beyond, it is considered possible for regeneration benefits to become significant. Access to employment is considered by Objective 13. Access to community facilities will depend on the location of the site and the existing level of provision. The capacity of these facilities to meet the needs of additional users also varies. Mitigation would be required in those cases where access is more limited. The design of new development should promote community safety and may also help to minimise anti-social behaviour and crime. Most of the area has access to broadband, although some high speed provision may be more limited in some parts of the rural area; new exceptions sites should ensure that connection is feasible. *Likelihood/certainty:* Uncertain in the short to medium-term, although positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen. *Temporary or permanent:* Permanent
5. Education	✓/x	✓/x	✓	By focusing new development within or adjoining the settlement boundaries this means that access to education facilities varies. Improving access to facilities will depend on implementation; provision of foot/cycle paths, proximity to bus stops may help. Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. If unmitigated, this policy will incur adverse effects against this objective. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of education facilities will be vital. The need for investment in educational facilities to meet demand could mitigate any impacts, potentially through developer contributions, although given the type of housing proposed it is unlikely that sufficient funding will be available to support contributions. Over the long-term as extra facilities are built and capacity increases, adverse impacts may be minimised. Construction of new development across the hierarchy may generate training opportunities

				during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. Due to the anticipated delivery timescale, this is likely to have positive effects in the medium-long-term depending on the phasing of sites and construction periods. *Likelihood/certainty:* Uncertain – will depend upon the location of new development and the mitigation that can be secured to address the increased demand on educational facilities. In the long-term positive effects are likely to be more prominent as the impact of more developments can be seen. *Temporary or permanent:* Temporary
6. Biodiversity, Geodiversity and Green Infrastructure	?	?	?	The exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of affordable and exceptions housing and the final design. Access to Amenity Open Space & GI is considered by Objective 2. **Biodiversity:** There is the potential for significant adverse impacts depending on the location of development. There could be high levels of disturbance/loss of habitat for protected/priority species/habitats in the short to medium-term through construction and recreational pressure (i.e. increased population). In such circumstances, mitigation is essential to help minimise adverse impacts. However, there may also be potential for net-gains, due to potential mitigation; a combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long-term as GI/ habitats become more establish and mature. **Geodiversity:** No impact. *Likelihood/certainty:* Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes. *Temporary or permanent:* Temporary
7. Heritage	?	?	?	The exact effects this policy would generate against this objective are uncertain as they will

				depend on the specific location of affordable and exceptions housing in relation to heritage assets and the final design. There could be adverse effects over the short and medium-term due to the proposed construction periods of proposed development. Although there may be potential for residual adverse impacts over the long-term, it is considered mitigation to reduce the impact will have begun to take place and even generate positive effects (e.g. improvements to setting of heritage assets) with the maturing of green infrastructure and removal/improvement of nearby poor quality urban fabric. This is particularly relevant for sites within/adjoining 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area to an appropriate standard to reduce the number and/or severity of assets at risk. *Likelihood/certainty:* Uncertain – will depend upon implementation and location of development. There are likely to be adverse impacts in the short to medium-term but, as mitigation has time to establish, positive effects may become more evident. *Temporary or permanent:* Temporary
8. Landscape and Townscape	?	?	?	The exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of affordable and exceptions housing and the final design. Although impacts will vary by site, significant adverse impacts on the landscape are considered likely as a result of the development associated with this policy. However, identified settlement boundaries could help mitigate negative impacts, particularly in the Other Service Centres and Settlements. Careful consideration should be given to avoiding uncontained urban sprawl at the sustainable urban extensions and settlement coalescence, and how adverse impacts on the landscape can be avoided. The promotion of affordable housing within settlement boundaries could secure the use of brownfield land, although it is expected that there will be some adverse impact due to the likely scale and quantum of potential sites that are greenfield, edge of settlement. In some cases, the development of a site even at the edge of settlement may help secure landscape or townscape improvements. Some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement. Rural exceptions housing are located outside, but adjoining a settlement. There is therefore the potential for significant adverse impacts on the landscape although the extent will vary by

				site. Careful consideration should be given to avoiding settlement coalescence and linear development, and how adverse impacts on the landscape can be avoided. Significant mitigation e.g. in the form of structural landscaping, could help minimise adverse residual effects, once it has become established. Regeneration benefits are discussed by Objective 4. *Likelihood/certainty:* Uncertain in the short to medium-term, although adverse impacts are considered likely as a result of development associated with this policy. In the long-term, positive effects are likely to be more prominent as mitigation establishes. *Temporary or permanent:* Temporary
9. Air, Soil and Water Resources	x	x	✓/x	Development within settlement boundaries could secure the use of brownfield land, which could help protect soil resources and divert development from agricultural land. It may also secure the remediation of contaminated sites, generating associated water quality benefits, which should generate positive impacts against this objective. However, given the level of development associated with this Local Plan (18675 new homes, a percentage of which will be affordable) it is to be expected that associated quality agricultural land will be lost, resulting in adverse effects on soil resources. Such adverse effects are considered to be significant in the short-term when sites are likely to be under construction. As sites are being built-out, it is likely that impacts will lessen as mitigation (e.g. GI, structure planting, etc.) matures helping to protect soil resources. Adverse impacts on all greenfield sites in relation to the protection of soil resources will also depend on implementation and the level of green infrastructure incorporated into new schemes. Overall, the impact on air and water resources is likely to depend on implementation. **Air:** By permitting development to meet the needs of the community in each settlement it is inevitable that the number of trips made by car will increase, particularly from rural exceptions sites. This is likely to have an adverse impact on air quality relating to exhaust emissions. But, the extent will depend on implementation and proximity of site to sustainable/public transport. There will be dust emissions associated with the construction of development associated with this policy however, conditions should be put in place to ensure air pollution is minimised.

				Water: At a strategic level the impact of each market housing site and therefore on site affordable units, regarding existing water/sewage treatment infrastructure capacity is broadly acceptable. Where investment is likely to be required this will be addressed on a site-by-site basis. The capacity of the network to accommodate windfall sites such as rural exceptions will be assessed on a site by site basis. It will be particularly important that new development is phased with investment to minimise sustainability impacts. Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period. *Likelihood/certainty:* Probable *Temporary or permanent:* Adverse effects on soil resources and water quality are likely in the short to medium-term. However, this is likely to lessen as mitigation comes into effect. The impact of new housing development on air quality is more likely to be permanent given the inevitable increase in the number of car journeys that will result.
10. Sustainable use of Land and Waste	x	x	✓/x	The development associated with this policy is expected to be a mix of brownfield and greenfield sites. Use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. However, as these sites can be more difficult and costly to develop, particularly in the current economic climate, greenfield sites are likely to be developed at a higher rate, which would generate the adverse impacts identified by Objective 9. Development associated with this policy is also unlikely to sterilise economically important mineral resources, although some areas close to Crowland may require mitigation. The design of new housing development associated with this policy should ensure that appropriate waste disposal facilities, including those for recycling are provided at each new development. Issues relating to access are considered in Objective 3 above. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Temporary – Negative effects are likely in the short to medium-term, but positive effects are more likely to be prominent in the long-term as mitigation

				establishes.
11. Flood Risk	✓/x	✓/x	✓	It is important that the risk and impact of flooding to all new development is minimised. A sequential approach to locating new development has been undertaken to ensure that the majority of new development will be located in settlements/areas of settlements that are at a lower level of risk and hazard. Windfall sites, such as rural exceptions will be expected to undertake the same approach. This has been agreed with the Environment Agency and is considered to score highly against this objective. In many cases, flood management/mitigation measures will be identified through a Flood Risk Assessment. Implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures and so may incur positive effects. All new development of 10 or more dwellings will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive impacts over the plan period, in terms of minimising surface water run off, and depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation. *Likelihood/certainty:* Uncertain - The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect. *Temporary or permanent:* Temporary
12. Climate Change	✓/x	✓/x	✓/x	Delivery of new housing associated with this policy is likely to generate an adverse impact in reducing greenhouse gas emissions as the construction of development is likely to consume high levels of energy. Increasing the level of housing within the area will also increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. As such, effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation. **Transport Emissions:** It is inevitable that the level of new affordable homes required will

				generate more trips by car. More may be generated from exceptions sites due to their anticipated location outside settlement boundaries, which will increase access local shops and services. Inevitably transport emissions will also increase from current levels. In some cases, the need to travel by car particularly over shorter distances may be reduced e.g. proximity to bus services, new/ improvements to walking/ cycling routes thus reducing emissions. Overall, it is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged. **Energy Efficiency & Renewable Energy:** There is potential for significant benefits to be secured against this policy; for instance new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This would also help reduce fuel bills for residents important for those living within an area of fuel poverty. *Likelihood/certainty:* Uncertain – will depend upon the location and timing of development and the promotion of sustainable transport *Temporary or permanent:* Permanent
13. Economy and Employment	✓	?	?	The short term implementation of this policy will result in positive effects as targets have been derived that have been tested for financial viability and the provision of affordable housing may enable younger people and those of working age to stay within the area and thereby contribute skills and labour. However, mid and long term effects of this policy are uncertain as viability of meeting the targets proposed for affordable housing will alter depending on market conditions. An increased local population is also likely to support the local economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed. In terms of accessibility to employment sites, as the location of sites are unknown it is not possible to determine whether sites would have good access to employment. It is anticipated that this will depend on implementation. Over the long term, access to employment is also likely to improve as further employment

				development associated with those sites identified in Policy 8 takes place, extending the employment portfolio in the area. This could help to support the economy and reduce unemployment. *Likelihood/certainty: The medium and long-term impacts are uncertain as the viability of meeting the targets proposed in the policy for affordable housing will alter depending on market conditions.* *Temporary or permanent:* Permanent

Policy 16: Rural Exception Sites				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓✓	✓✓	✓✓	**Affordable Housing:** Generally the tenure, mix, style and size of housing for each site will be considered on a case by case basis taking into account existing imbalances in the housing stock. Hence, positive effects are likely in terms of delivering affordable, specialist or starter homes to meet an identified need. Enabling the inclusion of some market housing within exception sites according to criteria will also have positive impacts contributing to ensuring the delivery of other types of housing. It is considered that as the quantum of development increases more significant benefits will be secured. Energy efficiency is considered by Objective 12. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent
2. Health and	✓	✓	✓	The provision of affordable housing on rural exception sites is likely to have a positive effect

Wellbeing				on this objective. It should help to reduce the likelihood of lower income households living in deteriorating housing and poorer living conditions, which can have negative effects on health and wellbeing. It can also help meet the needs of the homeless and overcrowded households. **Access to health facilities:** South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. By focusing new development adjoining the settlement boundaries may mean that access to health facilities varies. Improving access to facilities will depend on implementation. The provision of foot/cycle paths, proximity to bus stops may help. The capacity of healthcare facilities also varies, and if unmitigated, will incur adverse effects against this objective. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of health facilities will be vital. **Access to open space:** With no certainty as to the location of rural exceptions housing, access to amenity open space, GI and multi-user routes will vary. In cases where the development of sites will involve the loss of existing open space or affects an existing route, loss should be compensated for through either on-site or off-site provision. Overall, access to amenity open space/GI and multi-user routes will depend on implementation as it may be possible through other policies to provide for open space to address the impact generated by a new development. **Proximity to sources of pollution:** With no certainty as to the location of rural exceptions housing this policy does not raise any issues of air/noise pollution that would have an adverse impact on human health. It is considered that once detailed schemes are submitted policy 4 will cover amenity concerns. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
3. Transport	x	✓/x	✓/x	The nature of this policy is such that it will enable housing outside, but adjoining settlement limits where there is likely to be a lack of nearby facilities and services. Housing in such areas will most likely require reliance on the use of a car. However, improvements could be made such as through mitigation to address constraints (e.g. provision of footpaths/cyclepaths). Despite this, associated delivery timescales may mean that adverse effects could dominate in the short to medium-term (i.e. there is a

				significant increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective). The type of dwellings considered appropriate mean that it is unlikely that there will be a large amount of funding available for developer contributions, to for example support a bus service. Overall, impacts will depend on implementation. A Transport Assessment/Statement will ensure that a development can be accommodated and the safety of the highway network is maintained. The location of rural exceptions sites means that they are unlikely to be able to contribute towards the delivery of strategic transport infrastructure. Even if locational factors are positive, the type of dwellings considered appropriate mean that it is unlikely that there will be a large amount of funding available for developer contributions towards transport infrastructure. Access to employment is discussed in Objective 13. *Likelihood/certainty:* Uncertain – In the short to medium-term, there are likely to be adverse effects due to an increase in pressure on existing infrastructure. However, the overall impacts are considered to depend on implementation such as improvements to highways infrastructure and promotion of sustainable modes of transport. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	✓/x	✓/x	✓	The policy is compatible with this objective in terms of contributing to mixed communities and community engagement. The policy may also increase opportunities for young people and families to remain within rural communities if the occupancy of the housing is subject to a legal agreement limiting the residency to people from the immediate areas. Levels of deprivation vary across the area. For example, parts of the Sutton Bridge ward are within the top 30% of most deprived wards in the UK; provision of exceptions housing will help those on lower incomes and will come forward in areas of identified need. Affordable or specialised housing provided as part of an exceptions development would need to be provided in perpetuity to secure long term positive effects. This policy is likely to have a neutral impact in helping to regenerate the area. Access to employment is considered by Objective 13.

				The nature of this policy is such that it will enable housing outside, but adjoining settlement limits; access to community facilities will depend on the location of the site and the existing provision. The capacity of these facilities to meet the needs of additional users also varies. Mitigation would be required in those cases where access is more limited. The design of new development should promote community safety and may also help to minimise anti-social behaviour and crime. Most of the area has access to broadband, although some high speed provision may be more limited in some parts of the rural area; new development should ensure that connection is feasible. *Likelihood/certainty:* Uncertain in the short to medium-term, although positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen. *Temporary or permanent:* Permanent
5. Education	✓/x	✓/x	✓	By focusing new development adjoining the settlement boundaries this means that access to education facilities varies. Improving access to facilities will depend on implementation. The provision of foot/cycle paths, proximity to bus stops may help. Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. If unmitigated, this policy will incur adverse effects against this objective. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of education facilities will be vital. The need for investment in educational facilities to meet demand could mitigate any impacts, potentially through developer contributions, although given the type of housing proposed it is unlikely that sufficient funding will be available to support contributions. Over the long-term as extra facilities are built and capacity increases, adverse impacts may be minimised. Construction of new development across the hierarchy may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. Due to the anticipated delivery timescale, this is likely to have positive effects in the medium to long-term depending on the phasing of sites and construction periods.

				Likelihood/certainty: Uncertain – will depend upon the location of new development and the mitigation that can be secured to address the increased demand on educational facilities. *Temporary or permanent:* Temporary
6. Biodiversity, Geodiversity and Green Infrastructure	?	?	?	The exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of exceptions housing and the final design. Access to Amenity Open Space & GI is considered by Objective 2. **Biodiversity:** There is the potential for significant adverse impacts depending on the location of development. There could be high levels of disturbance/loss of habitat for protected/priority species/habitats in the short to medium-term through construction and recreational pressure (i.e. increased population). In such circumstances, mitigation is essential to help minimise adverse impacts. However, there may also be potential for net-gains, due to potential mitigation. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long-term as GI/ habitats become more establish and mature. **Geodiversity:** No impact. *Likelihood/certainty:* Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes. *Temporary or permanent:* Temporary
7. Heritage	?	?	?	The exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of exceptions housing in relation to heritage assets and the final design. There could be adverse effects over the short and medium-term due to the proposed construction periods of proposed development. Although there may be potential for residual adverse impacts over the long-term, it is considered mitigation to reduce the impact will have

				begun to take place and even generate positive effects (e.g. improvements to setting of heritage assets) with the maturing of green infrastructure and removal/improvement of nearby poor quality urban fabric. This is particularly relevant for sites within/adjoining 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area to an appropriate standard to reduce the number and/or severity of assets at risk. *Likelihood/certainty:* Uncertain – will depend upon implementation and location of development *Temporary or permanent:* Temporary
8. Landscape and Townscape	?	?	?	The exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of exceptions housing sites and the final design. However, as the location of rural exceptions housing is expected to be outside, but adjoining a settlement, there is potential for adverse impacts on the landscape. Careful consideration should be given to avoiding settlement coalescence and linear development, and how adverse impacts on the landscape can be avoided. On the other hand, the development of a site (even at the edge of a settlement) may help secure landscape or townscape improvements. Some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement. Reference to ensuring that development is in scale with the role and function of the settlement should ensure positive or as a minimum no impacts against this objective. Significant mitigation e.g. in the form of structural landscaping, could help minimise adverse residual effects, once it has become established. Regeneration benefits are discussed by Objective 4. *Likelihood/certainty:* Uncertain in the short to medium-term, although adverse impacts are considered likely as a result of development associated with this policy. In the long-term, positive effects are likely to be more prominent as mitigation establishes. *Temporary or permanent:* Likely to be temporary – adverse effects on the landscape are expected in the short to medium-term, although positive effects are likely to be more prominent in the long-term as mitigation establishes.

9. Air, Soil and Water Resources	x	x	✓/x	The promotion of development out of settlement boundaries suggests that associated quality agricultural land will be lost, resulting in adverse effects on soil resources. Such adverse effects are considered to be significant in the short-term when sites are likely to be under construction. As sites are being built-out, it is likely that impacts will lessen as mitigation (e.g. GI, structure planting, etc.) matures helping to protect soil resources. Adverse impacts on all greenfield sites in relation to the protection of soil resources will also depend on implementation and the level of green infrastructure incorporated into new schemes. However in some cases this policy may help to aid remediation of brownfield sites which would provide some benefits regarding this objective. Overall, the impact on air and water resources is likely to depend on implementation. **Air:** By permitting development outside the settlement boundary it is inevitable that the number of trips made by car will increase. This is likely to have an adverse impact on air quality relating to exhaust emissions. But, the extent will depend on implementation and proximity of site to sustainable/public transport. There will be dust emissions associated with the construction of development associated with this policy however, conditions should be put in place to ensure air pollution is minimised. **Water:** Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis. It will be particularly important that new development is phased with investment to minimise sustainability impacts. Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period. *Likelihood/certainty:* Probable *Temporary or permanent:* Adverse effects on soil resources and water quality are likely in the short to medium-term. However, this is likely to lessen as mitigation comes into effect. The impact of new housing development on air quality is more likely to be permanent given the inevitable increase in the number of car journeys that will result.

10. Sustainable use of Land and Waste	x	x	✓/x	The development associated with this policy is expected to be mostly on greenfield sites given their location outside of settlement boundaries. Greenfield sites are likely to be developed at a higher rate and so there will be a resultant loss of agricultural land or areas of higher soil quality, which would generate negative impacts. Development associated with this policy is unlikely to sterilise economically important mineral resources, although some areas close to Crowland may require mitigation. Issues relating to access are considered in Objective 3 above. *Likelihood/certainty:* The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation establishes and becomes effective. *Temporary or permanent:* Temporary
11. Flood Risk	✓/x	✓/x	✓/x	It is important that the risk and impact of flooding to all new development is minimised; a sequential approach to locating new development will be undertaken to ensure that the majority of new development is located in areas that are at a lower level of risk and hazard. This has been agreed with the Environment Agency and is considered to score highly against this objective. In many cases flood management/mitigation measures will be identified through a Flood Risk Assessment; implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures and so may incur positive effects. All new development of 10 or more dwellings will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive impacts over the plan period, in terms of minimising surface water run off, and depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation. *Likelihood/certainty:* Uncertain - The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect.

				Temporary or permanent: Temporary
12. Climate Change	✓/x	✓/x	✓/x	Delivery of new development associated with this policy is likely to generate an adverse impact in reducing greenhouse gas emissions as the construction of development is likely to consume high levels of energy. Increasing the level of development within the area will also increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. As such, effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation. **Transport Emissions:** as the location of rural exception sites is outside, but adjoining settlement boundaries it is expected that trips by car will increase to access local shops and services. Inevitably transport emissions will also increase from current levels. In some cases, the need to travel by car particularly over shorter distances may be reduced e.g. proximity to bus services, new/ improvements to walking/ cycling routes thus reducing emissions. Overall, it is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged. **Energy Efficiency & Renewable Energy:** There is potential for significant benefits to be secured against this policy. For instance, new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This would also help reduce fuel bills for residents important for those living within an area of fuel poverty. *Likelihood/certainty: Uncertain* – will depend upon the location and timing of development and the promotion of sustainable transport. *Temporary or permanent:* Permanent
13. Economy and Employment	✓/x	✓/x	✓/x	Provision of exceptions housing may encourage young people to stay within predominantly rural areas which may contribute towards rural economies. Enabling the inclusion of market housing under certain criteria will ensure that financial demands on developers are not too onerous.

				An increased local population is also likely to support the local economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed. In terms of accessibility to employment sites, as the location of exceptions site is unknown it is not possible to determine whether sites would have good access to employment. It is anticipated that this will depend on implementation. Over the long term, access to employment is also likely to improve as further employment development associated with the Main Employment Areas, Local Employment Areas and Established Employment Sites takes place, extending the employment portfolio in the area. This could help to support the economy and reduce unemployment. *Likelihood/certainty:* Uncertain – will depend upon the location of development, although positive effects in terms of the economy are likely to be more evident in the long-term as the impact of more developments can be seen. *Temporary or permanent:* Permanent

Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	N.B. The individual site assessments for the allocations can be found in Appendix 11.
1. Housing	✓✓	✓✓	✓✓	By allocating the sites identified on the Policies Map, this policy seeks to ensure that the identified need for gypsies and travellers accommodation, as identified in the Boston and South Holland Gypsy and Traveller Accommodation Assessment (November 2016) (GTAA) is met across the plan area. This will have a positive impact by ensuring that all residents (either permanent or temporary) have the opportunity to live in a decent home.

				In terms of sites for permanent residential use, the policy seeks sites that are within reasonable travelling distances of employment and other key services/facilities, preferably by walking, cycling or public transport. This could have a positive impact by helping to reduce fuel poverty through improving transport provision, and thereby access to jobs. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent
2. Health and Wellbeing	✓/X	✓/X	✓	Statistics show that the travelling community have the worst health status out of all ethnic minorities in England. Ensuring that sites for permanent residential use are accessible to health care will help contribute towards addressing the health issues of gypsies and travellers. However, the capacity of healthcare facilities varies, and if unmitigated, will incur adverse effects against this objective. There is the potential for further positive effects as the policy seeks to ensure that any new gypsy and traveller sites provide occupants with an acceptable standard of amenity and that they do not detract from the amenities of existing local residents and adjoining land users. **Access to open space and other facilities:** This policy seeks to ensure that permanent residential pitches are located so as to enable access to key services and facilities by more sustainable modes of transport such as walking, cycling and public transport. It also requires the provision of recreational facilities. This could have a positive impact on health and promoting equality of access to community facilities. Such an approach will help create opportunities for exercise, thereby supporting healthy and active lifestyles, promoting mental wellbeing with an associated impact on life expectancy. **Proximity to sources of pollution:** It is considered that once detailed schemes are submitted policy 4 will cover amenity concerns. *Likelihood/certainty:* Uncertain in the short to medium-term, although positive effects are likely to be more prominent in the long-term as improvements secured as a result of planning permission may help address issues identified. *Temporary or permanent:* Temporary
3. Transport	✓/X	✓/X	✓/X	Any new development is likely to lead to a greater number of trips being made in order to

				access services and employment. However, by making walking, cycling or public transport the most preferable forms of access to new permanent residential pitches, this policy may help facilitate modal shift to more sustainable modes of transport. It could therefore help minimise the traffic impact of new sites by reducing the number and distance of car trips made, thereby potentially reducing congestion as well. There is therefore the potential for positive effects, although it will ultimately depend on implementation. This policy is unlikely to reduce the need to travel in relation to transit or stopping place sites. *Likelihood/certainty:* Uncertain - In the short to medium-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, the overall impacts are considered to depend on implementation such as improvements to highways infrastructure and promotion of sustainable modes of transport. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	✓✓	✓✓	✓✓	This policy requires that new sites for permanent residential use should be accessible to education, health care and other local facilities. This will help ensure that the needs of permanent gypsies and travellers are met and access to services will not be compromised. This is likely to help create stronger and more secure communities, particularly as easy access to these services and facilities would positively encourage use and promote social inclusion. Furthermore, the provision of permanent pitch sites will create a sense of 'place' for the traveller community and could reduce the number of temporary unauthorised sites. This could have impacts across the adjacent and wider communities, with particular regard to perceived safety and integration issues. As stated previously, walking, cycling or public transport are the preferred modes of transport for permanent residential sites. The use of these more sustainable transport modes can help reduce the impacts of traffic on communities, including noise disturbance, community severance and improving road safety. For example, reduced reliance on the private car is likely to enhance a sense of safety (particularly among families with young children, the mobility impaired and elderly) and create a greater sense of community. Additionally, this policy requires that development proposals should not prejudice highway safety or give rise to problems of parking which will have a positive impact by producing development which creates a sense of safety amongst residents.

				Likelihood/certainty: Probable *Temporary or permanent:* Permanent
5. Education	✓/x	✓/x	✓	Statistics show that the travelling community have the highest proportion of no qualifications for any ethnic group in England and Wales. Improving access to facilities will depend on implementation; provision of foot/cycle paths, proximity to bus stops may help. However, evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. If unmitigated, this policy will incur adverse effects against this objective. This should be kept under review to avoid any adverse impacts. The need for investment in educational facilities to meet demand could mitigate any impacts. Over the long-term, as extra facilities are built and capacity increases, adverse impacts may be minimised. Ensuring that sites for permanent residential use are accessible to educational facilities should help to increase the number of children attending school on a regular basis, which is likely to have a positive impact. *Likelihood/certainty:* Uncertain – will depend upon the location of new development and the mitigation that can be secured to address the increased demand on educational facilities. *Temporary or permanent:* Temporary
6. Biodiversity, Geodiversity and Green Infrastructure	?	?	?	Overall, the exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of unallocated sites (which are unknown) and implementation (e.g. design and mitigation). **Biodiversity:** This policy ensures that areas of importance to nature conservation will be considered within the process of determining planning applications for the development of allocated and unallocated sites. This will have a positive impact on this objective. Furthermore, as new site proposals will only be permitted in accordance with other relevant Local Plan policies (such as the Natural Environment policy) this will also provide another level of protection for any potential adverse impacts on either biodiversity or geodiversity.

				Nonetheless, there is the possibility that the provision of residential pitches may adversely affect the ability to protect, manage and enhance biodiversity and green infrastructure. Impacts will vary by site. There could be high levels of disturbance/loss of habitats protected/priority species through construction and recreational pressure (i.e. increased population). In such circumstances, mitigation is essential to help minimise adverse impacts. There may be potential for net-gains, due to potential mitigation; a combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long-term as GI/ habitats become more establish and mature. **Geodiversity:** No impact. *Likelihood/certainty:* Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes. *Temporary or permanent:* Temporary
7. Heritage	?	?	?	Overall, the exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of unallocated sites (which are unknown) in relation to heritage assets and implementation (e.g. design and mitigation). This policy ensures that heritage assets will be considered within the process of determining planning applications for the development of allocated and unallocated sites. It also means that sites should already be, or be capable of being, successfully assimilated into both their immediate environs and the wider landscape. This could have a positive impact by protecting the setting of heritage assets. As new site proposals will only be permitted in accordance with other relevant Local Plan policies (such as the Historic Environment policy) this will also provide another level of protection for any potential adverse impacts on heritage assets. Although there may be potential for residual adverse impacts over the long-term, it is considered mitigation to reduce the impact should minimise any effects and even generate positive effects for example through the maturing of green infrastructure or the

				removal/improvement of poor quality urban fabric. This is particularly relevant for sites within/adjoining 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area, and if undertaken at a significant scale, in the right location, to an appropriate standard could reduce the number and/or severity of assets at risk. *Likelihood/certainty:* Uncertain – will depend upon implementation and location of development. *Temporary or permanent:* Temporary
8. Landscape and Townscape	?	?	?	Overall, the exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of sites (which are unknown) and implementation (e.g. design and mitigation). As stated in Objective 7, this policy ensures that sites should already be, or be capable of being, successfully assimilated into both their immediate environs and the wider landscape. This could have a positive impact by protecting the quality and character of the landscape and townscape. It could also help ensure that the design of new development reflects the distinctive character and appearance of the local area as it requires sites to respect the scale of the nearest settlement. Furthermore, by seeking sites that are within reasonable travelling distances of key services and facilities, preferably by walking, cycling or public transport, it is likely to have a positive impact on landscape and townscape by assisting in the reduction of the number of motor vehicles on the road and the impact that this has on both landscape and townscape. However, any new development of this nature will likely utilise greenfield land and will therefore impact upon the landscape. Significant mitigation (e.g. in the form of structural landscaping) could help minimise adverse residual effects once it has become established. *Likelihood/certainty:* Uncertain in the short to medium-term, although adverse impacts are considered likely as a result of development associated with this policy. In the long-term, positive effects are likely to be more prominent as mitigation establishes.

				Temporary or permanent: Temporary
9. Air, Soil and Water Resources	x	x	✓/x	**Soil –** As mentioned in Objective 8, any new development of this nature will likely utilise greenfield land and will therefore result in the permanent loss of agricultural land, the majority of which in the area is Grade's 1 and 2. The siting of caravans will also cause compaction which will affect the function of soil and can deteriorate soil quality generally in terms of removal of top soil and deposits to the ground. Impacts may lessen as mitigation (e.g. GI, structural planting etc.) matures helping to protect soil resources. **Air –** Any new development will likely lead to increased air pollution, primarily due to increased road traffic. However, the policy favours the use of more sustainable modes of transport which could aid in a reduction of the number of vehicles and traffic/congestion on the roads. This will reduce carbon emissions and thus have a positive impact on air quality. **Water –** New development such as this is likely to create increased pressure on water. This could be problematic given that the pressure on water in South East Lincolnshire is greater than elsewhere in the country. This policy will have a positive impact by ensuring that new gypsy and traveller sites have adequate connections to the drinking-water supply and waste-water treatment. However, depending on the location of sites, development may cause localised pollution of rivers and streams. Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis. *Likelihood/certainty:* Probable *Temporary or permanent:* Adverse effects on soil resources and water quality are likely in the short to medium-term. However, this is likely to lessen as mitigation comes into effect. The impact of new housing development on air quality is more likely to be permanent given the inevitable increase in the number of car journeys that will result.
10. Sustainable use of Land and Waste	x	x	✓/x	It is most likely that new gypsy and traveller sites will be located on greenfield land meaning less sustainable use of land. Furthermore, any new development will likely lead to greater levels of waste generation. Recycling and reduced waste should therefore be considered and refuse and recycling facilities should be provided on site. This policy guides development towards sites that are well-located with access to

				employment and services by a choice of sustainable travel modes which is likely to have a positive impact. Development associated with this policy is unlikely to sterilise economically important mineral resources unless located in close proximity to Crowland. *Likelihood/certainty:* The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation establishes and becomes effective. *Temporary or permanent:* Temporary
11. Flood Risk	✓/X	✓/X	✓	It is important that the risk and impact of flooding to all new development is minimised. A sequential approach to locating gypsy and traveller sites will be undertaken to ensure that they are located in areas that are at a lower level of risk and hazard – such sites are classified as highly vulnerable and should therefore not be located in flood zone 3. This has been agreed with the Environment Agency and is considered to score highly against this objective. In many cases, flood management/mitigation measures will be identified through a Flood Risk Assessment. Implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures and so may incur positive effects. All new gypsy and traveller sites of more than 10 pitches will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive impacts over the plan period, in terms of minimising surface water run off, and depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation. As new site proposals will only be permitted in accordance with other relevant Local Plan policies this is also likely to ensure that any risk is avoided or mitigated. The laying of hard standing may result in a slight increase risk of surface level flooding so the use of permeable surfaces should be encouraged as well as the incorporation of green space within the site. *Likelihood/certainty:* Uncertain - The effects in the short to medium-term will depend upon

				implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect. *Temporary or permanent:* Temporary
12. Climate Change	✓/x	✓/x	✓/x	Any new development is likely to increase greenhouse gas emissions, both directly and indirectly. The construction of development is likely to consume fairly high levels of energy and increasing the level of development within the area will also increase domestic energy consumption (i.e. gas and electricity) and the number of trips made by car. As such, there may be adverse in the short-term. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation. **Transport emissions:** This policy aspires to create sites where the travelling community can access key services and facilities by walking, cycling or public transport. This could help to minimise the need to travel by car, subsequently aiding a reduction in greenhouse gas emissions. *Likelihood/certainty:* Uncertain – will depend upon the location and timing of development and the use of sustainable modes of transport. *Temporary or permanent:* Permanent
13. Economy and Employment	?	?	?	An increased local population associated with the provision of gypsy and traveller sites is likely to support the local economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. However, in terms of accessibility to employment sites, given that the location of gypsy and traveller sites is unknown, it is not possible to determine whether sites would have good access to employment. The policy includes a criteria which means that sites for permanent residential use should be suitable (or capable or being made suitable) for mixed residential and business use. This is important as self-employment is common amongst the gypsy and traveller community and so they may require space related to business operation. Over the long-term, access to employment is likely to improve as further employment

				development associated with the Main Employment Areas and Local Employment Areas takes place, extending the employment portfolio in the area. This could help to support the economy and reduce unemployment. *Likelihood/certainty:* Uncertain – will depend upon the location of development, although positive effects in terms of the economy are likely to be more evident in the long-term as the employment portfolio of South East Lincolnshire is extended. *Temporary or permanent:* Permanent

Policy 18: Housing in Multiple Occupation and the Sub-Division of Dwellings				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓/x	✓/x	✓	There are streets/areas within South East Lincolnshire that have become popular for HMOs or conversions mainly as a result of the type of existing dwellings (larger family homes) that are considered suitable for sub-division. However, evidence in the SHMAs indicates that the greatest demand in the plan period will be for three bed homes. This policy will prevent the loss of 'family-sized dwellings' (houses with 3 or more bedrooms) which is a positive impact. The policy also provides for the appropriate sub-division of larger homes to flats or to HMOs, which would inevitably see the loss of larger homes, but would make an important contribution to low cost accommodation for single people and those on low incomes. Achieving a balance between both issues should be given careful consideration, and will depend on implementation. The policy will also help manage the level of private landlords in such areas and aid the re-introduction/retention of families, where appropriate.

				All homes for sale or rent provided by this policy should meet minimum national space standards and, for HMOs, decent homes standards. This will have a significant positive impact ensuring that all residents have the opportunity to live within a decent home. It is considered that as the quantum of development increases more significant benefits will be secured. Energy efficiency is considered by Objective 12. *Likelihood/certainty:* Uncertain in the short to medium-term, although positive impacts are likely to be more evident in the long-term as more development arises. *Temporary or permanent:* Permanent
2. Health and Wellbeing	✓	✓	✓	**Access to health facilities:** South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. By ensuring that sites have good access (400m walk, cycle or to a bus stop) to community facilities will mean that access to health facilities is good for all. The capacity of healthcare facilities varies, and if unmitigated, will incur adverse effects against this objective. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of health facilities will be vital. **Access to open space:** With no certainty as to the location of these types of dwellings, access to amenity open space, GI and multi-user routes will vary. In cases where the development of sites will involve the loss of existing open space or affects an existing route, loss should be compensated for through either on-site or off-site provision. Overall, access to amenity open space/GI and multi-user routes will depend on implementation as it may be possible through other policies to provide for open space to address the impact generated by a new development. **Proximity to sources of pollution:** With no certainty as to the location of these types of dwellings this policy does not raise any issues of air/noise pollution that would have an adverse impact on human health. The policy specifically refers to the importance of providing an acceptable standard of accommodation, and adequate amenity for future occupiers, particularly in terms of noise, which will also help generate positive impacts against this objective, for physical and mental health.

				Likelihood/certainty: Highly probable *Temporary or permanent:* Permanent
3. Transport	✓/x	✓/x	✓/x	This policy will ensure that all dwellings delivered under this policy are within good walking and cycling access of around 400m of community facilities, public transport and local employment, which generates positive impacts against this objective. However, the sub-division of a single dwelling to multiple dwellings is also likely to generate additional vehicles. Many residents will own cars and this creates problems in residential areas with no off-street parking where some houses with 6 bedrooms could potentially have 6 cars. It could also lead to an increase in traffic and potentially congestion in the surrounding area, unless mitigated. This policy seeks to promote HMOs/flat conversions within more accessible parts of the area which could encourage the use of more sustainable modes of transport particularly for short, local journeys and to ensure that highway access, safety and parking provision is acceptable. Overall impacts will depend on implementation. A Transport Assessment/Statement will ensure that the dwellings can be accommodated safely within a specific area and amenity of residents is not compromised. The size and mix of dwellings addressed means that they are unlikely to be able to contribute towards the delivery of strategic transport infrastructure. Access to employment is discussed in Objective 13. *Likelihood/certainty:* Uncertain in the short to medium-term. Over the long-term, improvements through design and those secured as a result of planning permission may help address issues identified. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	✓/x	✓/x	✓	Levels of deprivation vary across the area. For example, parts of Boston town and Sutton Bridge ward are within the top 30% of most deprived wards in the UK. The provision of HMOs and flats will help single people and those on lower incomes live within affordable, decent accommodation in close proximity to shops and services and local employment. The policy is compatible with this objective in terms of contributing to mixed communities.

				By ensuring that the quality of accommodation provided is of a good standard and should not have any adverse impacts on the character of the area, it could help secure environmental improvements to the dwelling and/or streetscene. It could also bring positive benefits in terms of regeneration. Access to employment is considered by Objective 13. The nature of this policy is that it is expected to promote housing within the settlement limits. However, access to community facilities will depend on the location of the site and the existing provision. The capacity of these facilities to meet the needs of additional users also varies. Mitigation may be required in those cases where access is more limited. The danger in the short-term is that the provision of new HMOs as rented accommodation may exacerbate maintenance problems in some houses and areas, which could increase issues of vandalism and anti-social behaviour. However the policy refers to the importance of adequate provision being made for communal gardens and amenity areas which could help generate positive benefits. Most of the area has access to broadband, although some high speed provision may be more limited in some parts of the rural area. New development should therefore ensure that connection is feasible. *Likelihood/certainty:* Uncertain - In the short to medium-term, there are likely to be adverse effects due to an increase in pressure on existing infrastructure. Positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen. *Temporary or permanent:* Permanent
5. Education	✓/X	✓/X	✓	It is expected that most HMOs or flat conversions will have good access to education facilities (on foot or by bicycle) or be within 400m of a bus stop, as required by the policy. Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. If unmitigated, this policy will incur adverse effects against this objective. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of education facilities will be vital.

				The need for investment in educational facilities to meet demand could mitigate any impacts, potentially through developer contributions, although given the type of housing proposed it is unlikely that sufficient funding will be available to support contributions. Over the long-term, as extra facilities are built and capacity increases, adverse impacts may be minimised. Construction of new development may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. Due to the anticipated delivery timescale, this is likely to have positive effects in the medium-long-term depending on the phasing of sites and construction periods. *Likelihood/certainty:* Uncertain – will depend upon the location of new development and the mitigation that can be secured to address the increased demand on educational facilities. *Temporary or permanent:* Temporary
6. Biodiversity, Geodiversity and Green Infrastructure	✓/X	✓/X	✓	Access to Amenity Open Space & GI is considered by Objective 2. **Biodiversity:** The policy states that significant adverse impacts on the natural environment will not be acceptable. This should minimise disturbance/loss of habitat for protected/priority species/habitats. There may also be potential for net-gains. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long-term as GI/ habitats become more established and mature. **Geodiversity:** No impact. *Likelihood/certainty:* Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes. *Temporary or permanent:* Temporary
7. Heritage	✓/X	✓/X	✓	The policy states that significant adverse impacts on the historic environment will not be acceptable. This should ensure that adverse effects are considered and appropriate mitigation is proposed should the sub-division of a dwelling have an adverse impact upon

				heritage assets. Although there may be potential for residual adverse impacts over the long-term, it is considered mitigation to reduce the impact will have begun to take place and even generate positive effects (e.g. improvements to setting of heritage assets) with the maturing of green infrastructure and removal/improvement of nearby poor quality urban fabric. This is particularly relevant for sites within/adjoining 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area to an appropriate standard to reduce the number and/or severity of assets at risk. *Likelihood/certainty:* Uncertain in the short to medium-term – will depend upon implementation and location of development *Temporary or permanent:* Temporary – In the long-term, improvements through design and those secured as a result of planning permission may help address issues identified.
8. Landscape and Townscape	✓/X	✓/X	✓	The policy states that significant adverse impacts on the character and appearance of the area will not be acceptable. This should ensure that adverse impacts are considered and appropriate mitigation secured, for example in relation to visual amenity. The development of a site may help secure townscape improvements. Some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement. Regeneration benefits are discussed by Objective 4. *Likelihood/certainty:* Uncertain – effects in the short to medium-term could be adverse, however positive effects are likely to be more prominent in the long-term as mitigation establishes. *Temporary or permanent:* Temporary
9. Air, Soil and Water Resources	✓/X	✓/X	✓	The promotion of HMOs and flat conversions suggests that brownfield land will be used which delivers significant benefits in terms of the re-use of existing dwellings and land, and associated positive benefits on soil resources. As sites are being built-out, use of GI, structure planting, etc. may help enhance soil resources. In some cases this policy may also help to aid remediation of brownfield sites which would provide some benefits regarding this objective. Overall, the impact on air and water resources is likely to depend on implementation. **Air:** By permitting development within 400m walk/cycle distance of community facilities, public

				transport and local employment this may minimise the number of car trips for local journeys. However, provision of HMOs/flats is likely to increase the number of cars per plot and potentially their use. This is likely to have an adverse impact on air quality relating to exhaust emissions but the extent will depend on implementation. There will be dust emissions associated with the construction of development associated with this policy however, conditions should be put in place to ensure air pollution is minimised. **Water:** Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis. It will be particularly important that new development is phased with investment to minimise sustainability impacts. Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period. *Likelihood/certainty:* Uncertain in the short to medium-term as it will depend upon implementation. Over the long-term, improvements through new development may help generate positive impacts. *Temporary or permanent:* Temporary
10. Sustainable use of Land and Waste	✓✓	✓✓	✓✓	The development associated with this policy is expected to be brownfield sites which will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. This also means that development associated with this policy is also unlikely to sterilise economically important mineral resources. The policy makes provision for appropriate storage of refuse and recycling which will generate positive benefits. Issues relating to access are considered in Objective 3 above. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
11. Flood Risk	✓/x	✓/x	✓	It is important that the risk and impact of flooding to all new development is minimised. A sequential approach to locating new development will be undertaken to ensure that the

				majority of new development is located in areas that are at a lower level of risk and hazard. This has been agreed with the Environment Agency and is considered to score highly against this objective. In many cases flood management/mitigation measures will be identified through a Flood Risk Assessment. Implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures are in place and so may incur positive effects. The provision of HMOs or flats may lead to more hardstanding being required in new developments in the form of parking areas for example. Appropriate drainage will be required to minimise surface water run off, and depending on the approach implemented, reduce pollution and promote biodiversity. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
12. Climate Change	✓/X	✓/X	✓/X	Re-use of existing dwellings associated with this policy is likely to generate a positive impact by minimising the amount of greenhouse gas emissions used in the construction process. However, increasing the number of units within a property will increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car, particularly for longer journeys as discussed in objective 3. As such, effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation. **Transport Emissions:** As the location of HMOs and flats is expected to be within 400m walk/cycle of community facilities or public transport it is expected that trips by car may decrease to local shops and services. However, as the number of vehicles per unit is expected to increase transport emissions will also increase from current levels. Overall, it is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged.

				Energy Efficiency & Renewable Energy: There is potential for significant benefits to be secured against this policy; for instance new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This would also help reduce fuel bills for residents important for those living within an area of fuel poverty. *Likelihood/certainty:* Uncertain – will depend upon the location and timing of development and the promotion of sustainable transport. *Temporary or permanent:* Permanent
13. Economy and Employment	✓	✓	✓✓	Provision of HMOs and flats may encourage single people and those on low incomes with affordable accommodation to locate within settlements. By ensuring that these developments are within 400m walk/cycle (or bus stop) of local employment will also mean that these residents can more easily access work, by sustainable means or that car journeys are shorter. Over the long term, access to employment is also likely to improve as further employment development associated with the Main and Local Employment Areas and Established Employment Sites takes place, extending the employment portfolio in the area. This could help to support the economy and reduce unemployment. An increased local population within a settlement is also likely to support the local economy and the town centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent

Policy 19: Replacement Dwellings in the Countryside				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓	✓	✓	This policy is expected to generate positive impacts by promoting the erection of replacement dwellings on sites where residential use exists, but its internal layout is not fit for the residents current and long term use (perhaps in terms of scale and design). However, the replacement of smaller dwellings with larger ones could lead to the reduction of the number of those dwellings and so only a minor positive score has been attributed. The policy considers an enlargement of 40% as an appropriate level, beyond which replacement would be discouraged unless in exceptional circumstances. Careful consideration needs to be given to ensure that this criterion is used effectively. Energy efficiency is considered by Objective 12. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	?	?	?	The nature of these dwellings means that they will be located outside the development limits of a settlement and are therefore likely to be some distance from local shops, services and community facilities, such as health care and open space. Access to different facilities will vary by site. In cases where the development of sites will involve the loss of existing open space or affects an existing route, loss should be compensated for through either on-site or off-site provision. **Proximity to sources of pollution:** With no certainty as to the location of replacement housing this policy does not raise any issues of air/noise pollution that would have an adverse impact on human health. It is considered that once detailed schemes are submitted policy 4

				will cover amenity concerns. *Likelihood/certainty:* Uncertain – will depend upon the location of development. *Temporary or permanent:* Likely to be permanent
3. Transport	x	x	✓/x	As this policy restricts development in the countryside to a certain degree it will ensure that the majority of development will be directed to higher tier settlements which have a greater range of services and generally better public transport provision. However, the nature of this policy is such that it will enable housing outside settlement limits where there is likely to be a lack of nearby facilities and services and therefore less opportunity for using sustainable modes of transport. Housing in such areas will most likely rely on the use of a car. Improvements could potentially be made through mitigation to address constraints (e.g. provision of footpaths/cyclepaths). Despite this, associated delivery timescales may mean that adverse effects could dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective). There is therefore the potential for some positive effects. The location of replacement dwellings and their size means that they are unlikely to be able to contribute towards the delivery of strategic transport infrastructure. Access to employment is discussed in Objective 13. *Likelihood/certainty:* Uncertain – In the short to medium-term, there are likely to be adverse effects due to an increase in pressure on existing infrastructure. However, over the long-term improvements through design and those secured as a result of planning permission may help address the issues identified. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	?	?	?	The nature of these dwellings means that they will be located outside the development limits of a settlement and are therefore likely to be some distance from community facilities. The capacity of these facilities to meet the needs of additional users also varies. Given the size of the expected development, mitigation is unlikely to be sought.

				On the other hand, this policy may increase opportunities for families to remain within rural communities if by allowing the enlargement of a smaller dwelling it can better meet the needs of a family. However it may also mean that young people who may occupy a smaller dwelling could leave the area, as options for housing are limited. This policy is likely to have a neutral impact in helping to regenerate the area. Access to employment is considered by Objective 13. The design of new development should promote community safety and may also help to minimise anti-social behaviour and crime. Most of the area has access to broadband, although some high speed provision may be more limited in some parts of the rural area; new development should ensure that connection is feasible. *Likelihood/certainty:* Uncertain – will depend upon the location of development *Temporary or permanent:* Likely to be permanent
5. Education	?	?	?	The nature of these dwellings means that they will be located outside the development limits of a settlement and are therefore likely to be some distance from educational facilities. The capacity of these facilities to meet the needs of additional users also varies. Given the size of the expected development, mitigation is unlikely to be sought. Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. Over the long-term, as extra facilities are built and capacity increases, adverse impacts may be minimised. Furthermore, construction of new development may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. *Likelihood/certainty:* Uncertain – will depend upon the location of new development and improvements to education provision.

				Temporary or permanent: Likely to be permanent
6. Biodiversity, Geodiversity and Green Infrastructure	?	?	?	Overall, the exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of sites and implementation (e.g. design and mitigation). Access to Amenity Open Space & GI is considered by Objective 2. **Biodiversity:** There is the potential for significant adverse impacts. There could be high levels of disturbance/loss of habitat for protected/priority species/habitats in the short to medium-term through construction and recreational pressure (i.e. increased population). In such circumstances, mitigation is essential to help minimise adverse impacts. However, there may also be potential for net-gains due to potential mitigation. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long-term as GI/habitats become more established and mature. **Geodiversity:** No impact. *Likelihood/certainty:* Uncertain – will depend upon the location of development and implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes. *Temporary or permanent:* Likely to be permanent
7. Heritage	?	?	?	Overall, the exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of sites in relation to heritage assets and implementation (e.g. design and mitigation). Should development impact upon heritage assets, adverse effects are considered likely over the short and medium-term due to the proposed construction periods of proposed development. However, the policy appropriately refers to addressing the adverse impact upon traditional and historic buildings. Evidence will be required in the form of a structural report should demolition be proposed. Links to policy 25 also ensure adequate mitigation is

				promoted which should generate positive impacts against this objective. *Likelihood/certainty:* Uncertain - Probable that there would be adverse effects in the short to medium-term due to the expected construction periods. However, long-term improvements through design and those secured as a result of planning permission may help address issues identified. *Temporary or permanent:* Likely to be permanent
8. Landscape and Townscape	x	✓/x	✓	As the location of replacement housing is expected to be outside a settlement, there is the potential for adverse impacts on the landscape although the extent will vary by site. Careful consideration should be given to avoiding linear development, and how adverse impacts on the landscape can be avoided. The policy aims to exclude development in the countryside which would have adverse impacts on the character of the site and locality, so is likely to direct development away from the most sensitive landscape areas and designated areas. Furthermore, the policy states that acceptable development must protect the countryside from the intrusion of larger dwellings by using a threshold. The development of a site (even outside a settlement) may help secure landscape or townscape improvements. Some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement. Significant mitigation e.g. in the form of structural landscaping, could help minimise adverse residual effects, once it has become established. However, in the short term the visual impacts may be more prominent and adverse. Regeneration benefits are discussed by Objective 4. *Likelihood/certainty:* In the short-term, impacts are likely to be adverse. However, in the medium to long-term it is more uncertain and will depend upon implementation. Positive effects are likely to be more prominent in the long-term as mitigation establishes. *Temporary or permanent:* Temporary
9. Air, Soil and Water	x	✓/x	✓	The promotion of larger development outside settlement boundaries suggests that associated quality agricultural land will be lost, resulting in adverse effects on soil resources. Such

Resources				adverse effects are considered to be significant in the short-term when sites are likely to be under construction. As sites are being built-out, it is likely that impacts will lessen as mitigation (e.g. GI, structure planting, etc.) matures helping to protect soil resources. Adverse impacts on all greenfield sites in relation to the protection of soil resources will also depend on implementation and the level of green infrastructure incorporated into new schemes. However, in some cases this policy may help to aid remediation of brownfield sites which would provide some benefits regarding this objective. Overall, the impact on air and water resources is likely to depend on implementation. **Air:** By permitting a larger development outside the settlement boundary it is likely that the number of trips made by car will increase. This is likely to have an adverse impact on air quality relating to exhaust emissions, however the extent will depend on implementation and proximity of site to sustainable/public transport. There will be dust emissions associated with the construction of development associated with this policy however, conditions should be put in place to ensure air pollution is minimised. **Water:** Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis. The development of a larger home associated with this policy may also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period. *Likelihood/certainty:* Adverse effects on soil resources are likely in the short-term. However, this is likely to lessen as mitigation comes into effect. Overall, the impacts in the medium-term are more uncertain but, over the long term, improvements through development may help generate positive impacts. *Temporary or permanent:* Temporary
10. Sustainable use of Land and Waste	x	✓/x	✓	The development associated with this policy is expected to be a mix of brownfield and greenfield sites. Use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. However, it may also involve some greenfield land which would generate the adverse impacts identified by objective 9.

				Development associated with this policy is also unlikely to sterilise economically important mineral resources, although some areas close to Crowland may require mitigation. Issues relating to access are considered in Objective 3 above. *Likelihood/certainty:* The effects in the short to medium-term will depend upon implementation – there is the potential for some adverse impacts. However, positive effects are likely to be more prominent in the long-term as mitigation establishes and becomes effective. *Temporary or permanent:* Temporary
11. Flood Risk	✓/x	✓/x	✓	It is important that the risk and impact of flooding to all new development is minimised. A sequential approach to locating new development will be promoted to ensure that the majority of new development is located in areas that are at a lower level of risk and hazard. This has been agreed with the Environment Agency and is considered to score highly against this objective. In many cases, flood management/mitigation measures will be identified through a Flood Risk Assessment; implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures are in place and so may incur positive effects. *Likelihood/certainty:* The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect. *Temporary or permanent:* Temporary
12. Climate Change	✓/x	✓/x	✓/x	This policy generates positive effects by restricting widespread development in the countryside which will ensure that the majority of development is directed towards higher tier settlements. These settlements generally have a good range of facilities and public transport provision, reducing the need to drive and thereby minimising greenhouse gas emissions. In terms of the construction of new development, its delivery is likely to generate an adverse impact in reducing greenhouse gas emissions by consuming high levels of energy through this process. Increasing the size of a dwelling is also likely to increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. As such,

				effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation. **Transport Emissions:** As the location of replacement housing is outside settlement boundaries it is expected that trips by car will increase to access local shops and services. Inevitably transport emissions will also increase from current levels. In some cases, the need to travel by car particularly over shorter distances may be reduced e.g. proximity to bus services, new/improvements to walking/ cycling routes thus reducing emissions. Overall, it is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged. **Energy Efficiency & Renewable Energy:** There is potential for significant benefits to be secured against this policy; for instance new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This would also help reduce fuel bills for residents important for those living within an area of fuel poverty. Specific reference to requiring development that exceeds the threshold to be of exceptional quality in terms of energy efficiency will further strengthen the impacts this policy will have against this objective. *Likelihood/certainty:* Uncertain - will depend upon the location and timing of development and the promotion of sustainable transport. *Temporary or permanent:* Permanent
13. Economy and Employment	?	?	?	In terms of accessibility to employment sites, as the location of replacement dwellings is unknown, it is not possible to determine whether sites would have good access to employment. However, permitting the replacement of dwellings in the countryside may help to retain people of working age within rural communities. Additionally, larger replacement dwellings may lead to an increased local population which is also likely to support the local economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of

				development increases with the building-out of sites and others proposed. Over the long term, access to employment is also likely to improve as further employment development associated with the Main and Local Employment Areas as well as Established Employment Sites takes place, extending the employment portfolio in the area. This could help to support the economy and reduce unemployment. *Likelihood/certainty:* Uncertain – will depend upon implementation and location of development *Temporary or permanent:* Permanent

Policy 20: The Reuse of Buildings in the Countryside for Residential Use				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓✓	✓✓	✓✓	This policy is expected to generate positive impacts by promoting the conversion of rural buildings to residential use under specific circumstances, thereby adding to the housing stock. Careful consideration needs to be given to ensure that the criterions within the policy are used effectively. Energy efficiency is considered by Objective 12. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	?	?	?	The nature of these dwellings means that they will be located outside the development limits of a settlement, and are therefore likely to be some distance from local shops, services and community facilities, such as health care. Access to different facilities will vary by site.

				With no certainty as to the location of buildings, access to amenity open space, GI and multi-user routes will also vary. In cases where the development of sites will involve the loss of existing open space or affects an existing route, loss should be compensated for through either on-site or off-site provision. **Proximity to sources of pollution:** With no certainty as to the location of conversions this policy does not raise any issues of air/noise pollution that would have an adverse impact on human health. It is considered that once detailed schemes are submitted policy 4 will cover amenity concerns. *Likelihood/certainty:* Uncertain – will depend upon the location of development. *Temporary or permanent:* Likely to be permanent
3. Transport	x	x	✓/x	As this policy restricts development in the countryside to a certain degree it will ensure that the majority of development will be directed to higher tier settlements which have a greater range of services and generally better public transport provision. However the nature of this policy is such that it will enable housing outside settlement limits where there is likely to be a lack of nearby facilities and services. Housing in such areas will most likely rely on the use of a car. Improvements could potentially be made through mitigation to address constraints (e.g. provision of footpaths/cyclepaths). Despite this, associated delivery timescales may mean that adverse effects may dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective). There is therefore the potential for some positive effects. The location of buildings and their size means that they are unlikely to be able to contribute towards the delivery of strategic transport infrastructure. Access to employment is discussed in Objective 13. *Likelihood/certainty:* Uncertain – In the short to medium-term, there are likely to be adverse effects due to an increase in pressure on existing infrastructure. However, over the long-term improvements through design and those secured as a result of planning permission may help

				address the issues identified. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	?	?	?	The nature of this policy is such that it will enable housing outside settlement limits where they are likely to be some distance from community facilities. The capacity of these facilities to meet the needs of additional users also varies. Given the size of the expected development, mitigation is unlikely to be sought. On the other hand, this policy may increase opportunities for families to remain within rural communities if by allowing the reuse of a building in the countryside it can better meet the needs of a family. This policy is likely to have a neutral impact in helping to regenerate the area. Access to employment is considered by Objective 13. The design of new development should promote community safety and may also help to minimise anti-social behaviour and crime. Most of the area has access to broadband, although some high speed provision may be more limited in some parts of the rural area. New development should ensure that connection is feasible. *Likelihood/certainty:* Uncertain – positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen. *Temporary or permanent:* Likely to be permanent
5. Education	?	?	?	The nature of this policy is such that it will enable housing outside settlement limits which is therefore likely to be some distance from educational facilities. The capacity of these facilities to meet the needs of additional users also varies. Given the size of the expected development, mitigation is unlikely to be sought. Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. Over the long-term, as extra facilities are built and capacity increases, adverse impacts may be minimised.

				Furthermore, construction of new development may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. *Likelihood/certainty:* Uncertain – will depend upon the location of new development and improvements to education provision. *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	?	?	?	Overall, the exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of sites and implementation (e.g. design and mitigation). Access to Amenity Open Space & GI is considered by Objective 2. **Biodiversity:** Many rural buildings provide ideal habitats for a variety of wildlife, including protected species such as bats and barn owls. Their conversion could therefore have an adverse impact on this objective. Given that the location of buildings to be reused is, the impacts are uncertain at this time. However, there may also be the potential for net-gains due to potential mitigation. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long-term as GI/habitats become more establish and mature. **Geodiversity:** No impact. *Likelihood/certainty:* Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes.
7. Heritage	✓	✓	✓	Many of the area's rural buildings have architectural or historic merit, and are a finite resource. Their retention and re-use for residential purposes will help ensure that their qualities are retained in the long term, and restored appropriately, for example by requiring that the design is sympathetic to the character and appearance of the building in terms of

				architectural detailing. The policy also ensures that developments which would involve rebuilding rather than conversion will not be permitted, with evidence required in the form of a structural report, which will also help ensure that the quantity of historic assets is not lost. Links to policy 25 also ensure adequate mitigation is promoted which should generate positive impacts against this objective. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
8. Landscape and Townscape	✓/x	✓/x	✓	As the location of conversions is expected to be outside a settlement, there is the potential for adverse impacts on the landscape although the extent will vary by site. However, the development of a site even outside a settlement may help secure landscape improvements. For example, a redundant rural building may have a negative visual impact - some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement. The policy aims to exclude development in the countryside which would have significant adverse impacts on the character of the site and locality, so is likely to direct development away from the most sensitive landscape areas and designated areas. Significant mitigation e.g. in the form of structural landscaping, could help minimise adverse residual effects, once it has become established. Regeneration benefits are discussed by Objective 4. *Likelihood/certainty:* In the short-term, impacts are likely to be adverse. However, in the medium to long-term it is more uncertain and will depend upon implementation. Positive effects are likely to be more prominent in the long-term as mitigation establishes. *Temporary or permanent:* Temporary
9. Air, Soil and Water Resources	✓/x	✓/x	✓	The reuse of existing buildings, even outside settlement boundaries suggests that the focus of this policy is brownfield land. This will minimise any adverse impact upon quality agricultural land and soil resources. As sites are being built-out, it is likely that positive impacts can be generated as GI, structure planting, etc. matures helping to enhance soil resources. In some cases this policy may also help to aid remediation of brownfield sites which would provide some benefits regarding this objective.

				Overall, the impact on air and water resources is likely to depend on implementation. **Air:** By permitting buildings to be reused outside a settlement boundary it is likely that the number of trips made by car will increase. This is likely to have an adverse impact on air quality relating to exhaust emissions. However, the extent will depend on implementation and proximity of site to sustainable/public transport. There will be dust emissions associated with the construction of development associated with this policy however, conditions should be put in place to ensure air pollution is minimised. **Water:** Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis. A conversion to residential use from a rural building such as a barn may also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period. *Likelihood/certainty:* Uncertain in the short to medium-term as the impacts will depend upon implementation. Over the long-term, improvements secured through new development may help generate positive impacts *Temporary or permanent:* Temporary
10. Sustainable use of Land and Waste	✓	✓	✓✓	The development associated with this policy is expected to be primarily brownfield sites which will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. Development associated with this policy is also unlikely to sterilise economically important mineral resources, although some areas close to Crowland may require mitigation. Issues relating to access are considered in Objective 3 above. *Likelihood/certainty:* Highly probable – as mitigation establishes, impacts will be even greater in the long-term. *Temporary or permanent:* Permanent
11. Flood Risk	✓/x	✓/x	✓	It is important that the risk and impact of flooding to all new development is minimised. A sequential approach to locating new development will be promoted to ensure that the majority of new development is located in areas that are at a lower level of risk and hazard. This has

				been agreed with the Environment Agency and is considered to score highly against this objective. In many cases flood management/mitigation measures will be identified through a Flood Risk Assessment. Implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures arise and so may incur positive effects. *Likelihood/certainty:* The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect. *Temporary or permanent:* Temporary
12. Climate Change	✓/x	✓/x	✓/x	This policy will generate positive effects by restricting widespread development in the countryside which will ensure the majority of development is directed towards higher tier settlements. These settlements generally have a good range of facilities and public transport provision, reducing the need to drive and thereby minimising greenhouse gas emissions. In terms of the construction of new development, its delivery is likely to generate an adverse impact in reducing greenhouse gas emissions by consuming high levels of energy through this process. Converting a rural building, such as a barn to a dwelling is also likely to increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. As such, effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the location and timing of development, impacts will depend on implementation. **Transport Emissions:** As the location of buildings to be converted is outside settlement boundaries it is expected that trips by car will increase to access local shops and services. Inevitably transport emissions will also increase from current levels. In some cases, the need to travel by car, particularly over shorter distances, may be reduced e.g. proximity to bus services, new/ improvements to walking/ cycling routes thus reducing emissions. Overall, it is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged.

				Energy Efficiency & Renewable Energy: There is the potential for significant benefits to be secured against this policy. For instance, new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This would also help reduce fuel bills for residents important for those living within an area of fuel poverty. *Likelihood/certainty:* Uncertain – will depend upon the location and timing of development and the promotion of sustainable transport. *Temporary or permanent:* Permanent
13. Economy and Employment	?	?	?	In terms of accessibility to employment sites, as the location of conversions is unknown it is not possible to determine whether sites would have good access to employment. However, permitting the conversion of rural buildings may help to retain people of working age within rural communities. The policy also makes provision for planning conditions to be used to restrict occupancy for rural workers should a need be demonstrated, ensuring that workers can live close to their place of work. Both score positively against this objective. Conversion of rural buildings such as a barn, which has had a non residential use, may lead to an increased local population which is also likely to support the local economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed. Over the long term, access to employment may improve as further employment development associated with the Main and Local Employment Areas as well as the Established Employment Sites takes place, extending the employment portfolio in the area. This could help to support the economy and reduce unemployment. *Likelihood/certainty:* Uncertain – will depend upon implementation and location of development *Temporary or permanent:* Permanent

Vibrant Town Centres and Accessible Shops and Services

Policy 21: The Retail Hierarchy				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓	✓	✓	This policy will have no impact on providing housing in South East Lincolnshire. However, by focusing the development of strategic town centre uses in the Sub-Regional Centres of Boston and Spalding, it is likely that such opportunities will be accessible to many people, and by public transport which is important for those on lower incomes who may not have access to private transport. This could therefore have a positive impact by helping to reduce fuel poverty. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	✓	✓	✓	South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. By promoting town centre uses (in Sub-Regional, District and Local Centres) and local shops and facilities/services in places that are more easily accessed by either walking, cycling or public transport, this policy is likely to have a positive effect on promoting equality and healthier lifestyles by encouraging people to walk or use healthier modes of transport to access goods/services. This is especially important given the low levels of physical activity and excess weight in both children and adults in South East Lincolnshire. Furthermore, exercise can help promote mental wellbeing with an associated impact on life expectancy. By locating new uses in places that should essentially minimise the need to travel by car, this policy could lead to reduced traffic and congestion which is likely to improve air quality and

				therefore linked respiratory health problems. However, although Boston and Spalding are accessible by public transport, there is still the possibility that people will use private cars to get to such places - especially from more rural places where public transport is poor - which could increase air pollution. This is a particular issue for Boston town which already has two Air Quality Management Areas. New leisure and intensive sport and recreation uses will be encouraged and directed towards the town centres of Boston and Spalding which will also help to improve healthy lifestyles. This policy will also help to protect against the loss of local shops where it would result in an insufficient provision of such in the catchment area. This is likely to have a positive effect by keeping local shops within a reasonable distance of residents, thereby encouraging them to walk or cycle to access them. Proposals for main town centre uses are expected to achieve an acceptable level of amenity in accordance with the Design of New Development policy which is likely to have a positive impact on the amenities of future occupiers. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
3. Transport	✓/x	✓/x	✓	Although this policy will not reduce the need to travel or generate an increase in the number of trips made, there is the potential for some trips to be made shorter. By focusing future retail and leisure development in places closer to where people live this may encourage them to shop more locally rather than to travel further to centres higher up the retail hierarchy. Such trips, due to the reduced distance, may also encourage people to use more sustainable modes of transport, particularly for everyday requirements. It would therefore also help minimise the traffic impact of new development by ensuring that people can access jobs and services locally. Development in out of centre locations would encourage more trips and usually by private car. However, this policy seeks to restrict such development to a certain degree so as to protect the vitality and viability of existing town centres. Proposals must be assessed through a sequential test to determine their suitability, but the impacts are likely to depend on implementation.

				In addition, as discussed in Objective 2, this policy will also help to protect against the loss of local shops where it would result in an insufficient provision of such in the catchment area. This is likely to have a positive effect by keeping local shops within a reasonable distance of residents, thereby encouraging them to walk or cycle to access them as opposed to travelling further afield by car. Issues relating to access are discussed in Objective 2 above. *Likelihood/certainty:* Uncertain – will depend upon implementation and the promotion of sustainable modes of transport. Over the long-term, improvements through design and those secured as a result of planning permission may help address the issues identified. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	✓	✓	✓	Appropriate development is key in achieving a sense of security and safety within communities. Towns with high levels of retail vacancies are more likely to suffer from anti social behaviour. This policy addresses this issue by directing retail development to appropriate locations and so protecting and enhancing the retail focus of South East Lincolnshire's settlements. This is likely to have positive effects on communities. Furthermore, it states that proposals for main town centre uses are expected to achieve an acceptable level of highway access, parking and servicing. This is likely to have a positive impact in terms of road safety as well as perceptions of road danger. The impact of out of centre development of main town centre uses on the vitality and viability of town centres is a concern. However, this policy aims to safeguard existing town centres and restrict further out of centre development, which is likely to ensure that town centres and, as a result communities, are strengthened. This policy also encourages proposals that contribute to an evening economy, which has a vital role to play in contributing to the safety and sense of safety for residents. A vibrant town centre atmosphere generally also encourages a wider sense of community. It would also have a positive impact by directing new cultural, leisure and recreational facilities to places that are closer to where people live and potentially work. *Likelihood/certainty:* Probable

				Temporary or permanent: Permanent
5. Education	?	?	?	Locating retail and other main town centre uses in accordance with the retail hierarchy is likely to provide more opportunities for training in locations that are accessible to people (particularly young people) by public transport. Depending on the scale of development, and hence opportunities, there may be the potential for this policy to raise educational and employment aspirations. *Likelihood/certainty:* Uncertain – will depend on the business to be located there and the opportunities they may provide. *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	✓/X	✓/X	✓/X	As existing centres are the preferred location for the development of new main town centre uses, it is likely that it will not involve the loss of greenfield sites meaning that it is arguably less likely for development to have an impact on biodiversity and geodiversity. However, brownfield sites can be rich in biodiversity so prior to development all sites should be subject to ecological surveys to determine the presence or absence of protected species and any required mitigation. As stated before, locating the majority of new main town centre uses in existing centres, focussing particularly on Boston and Spalding, may indirectly reduce car use with a positive impact on areas of designated importance. *Likelihood/certainty:* Uncertain – will depend upon implementation i.e. design, layout, scale and massing of development. *Temporary or permanent:* Temporary - In the short-term, there could be adverse effects depending on location of the site. Over the long-term, improvements secured through new development may help generate positive impacts.
7. Heritage	✓	✓	✓	This policy may potentially enable townscape improvements, particularly in those settlements that are suffering from economic deprivation and where the built environment is generally poor. It will improve the quality and quantity of retail/leisure offer which in turn is likely to make improvements to the townscape, particularly where vacant/under-occupied units are redeveloped. As such, it could have a positive impact on the setting and/or maintenance of the historic environment. This is particularly important given that much of Boston and Spalding's town centres are within designated Conservation Area's.

				Likelihood/certainty: Highly probable *Temporary or permanent:* Permanent
8. Landscape and Townscape	✓/x	✓/x	✓/x	**Landscape -** As existing centres are the preferred location for the development of new main town centre uses, it is unlikely that development will have an impact on landscape character and appearance. **Townscape –** As discussed in Objective 7, this policy has the potential to deliver townscape improvements. It also seeks to ensure that proposals are of an appropriate scale considering the role of the centre and that the development can be physically integrated with the rest of the centre. This will have a positive impact by ensuring that any new development has minimal adverse effects on the area in which it is to be located. Furthermore, potential reduced car use is likely to have a positive impact by reducing the impact that this has on both landscape and townscape. *Likelihood/certainty:* Uncertain – will depend upon implementation i.e. the design, layout, scale and massing of development. *Temporary or permanent:* Permanent
9. Air, Soil and Water Resources	✓/x	✓/x	✓	**Soil –** Given that the policy seeks to direct development towards existing centres, this suggests that it will be brownfield land that is mostly utilised. This will minimise any adverse impact upon quality agricultural land and soil resources. In some cases this policy may also help to aid remediation of brownfield sites which would provide some benefits regarding this objective. **Air -** Any new development will likely lead to increased air pollution, primarily due to increased road traffic. However, this policy could reduce the length of trips that are made which may encourage modal shift to more sustainable modes of transport. This could aid in a reduction of the number of vehicles and traffic/congestion on the roads. This will reduce carbon emissions and thus have a positive impact on air quality, especially the two identified Air Quality Management Areas (AQMAs) in the area. **Water –** This policy is unlikely to have a significant adverse impact on water quality although an increase in retail and other main town centre uses is likely to increase water consumption.

				Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis. The precise nature of impacts will, however, ultimately depend on implementation (e.g. design, layout, scale and massing of development). *Likelihood/certainty:* Uncertain in the short to medium-term as the impacts will depend upon implementation. Over the long-term, improvements secured through new development may help generate positive impacts *Temporary or permanent:* Temporary
10. Sustainable use of Land and Waste	✓	✓	✓✓	**Land -** As new retail and other main town centre uses will largely be located within existing centres it is likely they will be developed upon brownfield land which will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. **Waste -** Any new development will likely lead to greater levels of waste generation. However, there is insufficient detail to ascertain the extent to which development will encourage the sustainable and efficient use of materials in terms of recycling and waste management. Development associated with this policy is also unlikely to sterilise economically important mineral resources. Issues relating to access are considered in Objective 3 above. *Likelihood/certainty:* Highly probable – as mitigation establishes, impacts will be even greater in the long-term. *Temporary or permanent:* Permanent
11. Flood Risk	✓/X	✓/X	✓/X	The precise nature of impacts in terms of flood risk will depend upon implementation (e.g. design, layout, scale and massing of development). For example, the laying of large areas of hard standing may result in a slight increased risk of surface level flooding and would therefore require mitigation. It is important that the risk and impact of flooding to all new development is minimised. A sequential approach to locating new development will be promoted to ensure that the majority of new development is located in areas that are at a lower level of risk and hazard. This has

				been agreed with the Environment Agency and is considered to score highly against this objective. In many cases flood management/mitigation measures will be identified through a Flood Risk Assessment. Implementation is considered likely to have a positive impact in the long-term by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. The likely effects will therefore become more positive over the long-term as more flood management measures arise and so may incur positive effects. *Likelihood/certainty:* The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect. *Temporary or permanent:* Temporary
12. Climate Change	✓/x	✓/x	✓/x	**Transport emissions:** Greater business use in Sub-Regional Centres usually necessitates greater vehicle movement and, as such, emissions. However, if greater choice is given in existing centres this may create a reduction in emissions through a greater local choice mitigating against the pull of more regional centres. By focusing new retail and leisure development in either central locations or in places that are easily accessible by public transport, this policy could encourage either shorter trips by private car or the use of more sustainable mode of transport. Having a greater offer in the Sub-Regional Centres may mean that linked trips can be made, which would reduce the number of trips made, potentially by private car. It is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged. **Energy Efficiency & Renewable Energy:** There is the potential for significant benefits to be secured against this policy. New development is likely to be constructed in accordance with new building regulations and, as such, will be more efficient than existing development. *Likelihood/certainty:* Uncertain – will depend upon implementation and the promotion of sustainable modes of transport. *Temporary or permanent:* Permanent
13. Economy and Employment	✓✓	✓✓	✓✓	Locating new town centre uses in accordance with a retail hierarchy as set out in this policy will help to facilitate a sustainable retail economy and encourage employment. By outlining the level and type of development that will be acceptable in each set of centres it ensures that

				no one centre encroaches on the vitality and viability of the others and that retail development is appropriate and necessary. Furthermore, it requires the three new Local Centres proposed to consolidate and enhance the existing network and hierarchy of centres and not harm their vitality and viability which will have positive impacts on this objective. This policy is likely to have further positive economic impacts by helping to provide new employment/training opportunities which will help to reduce unemployment levels within South East Lincolnshire. This is particularly important given that the long term unemployment rates for both Boston Borough and South Holland District are higher than the county and national averages. It is also likely to provide economic benefits by supporting/protecting existing businesses and their employees. Furthermore, by directing new town centre uses towards the settlements defined in the retail hierarchy as Sub-Regional Centres, the one District Centre and Local Centres, it will help support the primacy of the town centre and local service centres. This policy will also help to protect against the loss of local shops where it would result in an insufficient provision of such in the catchment area. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent

Policy 22: Primary Shopping Frontages				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓	✓	✓	This policy will have no impact on providing housing in South East Lincolnshire.

				However, by focusing the majority of A1 uses within the primary shopping frontages of Boston and Spalding, it is likely that such opportunities will be accessible to many people, and by public transport, walking or cycling which is important for those on lower incomes who may not have access to private transport. This could therefore have a positive impact by helping to reduce fuel poverty. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	✓	✓	✓	South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. By focusing the majority of A1 uses within the primary shopping frontages of Boston and Spalding - places that are more easily accessed by either walking, cycling or public transport - this policy is likely to have a positive effect on promoting equality and healthier lifestyles. Ensuring that A1 shops are grouped together in the most accessible locations could facilitate access to these services by walking and cycling and therefore foster better public health. This is especially important given the low levels of physical activity and excess weight in both children and adults in South East Lincolnshire. Furthermore, exercise can help promote mental wellbeing with an associated impact on life expectancy. Supporting the retail character of Boston and Spalding's town centres should help also improve mental wellbeing by providing a focal point for the town and increasing public confidence. Furthermore, by focusing new A1 uses in places that should essentially minimise the need to travel by car, this policy should help improve air quality and therefore linked respiratory health problems. However, although Boston and Spalding are accessible by public transport, there is the possibility that people will use private cars to get to such places - especially from more rural places where public transport is poor - which could increase air pollution. This is a particular issue for Boston town which already has two Air Quality Management Area's. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
3. Transport	✓/X	✓/X	✓	This policy has the potential to have a positive impact on this objective. By focusing new A1 uses in the primary shopping frontages of two large, established centres it will improve their retail offer meaning that linked trips can be made. This could reduce the number of trips

				made, potentially by private car. However, issues of access may still remain for rural residents, especially those without their own transport. As this policy supports the development of retail uses in the town centres of South East Lincolnshire's two largest settlements, it should help provide greater access by sustainable transport modes. Issues relating to access are discussed in Objective 2 above. However, by focussing A1 uses in the two primary shopping frontages there could, perhaps, be a small negative impact upon traffic congestion by inducing a greater proportion of car journeys to terminate there. *Likelihood/certainty:* Uncertain – will depend upon implementation and the promotion of sustainable modes of transport. Over the long-term, improvements through design and those secured as a result of planning permission may help address the issues identified. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	✓	✓	✓	This policy will help protect and enhance the retail focus of Boston and Spalding. This is particularly important given that towns with high levels of retail vacancies are more likely to suffer from anti social behaviour. Protecting the retail core may therefore have positive effects on communities, particularly in terms of contributing to vibrant town centres and improving community cohesion (by providing a focal point) and safety. It could also help reduce reliance on the private car – this is particularly important in areas of deprivation where car ownership is likely to be lower - which may help improve road safety as well as perceptions of road danger. By focusing the majority of A1 uses within the primary shopping frontages of Boston and Spalding, it is likely to have a positive impact on helping those on lower incomes and alleviating deprivation through the creation of new employment opportunities and ensuring that town centre units are not taken out of a use that generates employment. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent

5. Education	?	?	?	Although this policy does not specifically seek to improve the level of skills, education and training of residents, it may provide indirect benefits through the development of retail provision which may provide on-the-job training opportunities in locations that are accessible to people (particularly young people) by walking, cycling or public transport. Depending on the scale of development, and hence opportunities, there may be the potential for this policy to raise educational and employment aspirations. *Likelihood/certainty:* Uncertain – will depend on the retail business to be located there and the opportunities they may provide. *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x	✓/x	Focusing the majority of A1 uses in the primary shopping frontages of Boston and Spalding is unlikely to involve the loss of greenfield sites meaning that it is arguably less likely for development to have an impact on biodiversity and geodiversity. However, brownfield sites can be rich in biodiversity so prior to development all sites should be subject to ecological surveys to determine the presence or absence of protected species and any mitigation required. As stated before, locating the majority of retail uses in the town centres of Boston and Spalding, may indirectly reduce car use with a positive impact on areas of designated importance. *Likelihood/certainty:* Uncertain – will depend upon implementation i.e. design, layout, scale and massing of development. *Temporary or permanent:* Temporary - In the short-term, there could be adverse effects depending on location of the site. Over the long-term, improvements secured through new development may help generate positive impacts.
7. Heritage	✓	✓	✓	This policy should help ensure the viability and successful operation of the primary shopping frontages of Boston and Spalding. Consequently, it should help protect the historic environment by retaining listed and other buildings within the two town's Conservation Area's in productive use. Furthermore, if vacant/under-occupied units within the primary shopping frontages are redeveloped it could have a positive impact on the setting and/or maintenance of the historic environment.

				Likelihood/certainty: Highly probable *Temporary or permanent:* Permanent
8. Landscape and Townscape	✓/X	✓/X	✓/X	**Landscape –** As the primary shopping frontages of the existing centres of Boston and Spalding are the preferred locations for A1 uses it is unlikely that development will have an impact on landscape character and appearance. **Townscape –** Maintaining a high proportion of A1 shopping uses in Boston and Spalding's retail core's, and resisting 'dead frontages' in their primary shopping frontages, should have a positive townscape impact. It may also help make improvements if vacant/under-occupied units within the primary shopping frontages are redeveloped. Furthermore, potential reduced car use is likely to have a positive impact by reducing the impact that this has on both landscape and townscape. *Likelihood/certainty:* Uncertain – will depend upon implementation i.e. the design, layout, scale and massing of development. *Temporary or permanent:* Permanent
9. Air, Soil and Water Resources	✓/X	✓/X	✓	**Soil –** Given that the preferred location for A1 uses is within the two primary shopping frontages of existing centres, this suggests that it will be brownfield land that is mostly utilised. This will minimise any adverse impact upon quality agricultural land and soil resources. In some cases this policy may also help to aid remediation of brownfield sites which would provide some benefits regarding this objective. **Air –** As mentioned before, this policy could reduce the number of trips made by car which would help reduce carbon emissions and thus have a positive impact on air quality, especially the two identified Air Quality Management Areas (AQMAs) in the area. Furthermore, through development under this policy, opportunities may be provided for the use of renewable energy and energy efficiency measures. **Water –** This policy is unlikely to have a significant adverse impact on water quality although an increase in retail uses is likely to increase water consumption. Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis. The precise nature of impacts will, however, ultimately depend on implementation (e.g.

				design, layout, scale and massing of development). *Likelihood/certainty:* Uncertain in the short to medium-term as the impacts will depend upon implementation. Over the long-term, improvements secured through new development may help generate positive impacts *Temporary or permanent:* Temporary
10. Sustainable use of Land and Waste	✓	✓	✓✓	**Land -** As the majority of A1 uses will be focused within Boston and Spalding's primary shopping frontages it is likely they will be developed upon brownfield land which will reduce the loss of agricultural land or areas of higher soil quality. This would generate positive impacts. **Waste -** Any retail use will likely generate waste, however there is insufficient detail to ascertain the extent to which development will encourage the sustainable and efficient use of materials in terms of recycling and waste management. Development associated with this policy is also unlikely to sterilise economically important mineral resources. Issues relating to access are considered in Objective 3 above. *Likelihood/certainty:* Highly probable – as mitigation establishes, impacts will be even greater in the long-term. *Temporary or permanent:* Permanent
11. Flood Risk	✓/X	✓/X	✓/X	The precise nature of impacts in terms of flood risk will depend upon implementation (e.g. design, layout, scale and massing of development). It is important that the risk and impact of flooding to all new development is minimised. Boston's primary shopping frontage is located within Flood Zone 3 meaning that there is a high probability of flooding. Mitigation measures will likely be required. However, Spalding's primary shopping frontage is not within an identified flood zone and so retail uses located there are unlikely to be at significant risk from flooding. Nonetheless, there is some risk of surface water flooding due to the significant levels of hardstanding present in the town centre. In many cases flood management/mitigation measures will be identified through a Flood Risk

				Assessment. Implementation is considered likely to have a positive impact in the long-term by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures arise and so may incur positive effects. Overall, it is unlikely that development as a result of this policy will exacerbate flooding issues. *Likelihood/certainty:* The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect. *Temporary or permanent:* Temporary
12. Climate Change	✓/X	✓/X	✓/X	**Transport emissions:** This policy may result in greater choice in the existing centres of Boston and Spalding which may help create a reduction in greenhouse gas emissions by mitigating against the pull of more regional centres. It may also mean that linked trips can be made, which would reduce the number of trips made, potentially by private car. Furthermore, as stated in Objective 3, by focusing the majority of A1 uses in the primary shopping frontages of Boston and Spalding, this policy could encourage either shorter trips by private car or the use of more sustainable modes of transport. It is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged. **Energy Efficiency & Renewable Energy:** There is the potential for significant benefits to be secured against this policy given that opportunities may be provided for energy efficiency measures and efficient waste management practices to help adapt to climate change. *Likelihood/certainty:* Uncertain – will depend upon implementation and the promotion of sustainable modes of transport. *Temporary or permanent:* Permanent
13. Economy and Employment	✓✓	✓✓	✓✓	Locating the majority of A1 retail uses within the primary shopping frontages of Boston and Spalding alongside an appropriate proportion of non-A1 uses will help to facilitate a sustainable retail economy and encourage employment. It will help to maintain the vitality and viability of their primary shopping areas by ensuring that non-A1 uses – clustering's of which can create 'dead frontages', reducing shoppers' interest and thereby expenditure - do not dominate the primary retail frontage. The policy will ensure that proposals will not result in the

				loss of A1 retail floorspace or frontage of a scale harmful to the shopping function of the area which will have economic benefits. This policy is likely to have further positive economic impacts by helping to provide new employment/training opportunities which will help to reduce unemployment levels (albeit that are relatively low) within South East Lincolnshire. It is also likely to provide economic benefits by ensuring the vitality and viability of existing centres, thereby supporting/protecting existing businesses and their employees. It may also help promote 'healthier' lifestyles (see Objective 2) which could contribute to better health levels and therefore healthier workforces with reduced sickness absence. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent

Policy 23: Additional Retail Provision				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓	✓	✓	This policy will have no impact on providing housing in South East Lincolnshire. However, by focusing the majority of future comparison retail provision within the town centres of Boston and Spalding and existing retail destinations, and convenience provision within the SUEs or to serve underserved areas, it is likely that such opportunities will be accessible to many people, and by public transport, walking or cycling which is important for those on lower incomes who may not have access to private transport. This could therefore have a positive impact by helping to reduce fuel poverty.

				Likelihood/certainty: Probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	✓	✓	✓	South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. By focusing the majority of future retail provision within the town centres of Boston and Spalding and existing retail destinations, and convenience provision within the SUEs or to serve underserved areas - places that are more easily accessed by either walking, cycling or public transport - this policy is likely to have a positive effect on promoting equality and healthier lifestyles by encouraging people to walk or use healthier modes of transport to go shopping. This is especially important given the low levels of physical activity and excess weight in both children and adults in South East Lincolnshire. Furthermore, exercise can help promote mental wellbeing with an associated impact on life expectancy. By directing new retail provision towards places that should essentially minimise the need to travel by car, this policy could lead to reduced traffic and congestion which is likely to improve air quality and therefore linked respiratory health problems. However, although Boston and Spalding are accessible by public transport, there is the possibility that people will use private cars to get to such places - especially in the case of Springfields Shopping and Festival Gardens - particularly from more rural places where public transport is poor, which could increase air pollution. This is a particular issue for Boston town which already has two Air Quality Management Areas. This policy will also help to protect individual local shops, leisure uses and services and small neighbourhood clusters of them. This is likely to have a positive effect by keeping local facilities within a reasonable distance of residents, thereby encouraging them to walk or cycle to access them. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
3. Transport	✓/x	✓/x	✓	This policy has the potential to have a positive impact on this objective. For example, by increasing the retail offer of existing centres, it may mean that linked trips can be made, which would reduce the number of trips made, potentially by private car. Furthermore, by allowing for future convenience retail provision where it will remedy qualitative local deficiencies in the geographical distribution of food shopping, this may encourage residents to shop more locally

				rather than to travel further to centres that are possibly higher up the retail hierarchy. Such trips, due to the reduced distance, may also encourage people to use more sustainable modes of transport, particularly for everyday requirements. It could therefore also help minimise the traffic impact of new development by ensuring that people can access jobs and services locally. As discussed in Objective 2, this policy will also help to protect individual local shops, leisure uses and services and small neighbourhood clusters of them. This is likely to have a positive effect by keeping local facilities within a reasonable distance of residents, thereby encouraging them to walk or cycle to access them as opposed to travelling by car. Issues relating to access are discussed in Objective 2 above. However, by focusing and increasing the future retail offer in the two Sub-Regional Centres there could, perhaps, be a small negative impact upon traffic congestion by inducing a greater proportion of car journeys to terminate there. Furthermore, due to Springfields Shopping and Festival Gardens being located on the edge of Spalding town it is likely that shoppers will travel there by car, although the site has good public transport provision to Spalding and the Main Service Centres in South Holland which may encourage visitors to use sustainable alternatives. Additional development could secure enhancements to provision (e.g. through developer contributions) which would help generate a more positive e impact against this objective. *Likelihood/certainty:* Uncertain – will depend upon implementation and the promotion of sustainable modes of transport. Over the long-term, improvements through design and those secured as a result of planning permission may help address the issues identified. *Temporary or permanent:* Temporary
4. Socially Inclusive Communities	✓	✓	✓	Appropriate development is key in achieving a sense of security and safety within communities. Towns with high levels of retail vacancies are more likely to suffer from anti social behaviour. This policy may help to address this issue in Boston by directing the majority of future retail development towards its town centre and so protecting and enhancing the retail focus of this settlement. This is likely to have positive effects on communities, particularly in terms of contributing to vibrant and inclusive town centres. Furthermore, by focusing future comparison retail provision within the town centres of Boston

				and Spalding and the existing retail destination of Springfields, it is likely to have a positive impact on helping those on lower incomes and alleviating deprivation through the creation of new employment opportunities. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
5. Education	?	?	?	Although this policy does not specifically seek to improve the level of skills, education and training of residents, it may provide indirect benefits by directing new retail development towards existing centres and existing retail destinations which may provide on-the-job training opportunities in locations that are accessible to people (particularly young people) by walking, cycling or public transport. Depending on the scale of development, and hence opportunities, there may be the potential for this policy to raise educational and employment aspirations. *Likelihood/certainty:* Uncertain – will depend on the retail business to be located there and the opportunities they may provide. *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x	✓/x	As existing centres (Boston and Spalding) and existing retail destinations are the preferred location for the majority of future retail development, it is likely that it will not involve the loss of greenfield sites meaning that it is arguably less likely for development to have an impact on biodiversity and geodiversity. However, brownfield sites can be rich in biodiversity so prior to development all sites should be subject to ecological surveys to determine the presence or absence of protected species and any required mitigation. As stated before, locating the majority of future retail development within the existing centres of Boston and Spalding and existing retail destinations that have good public/sustainable transport provision may indirectly reduce car use with a positive impact on areas of designated importance. *Likelihood/certainty:* Uncertain – will depend upon implementation i.e. design, layout, scale and massing of development. *Temporary or permanent:* Temporary - In the short-term, there could be adverse effects depending on location of the site. Over the long-term, improvements secured through new

				development may help generate positive impacts.
7. Heritage	✓	✓	✓	Improving the quality and quantity of retail offer in Boston and Spalding is likely to help make improvements to the townscape. As such it could have a positive impact on the setting and/or maintenance of the historic environment. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
8. Landscape and Townscape	✓/X	✓/X	✓/X	**Landscape -** As existing centres (Boston and Spalding) and existing retail destinations are the preferred locations for the majority of future retail provision it is unlikely that development will have an impact on landscape character and appearance. **Townscape –** As discussed in Objective 7, this policy has the potential to deliver townscape improvements. It also seeks to ensure that proposals for new convenience provision are consistent with a centre's scale, function and physical capacity to integrate. This will have a positive impact by ensuring that any such development has minimal adverse effects on the area in which it is to be located. The requirement for a masterplan for development at Springfields will also have a similar effect. Furthermore, potential reduced car use is likely to have a positive impact by reducing the impact that this has on both landscape and townscape. *Likelihood/certainty:* Uncertain – will depend upon implementation i.e. the design, layout, scale and massing of development. *Temporary or permanent:* Permanent
9. Air, Soil and Water Resources	✓/X	✓/X	✓	Overall the impact of this policy on air, water and soil resources will depend on implementation: e.g. the operation of the site during construction and once built out. **Soil –** Given that existing centres (Boston and Spalding) and existing retail destinations are the preferred locations for the majority of future retail provision, this suggests that it will be brownfield land that is mostly utilised. This will minimise any adverse impact upon quality agricultural land and soil resources. In some cases this policy may also help to aid remediation of brownfield sites which would provide some benefits regarding this objective. **Air -** Any new development will likely lead to increased air pollution, primarily due to

				increased road traffic. However, as mentioned before, this policy could reduce the length of trips that are made which may encourage modal shift to more sustainable modes of transport. This could aid in a reduction of the number of vehicles and traffic/congestion on the roads. This will reduce carbon emissions and thus have a positive impact on air quality, especially the two identified Air Quality Management Areas (AQMAs) in the area. **Water –** This policy is unlikely to have a significant adverse impact on water quality although an increase in retail uses is likely to increase water consumption. Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis. The precise nature of impacts will, however, ultimately depend on implementation (e.g. design, layout, scale and massing of development). *Likelihood/certainty:* Uncertain in the short to medium-term as the impacts will depend upon implementation. Over the long-term, improvements secured through new development may help generate positive impacts *Temporary or permanent:* Temporary
10. Sustainable use of Land and Waste	✓	✓	✓✓	**Land -** As new retail uses will largely be located within existing centres or existing retail destinations it is likely they will be developed upon brownfield land which will reduce the loss of agricultural land or areas of higher soil quality. This would generate positive impacts. **Waste -** Any new development will likely lead to greater levels of waste generation. However, there is insufficient detail to ascertain the extent to which development will encourage the sustainable and efficient use of materials in terms of recycling and waste management. Development associated with this policy is also unlikely to sterilise economically important mineral resources. Issues relating to access are considered in Objective 3 above. *Likelihood/certainty:* Highly probable – as mitigation establishes, impacts will be even greater in the long-term. *Temporary or permanent:* Permanent
11. Flood Risk	✓/X	✓/X	✓/X	The precise nature of impacts in terms of flood risk will depend upon implementation (e.g.

				design, layout, scale and massing of development). It is important that the risk and impact of flooding to all new development is minimised. Mitigating flood risk is particularly pertinent to the centres of Boston and Sutton Bridge where the risk of flooding is greatest. In many cases, flood management/mitigation measures will be identified through a Flood Risk Assessment. Implementation is considered likely to have a positive impact in the long-term by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures arise and so may incur positive effects. *Likelihood/certainty:* The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect. *Temporary or permanent:* Temporary
12. Climate Change	✓/X	✓/X	✓/X	**Transport emissions:** This policy may result in greater choice in the existing centres which may help create a reduction in greenhouse gas emissions by mitigating against the pull of more regional centres. By focusing the majority of new retail development in existing centres or retail destinations this policy could encourage either shorter trips by private car or the use of more sustainable modes of transport. Having a greater offer in the existing centre or retail destinations may mean that linked trips can be made which would reduce the number of trips made, potentially by private car. It is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged. **Energy Efficiency & Renewable Energy:** There is the potential for significant benefits to be secured against this policy. New development is likely to be constructed in accordance with new building regulations and as such will be more efficient than existing development. *Likelihood/certainty:* Uncertain – will depend upon implementation and the promotion of sustainable modes of transport. *Temporary or permanent:* Permanent
13. Economy	✓✓	✓✓	✓✓	Locating the majority of future retail provision in the existing centres of Boston and Spalding

and Employment				and at existing retail destinations will help to facilitate a sustainable retail economy and encourage employment. This policy is likely to have positive economic impacts by helping to provide new employment/training opportunities which will help to reduce unemployment levels within South East Lincolnshire. It is also likely to provide economic benefits by ensuring the vitality and viability of existing centres, thereby supporting/protecting existing businesses and their employees. Furthermore, by directing future retail provision towards existing centres and existing retail destinations, it will help support the primacy of their town centres by not splitting the retail offer further. In the case of Springfields Shopping and Festival Gardens, proposals for non-A1 uses will only be supported where the applicant can show that it is ancillary to the effective functioning of the retail allocation. This will help preserve the retail function of the allocation and will ensure that the vitality and viability of Spalding town centre is maintained. As stated in Objective 2, there is the potential that this policy may help reduce car use which could reduce congestion as a result. Subsequently, this would lead to a reduction in journey times to shops which is likely to have economic benefits in terms of the cost of moving employees and freight and by reducing the time wasted during economically productive days. In addition, this policy will also help to protect individual local shops, leisure uses and services and small neighbourhood clusters of them. This is likely to have a positive effect by keeping local facilities within a reasonable distance of residents. Furthermore, it may help promote 'healthier' lifestyles (see Objective 2) which could contribute to better health levels and therefore healthier workforces with reduced sickness absence. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent

A Distinctive, Greener, Cleaner, Healthier Environment

Policy 24: The Natural Environment				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	0	0	0	**Affordable and special needs housing:** This policy may constrain the location of housing but will not affect the provision of affordable/decent homes. **Energy Efficiency and Fuel Poverty:** No impact. *Likelihood/certainty:* N/A – Given that the focus of this policy is the protection of the natural environment it is considered that the impact on the provision of housing would be neutral. *Temporary or permanent:* N/A (see above).
2. Health and Wellbeing	✓	✓	✓	The overall theme of this policy is to conserve and/or enhance areas of nature conservation importance. This has the potential to deliver significant positive impacts as access to nature is strongly linked to people's overall wellbeing. For example, the protection of international, national and locally designated sites of conservation interest/importance and protected or priority habitats will protect the recreational opportunities provided by those sites which are publically accessible. Additionally, the policy encourages development proposals to maximise opportunities to enhance green infrastructure where possible. Preserving and/or improving access to such open space will play an important part in supporting healthy lifestyles and promoting mental wellbeing whether through exercise, recreation or play and can have an associated impact on life expectancy. Considering the size and number of housing allocations, there are likely to be opportunities for significant improvements to the quantity and quality of green infrastructure across the

				area. These should be identified in a Design and Access Statement for a scheme. The loss of existing green infrastructure in new development should generally be avoided, but may in some circumstances be compensated for through either on-site or off-site provision. Loss of provision in some instance may be more significant depending on existing provision in the ward and density of surrounding housing. Overall therefore, the impact on GI will depend on implementation. Ensuring that future development provides an overall net gain in biodiversity may also help to improve access between and within wildlife sites and other green spaces which will result in recreational benefit to residents. In the case of the proposed Sustainable Urban Extensions (SUEs) in Boston, Holbeach and Spalding, all housing developments forming part of the SUEs will be expected to provide or contribute towards Suitable Alternative Natural Green Space (SANGS) as part of their package of mitigation measures. These should provide alternative recreational opportunities to the protected areas of The Wash, to the benefit of residents. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
3. Transport	✓/x	✓/x	✓/x	In seeking to conserve and enhance biodiversity and minimise the fragmentation of natural habitats, this policy may generate positive impacts by protecting or improving the accessibility, connectivity and use of public rights of way, other walkways and cycleways in the area. This could help to facilitate a shift towards more active and/or sustainable modes of transport, reducing the number of trips by car, potentially reducing congestion and associated pollution as well. As stated in Objective 2, encouraging development proposals to maximise opportunities to enhance green infrastructure is an aim of this policy. This could have a positive impact by improving accessibility to GI locally, thus potentially minimising the traffic impact of new development. The provision of, or contribute towards, SANGS from all housing development forming part of the SUEs could reduce the distance that residents drive for recreational purposes. There are limited other impacts unless a designation leads to an increase in visitors to the

				site/area, which could lead to a negative impact relating to road safety and congestion. *Likelihood/certainty:* Uncertain – will depend upon implementation and what can be secured through planning permission. It is more likely that this policy will have a positive impact. *Temporary or permanent:* Permanent
4. Socially Inclusive Communities	✓/x	✓/x	✓/x	The policy seeks to ensure that development proposals maximise the opportunities for restoration of natural habitats which should help ensure that the environmental condition of a settlement is enhanced. This is particularly important in lower quality areas or areas in need of regeneration. As stated in objective 2, this policy could protect and/or improve access to recreational facilities which may promote inclusivity amongst residents. This policy encourages development proposals to maximise opportunities to enhance ecological networks, including water networks. This may generate a positive impact by reducing incidents of anti-social behaviour and vandalism at local nature reserves and wildlife sites. Furthermore, promoting the incorporation of biodiversity within development can contribute to a sense of safety and security if carefully designed and maintained. This will be addressed through a Design and Access Statement submitted with a planning application. The conservation of sites and areas of nature conservation importance/interest could help to encourage community involvement, subsequently providing opportunities for social interaction. Conserving and enhancing these natural assets - for their biodiversity as well as their leisure and recreational value - would positively encourage use, promoting inclusivity amongst residents and community cohesiveness, thereby generating positive impacts. The policy has the potential to increase nature conservation awareness through development where education and recreational opportunities are promoted, so long as it does not detract from the site or area of conservation interest. *Likelihood/certainty:* Uncertain – will depend upon implementation, what can be secured through planning permission and the level of community involvement achieved. It is more likely that this policy will have a positive impact.

				Temporary or permanent: Permanent
5. Education	✓	✓	✓	The natural environment has the potential to have a positive impact on education – it is a good educational resource for people of all ages and can provide lifelong learning as well as bringing communities together through shared understanding. By seeking to protect international and national designated sites and locally designated areas of nature conservation importance as well as protected or priority habitats and species, this policy will contribute to improving access to nature and will protect biodiversity as a lifelong learning resource. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	✓✓	✓✓	✓✓	This policy seeks to protect and enhance both designated and non-designated wildlife/geological sites and ecological networks which is likely to have a positive impact, particularly with regards to maintaining sustainable habitat networks. Furthermore, the policy ensures that development proposals which would cause significant harm (in the context of internationally-designated sites of nature conservation interest) or would have a direct or indirect adverse effect (with regards to national designated sites or locally designated areas of nature conservation importance, or protected species) will not be permitted unless the harm can be suitably mitigated. This could have a positive impact on biodiversity by ensuring that appropriate mitigation will be provided for any loss of biodiversity which may occur as a result of development. Development proposals considered likely to have an adverse effect upon national and local sites will be required to assess the impact by means of an Ecological Impact Assessment. For all major residential housing proposals within 10km of The Wash and North Norfolk Coast European Marine Site, and for all housing proposals in relation to the SUEs in Boston, Holbeach and Spalding, development proposals will be the subject of a project level Habitats Regulations Assessment (HRA) to assess the impact of recreational pressure on The Wash and North Norfolk Coast European Marine Site. Where the HRA concludes that avoidance and/or mitigation measures are required, it is expected that the SUEs will provide SANGS on site as part of their mitigation measures, while other proposals could provide SANGs on site or through a contribution to enhance local natural greenspace. These requirements will have a significant positive impact on this objective.

				The policy could also potentially contribute toward improving on existing conditions since it is actively seeking to enhance existing natural habitats, green infrastructure and ecological networks locally. As discussed in Objectives 2 and 3, this policy could improve access to green infrastructure, public rights of way and other biodiversity/Geodiversity resources which may subsequently improve public understanding of these, thereby generating a positive impact. However, improving access to the natural environment may increase recreational pressure which could potentially have a damaging effect on natural habitats and important species, unless carefully managed. This policy could also help contribute towards achieving the aims and objectives of any Nature Improvement Areas that are designated during the Local Plan period. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent
7. Heritage	✓	✓	✓	This policy aims to ensure the protection, improvement, incorporation and contribution of new development towards biodiversity. This could generate a positive impact as biodiversity can indirectly have a positive contribution to the setting of heritage assets. Protection of South East Lincolnshire's biodiversity/Geodiversity may also have a role in helping the area's historic assets contribute to tourism by assisting in creating an attractive place to visit. *Likelihood/certainty:* Uncertain – will depend upon implementation, although it is more likely that this policy will have a positive impact. *Temporary or permanent:* Permanent
8. Landscape and Townscape	✓✓	✓✓	✓✓	As stated in Objective 7, this policy aims to ensure the protection, improvement, incorporation and contribution of new development towards biodiversity. This could generate a significant positive impact as biodiversity will contribute positively to the attractiveness of South East Lincolnshire's landscapes and townscapes. *Likelihood/certainty:* Highly probable

				Temporary or permanent: Permanent
9. Air, Soil and Water Resources	✓	✓	✓	Minimising pollution can have a positive impact on air and water quality and soil resources: **Soil –** The protection of biodiversity in general will help to minimise the loss of soils. Furthermore, enhancing biodiversity and associated networks will help improve soil fertility, structure (reducing soil erosion) and water carrying capacity. **Air –** By seeking the protection and enhancement of biodiversity, this policy will ensure that trees and vegetation will be able to continue and potentially increase absorption of pollutants from the air through leaf uptake and contact removal. Furthermore, biodiversity can also contribute to the provision of an attractive environment which could indirectly encourage more active and sustainable forms of travel. This would generate positive effects by reducing car travel and minimising issues that have contributed to poor air quality in the past. **Water –** The protection and provision of biodiversity, in particular green infrastructure, could help maintain surface and groundwater quality. Ensuring that development enhances ecological networks includes river corridors and as such this policy may contribute to improving the biological quality of rivers. Approved development will also be expected to comply with other policies in the plan including those that deal with efficient use of resources such as water consumption. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
10. Sustainable use of Land and Waste	✓	✓	✓	**Land -** The protection of biodiversity could indirectly have a positive impact on the protection of high quality agricultural land and soil quality by helping to minimise soil and water pollution. **Waste –** No impact. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
11. Flood Risk	✓	✓	✓	By ensuring the incorporation of biodiversity – particularly green infrastructure - within development and contribution to local ecological networks, this policy can contribute positively towards managing surface water and reducing the probability or the severity of flooding events.

				Likelihood/certainty: Probable *Temporary or permanent:* Permanent
12. Climate Change	✓/x	✓/x	✓/x	As discussed in Objective 9, biodiversity can contribute to the provision of an attractive environment which could indirectly encourage more active and sustainable forms of travel. This would generate positive effects by reducing carbon emissions which result particularly from car travel. Furthermore, the requirement for new development to protect and enhance biodiversity will contribute to the absorption of carbon dioxide. For example, the creation of/improvements to green infrastructure will contribute to the absorption of greenhouse gases. *Likelihood/certainty:* Uncertain – will depend upon implementation and what can be secured through planning permission. It is more likely that this policy will have a positive impact. *Temporary or permanent:* Permanent
13. Economy and Employment	✓/x	✓/x	✓/x	Ensuring the protection and improvement of the natural environment will contribute to improving the attractiveness of South East Lincolnshire as a place to live, work and play. Therefore, it could help to encourage inward investment and inward migration of workers occupying professional and technical occupations. However, protection of biodiversity could constrain the location of development required to support economic growth. *Likelihood/certainty:* Uncertain – will depend upon implementation, the location of development and what can be secured through planning permission. It is more likely that this policy will have a positive impact. *Temporary or permanent:* Permanent

Policy 25: The Historic Environment				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓/x	✓/x	✓/x	**Affordable and special needs housing:** This policy may constrain the location of housing in some locations but there is also the possibility that heritage assets may be conserved through change of use to a dwelling. **Energy Efficiency and Fuel Poverty:** Opportunities may arise to improve the energy efficiency of heritage assets which could have a positive impact on fuel poverty. *Likelihood/certainty:* Uncertain – will depend upon implementation and the location of development. *Temporary or permanent:* Permanent.
2. Health and Wellbeing	✓	✓	✓	The retention and restoration of heritage assets - especially historic parks and gardens, open space within designations and access to river frontages - are likely to contribute to promoting healthy lifestyles and generate positive impacts by protecting and potentially securing improvements to open space. This policy refers to the conservation and enhancement of river frontages and their setting. This has the potential to deliver significant positive impacts by creating an attractive environment which encourages residents to walk or cycle, thereby supporting healthy lifestyles. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent as long as asset(s) is maintained
3. Transport	0	0	0	As stated in Objective 2, access to river frontages is an aim of this policy. This could help facilitate a shift towards more sustainable modes of transport, reducing the number of trips by

				car, potentially reducing congestion and associated pollution as well. However, the impact is likely to be minimal. There are limited other impacts unless a designation leads to an increase in visitors to an asset, which could lead to a negative impact relating to road safety and congestion. *Likelihood/certainty:* N/A (no significant impact identified). *Temporary or permanent:* N/A (no significant impact identified).
4. Socially Inclusive Communities	✓	✓	✓	The policy seeks to ensure that development proposals conserve or enhance the character and appearance of a range of designated and non-designated heritage assets and their settings through high-quality sensitive design. This should help ensure that the environmental condition of a settlement is enhanced, which is particularly important in lower quality areas or areas in need of regeneration. In general, the conservation of heritage assets and settings helps to promote a sense of community. Heritage sites can make a positive contribution to community life, adding character and distinctiveness to the area as well as providing people with a sense of cohesion and belonging. Conserving and enhancing these assets - for their historic as well as their leisure and recreational value - would positively encourage use and promote inclusivity amongst residents, thereby generating positive impacts. The policy has the potential to increase cultural awareness through development where education and recreational opportunities are promoted, so long as it does not detract from the heritage asset. Objective 5 indicates how the policy could be strengthened to reflect this. Disused or at risk buildings can have a negative impact upon residents feelings of community safety and security for communities. The policy aims to address this through promoting the restoration of heritage assets. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent as long as asset(s) is maintained
5. Education	✓	✓	✓	The historic environment has the potential to have a positive impact on education – it is a good educational resource for people of all ages and can provide lifelong learning as well as bringing communities together through shared understanding.

				Likelihood/certainty: Probable *Temporary or permanent:* Permanent as long as asset(s) is maintained
6. Biodiversity, Geodiversity and Green Infrastructure	✓	✓	✓✓	Historic parks and gardens, other green space within a designation as well as river frontages play a vital role in providing space for protected and/or priority habitats and species, including trees, especially in urban areas. Their protection is important to securing the long term future of species. This will therefore have a positive impact on this objective. Where UK and Lincolnshire Biodiversity Action Plan habitats and species are present, this policy should be taken into account in decisions. It is likely that in the long-term, areas such as this will become more important to species as habitats decrease due to development pressure and climate change. However, due to the scale and permanence of ecological constraints and opportunities on individual sites, their impacts and associated mitigation, where appropriate would be identified in a Design and Access Statement, an Ecological Statement and/or Phase 1 Habitat Survey to address the specific concerns of a development. In some cases it is considered that there may be potential for net-gains as well as for some residual adverse effects. Protection and enhancement of historic parks or gardens, open space within designated areas or river frontages can also provide connectivity enabling people to move easily through the green infrastructure network and use it for leisure and recreation. Other positive impacts are identified in Objective 2. *Likelihood/certainty:* Certain. Positive impacts in the long-term will be significant as habitats decrease due to development pressure and climate change. *Temporary or permanent:* Permanent
7. Heritage	✓✓	✓✓	✓✓	The policy seeks to ensure that development proposals conserve or enhance the character and appearance of a range of designated and non-designated heritage assets and their settings. This would have significant positive impacts, by protecting the areas historic environment, especially given that the proportion of Conservation Areas and Listed Buildings at risk in South East Lincolnshire is above the national average. The policy seeks to ensure that new development, including changes of use, is not permitted

				where it would have an adverse impact on the fabric, character, appearance or setting or listed buildings or sites of special historic, architectural or archaeological interest. This would also generate significant positive impacts by providing protection to a range of heritage assets. Protection is given to non designated heritage assets of local interest. This generates a positive impact by safeguarding locally important buildings and features for future generations. This policy also supports enabling development that would secure the future of a heritage asset. It is envisaged that issues will be considered on a site by site basis depending on the location of a site, its use and the type and extent of heritage assets that exist. A Statement of Significance could be required, which could identify mitigation, if required. In some cases, heritage assets remain unused for a long period of time and fall into a state of disrepair, partly because of the cost associated with restoration, which would have a negative impact. In some exceptional cases, it is possible to promote the re-use/redevelopment of heritage assets through enabling development. This is particularly important in South East Lincolnshire where at risk assets are high. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent
8. Landscape and Townscape	✓✓	✓✓	✓✓	Street patterns, streetscapes and landscapes are amongst the heritage assets that this policy seeks to protect and improve, particularly through the use of high-quality sensitive design. This would have a positive impact, assisting in the protection of the landscape and townscape. The policy ensures the retention of historic buildings which make a positive contribution to the character or appearance of the area. It is envisaged that issues will be considered on a site by site basis depending on the location of a site, its use and the type and extent of heritage assets that exist. A Statement of Significance could be required to identify mitigation, if required.

				Likelihood/certainty: Certain *Temporary or permanent:* Permanent
9. Air, Soil and Water Resources	0	0	0	**Soil** – Minimal Impact – protection and reuse of designated and non designated sites will help to minimise the loss of soils. **Air** – no impact. **Water** – Minimal Impact –protection of heritage sites, in particular green infrastructure could help maintain surface and groundwater quality. Approved development will be expected to comply with policies in the plan including those that deal with efficient use of resources such as water consumption. *Likelihood/certainty:* N/A (no significant impact identified) *Temporary or permanent:* N/A (no significant impact identified)
10. Sustainable use of Land and Waste	x	✓/x	✓	This policy seeks to secure development on previously developed land by requiring suitable detailed plans for any redevelopment or after-use before any consent to demolish (where a building makes little contribution to the area) is granted. Use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. However, as these sites can be more difficult and costly to develop, particularly in the current economic climate, such adverse effects are considered to be high in the short-term when sites are likely to be under construction. In the medium term it is expected these effects will lessen as mitigation e.g. GI, structure planting, etc. matures helping to protect soil resources. The policy seeks to reuse buildings and land, helping to positively encourage the use of sustainable local materials and divert materials away from landfill. Reused and recycled materials will often be used in the sensitive adaptation of buildings which could generate positive impacts. This will also generate positive impacts by ensuring mineral extraction is minimised. *Likelihood/certainty:* There could be adverse impacts in the short-term during the construction period, however in the medium to long-term these effects are likely to lessen as mitigation establishes. *Temporary or permanent:* Temporary

11. Flood Risk	0	0	0	The policy gives protection to designated and non designated historic parks and gardens and other green space within a designation which can often play an important role in managing surface water and flood control. However, the impact would likely be minimal. *Likelihood/certainty:* N/A (no significant impact identified) *Temporary or permanent:* N/A (no significant impact identified)
12. Climate Change	✓/x	✓/x	✓/x	There are many opportunities to improve the energy efficiency of heritage assets, including through the use of renewable energy, without compromising their historic integrity. Also, many assets occur in rural areas or where no connection to the gas network is made. In line with the Design of New Development policy it is essential that heritage buildings are given every opportunity to benefit from sustainable technologies. The policy makes no direct reference to the installation of renewable energy technologies, although it is left open for development to be permitted where it can be demonstrated that the asset would be conserved and enhanced. Transport emissions are not likely to reduce as a result of the policy. If assets are restored and marketed, it may result in an increase in transport emissions as more visitors visit the site. The protection of historic parks and gardens and other green space within a designation generates a positive impact, as these spaces play an important role in helping to cool local temperatures, and can often provide habitat for vulnerable species, and play an important role in managing surface water and flood control. *Likelihood/certainty:* Uncertain – will depend upon implementation *Temporary or permanent:* Permanent
13. Economy and Employment	✓	✓	✓	The historic environment is an essential element of the economic potential of South East Lincolnshire. Historic assets have the potential to contribute to tourism which, in turn, provides economic benefits, and should therefore be recognised within the policy. Heritage Assets can play a vital role, especially when they are located within areas of deprivation. Depending upon the asset, protection could help to bring visitors to the asset. Services around the asset could benefit from such protection, which could generate economic benefits to the local area.

				Furthermore, a high quality historic environment may make the area more attractive in terms of investment. There is also the potential for development that is in accordance with other plan policies to be allowed that reuses and adapts buildings, including for commercial/employment uses. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent so long as asset(s) is maintained.

Policy 26: Pollution				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	0	0	0	No significant link between policy and SA objective. *Likelihood/certainty:* N/A (no significant impact identified) *Temporary or permanent:* N/A (no significant impact identified)
2. Health and Wellbeing	✓	✓	✓	Although this policy does not improve access to healthcare, it does seek to ensure that proposals will not be permitted where, individually or cumulatively, there would be an adverse impact on the emission of pollutants (such as fumes) with a consequential impact for public health. This policy will likely have a positive impact in respect of maintaining local air quality and therefore linked respiratory health problems. In addition, major planning applications will be required to be accompanied by an Air Quality Assessment which will highlight any mitigation measures required. This will have a positive impact. Furthermore, in seeking to avoid the harmful emission of pollutants, this policy could promote the use of more sustainable modes of transport (such as walking and cycling) that do not

				generate carbon emissions unlike the private car. This policy could therefore potentially have a positive impact on both health and equality. Such an approach would help create opportunities for exercise, thereby supporting healthy and active lifestyles, promoting mental wellbeing with an associated impact on life expectancy. However, this depends upon implementation. Additionally, the policy makes reference to development proposals being required to have an acceptable impact on the amenities of the area, particularly by way of background noise and light levels. As mentioned above, it also requires that development proposals minimise the emission of pollutants including light, noise, odour, fumes and vibration which could all have an impact on the amenities that would be enjoyed by new residents and/or occupiers. This has the potential to generate positive impacts by ensuring that existing and future residents can enjoy living and/or working within a high quality environment. This policy requires development proposals to have an acceptable impact on the health of the public and ensures that proposals for development on contaminated land will only be permitted where it is, or has been made, suitable. Overall therefore, this policy means that any possible risk to human health from the emission of pollutants or contaminated land should be avoided. *Likelihood/certainty:* Probable *Temporary or permanent:* Temporary over the long-term with the potential for permanent
3. Transport	✓	✓	✓	As stated in Objective 2, this policy could indirectly promote walking and cycling in new development which would contribute towards facilitating the shift to more sustainable modes of transport. Furthermore, this policy could help direct development towards larger urban areas where the majority of services and facilities are located as this would reduce the need to travel by car, thereby potentially reducing congestion as well. Development located in the higher tier settlements would help people access employment, services as well as green infrastructure locally. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
4. Socially Inclusive	✓	✓	✓	This policy means that development proposals will be required to have an acceptable impact on the safety of the public and general amenity. Consequently, this is likely to ensure that

Communities				sites are developed in such a way so as to deter crime and anti-social behaviour and so reduce the fear of crime. As a result, people's sense of safety may increase. As stated in Objective 2, this policy could indirectly facilitate the greater use of sustainable modes of transport in order to access local services/facilities, thereby reducing reliance on the private car. This is also likely to enhance the feeling of safety (particularly among families with young children, the mobility impaired and elderly) and create a greater sense of community. Furthermore, minimising car travel and promoting sustainable transport use can help reduce other impacts of traffic on communities such as noise disturbance and community severance. As stated in Objective 2, minimising the need to travel by car will lead to reduced traffic and congestion which should help improve road safety as well as perceptions of road danger. Safe and secure public parking for vehicles within and adjacent to town centres should also have a positive impact on road safety as well as crime. As this policy may help direct development towards larger urban areas, it could have a positive impact by ensuring that essential services and facilities (including cultural, leisure and recreational facilities) are close to where people live and work. Easy access to these services and facilities would positively encourage use and promote inclusivity amongst residents. This is particularly important in areas of deprivation where car ownership is likely to be lower. *Likelihood/certainty:* Probable *Temporary or permanent:* Temporary over the long-term with the potential for permanent
5. Education	✓/x	✓/x	✓/x	Although this policy will not increase the quantity or quality of educational or training opportunities, it could improve access to them. By potentially indirectly promoting greater use of sustainable modes of transport (to minimise pollution) and alleviating congestion on the road network, this policy could generate positive impacts by improving access and journey times to the higher tier settlements where the majority of new development will be focused. This could be of particular benefit to rural communities that are not served well by public transport. *Likelihood/certainty:* Uncertain – will depend upon implementation in terms of the promotion of sustainable modes of transport and the location of development. *Temporary or permanent:* Temporary over the long-term with the potential for permanent

6. Biodiversity, Geodiversity and Green Infrastructure	✓	✓	✓	This policy ensures that proposals will be required to have acceptable impacts on the natural environment, by way of air quality and surface and groundwater quality for example. It should therefore help maintain air and water quality and may consequently protect areas of designated importance from any adverse impacts in respect of this. Overall, this policy seeks to prevent development in unsuitable places and so it should have a positive impact by effectively steering development away from any important biodiversity interests. *Likelihood/certainty:* Probable *Temporary or permanent:* Temporary over the long-term with the potential for permanent
7. Heritage	✓	✓	✓	Overall this policy seeks to prevent development in unsuitable places and so it should have a positive impact by steering development away from areas where it would have an adverse impact on the historic environment. *Likelihood/certainty:* Probable *Temporary or permanent:* Temporary over the long-term with the potential for permanent
8. Landscape and Townscape	✓	✓	✓	This policy seeks to avoid adverse harm to the natural and built environment therefore helping steer development away from areas that are of landscape and townscape character. *Likelihood/certainty:* Probable *Temporary or permanent:* Temporary over the long-term with the potential for permanent
9. Air, Soil and Water Resources	✓✓	✓✓	✓✓	**Soil –** This policy seeks to ensure that development proposals have an acceptable impact on the natural environment by way of land quality and condition which will have a significant positive impact on soil resources. It will also ensure that any reuse of contaminated brownfield sites is managed appropriately by requiring land to be made suitable for the proposed use. Furthermore, by indirectly supporting the greater use of more sustainable modes of transport and guiding development towards larger urban areas, this policy may mean that the pressure is reduced for the release of Greenfield land as more Brownfield could be developed. This may therefore help to minimise the loss of better quality Grade 1, 2 and 3a agricultural land to development which would generate a positive effect. However, as Brownfield sites can be more difficult and costly to develop, particularly in the current economic climate, such adverse effects are considered to be high in the short-term when sites are likely to be under construction. In the medium term it is expected these effects will lessen as mitigation e.g. GI, structure planting, etc. matures helping to protect soil resources.

				Air - This policy seeks to ensure that proposals will not be permitted where, individually or cumulatively, there would be an adverse impact on the emission of pollutants (such as fumes) which would have an impact on air quality. This will have a positive impact on air quality by helping minimise issues that have contributed to poor air quality in the past, particularly in the AQMAs of Boston town. In addition, major planning applications will be required to be accompanied by an Air Quality Assessment which will highlight any mitigation measures required. This will have a positive impact. **Water -** This policy seeks to ensure that development proposals have an acceptable impact on the natural environment by way of surface and groundwater quality which will have a positive impact on water resources. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Temporary over the long-term with the potential for permanent
10. Sustainable use of Land and Waste	x	✓/x	✓	The impacts of this policy on this objective will depend on implementation and the type of contamination issues that need to be addressed. For example, land remediation can involve significant levels of waste soil and so on being sent to landfill. However, it may have a positive impact in that it seeks to ensure that development proposals minimise the production of waste materials and would therefore address the waste hierarchy in terms of preventing waste. Issues relating to access are considered in Objective 3 above. *Likelihood/certainty:* The effects in the short to medium-term could be negative depending on the location of the site and the issues that are associated with it. However in the long-term these effects are likely to lessen as mitigation establishes. *Temporary or permanent:* Temporary
11. Flood Risk	✓	✓	✓	This policy seeks to ensure that new development on contaminated land, or where there is reason to suspect contamination, cannot proceed without an assessment of any possible risks and appropriate mitigation (where necessary). Consequently, if a risk of flooding is identified it will have to be addressed. The policy therefore has the potential to minimise the risk of and from flooding and make the built and natural environment more resilient.

				Likelihood/certainty: Probable *Temporary or permanent:* Temporary over the long-term with the potential for permanent
12. Climate Change	✓✓	✓✓	✓✓	As stated in Objective 9, this policy seeks to ensure that proposals will not be permitted where, individually or cumulatively, there would be an adverse impact on the emission of pollutants (such as fumes), which will have a positive impact on reducing greenhouse gases emissions. Issues relating to minimising flood risk are considered in Objective 11 above. *Likelihood/certainty:* Certain *Temporary or permanent:* Temporary over the long-term with the potential for permanent
13. Economy and Employment	✓	✓	✓	As stated in Objective 2, this policy may indirectly promote more sustainable modes of transport (such as walking and cycling) and guide development towards larger urban areas. This could lead to lower levels of car use and help reduce road congestion. Subsequently, this would lead to a reduction in journey times to key employment sites which is likely to have economic benefits in terms of the cost of moving employees and freight and by reducing the time wasted during economically productive days. Furthermore, 'healthier' modes of transport – such as cycling and walking - have the potential to contribute to better health levels and therefore healthier workforces with reduced sickness absence. Provision is made in the policy to allow proposals to be permitted in exceptional circumstances where the economic benefits of development outweigh the adverse environmental impact. This would have a positive impact for the local economy. *Likelihood/certainty:* Probable *Temporary or permanent:* Temporary over the long-term with the potential for permanent

Policy 27: Climate Change and Renewable and Low Carbon Energy				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓	✓	✓✓	**Affordable and special needs housing:** This policy requires development to be located so as to reduce the need to travel. This means that the majority of development will be located within urban areas - where the majority of services and facilities are located - as set out in the settlement hierarchy, which will have a positive effect on delivering affordable housing. **Energy Efficiency and Fuel Poverty:** There is potential for significant benefits to be secured in terms of energy efficiency. For instance new dwellings will need to adhere to more stringent building regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings. This will deliver more affordable energy bills for residents. This will not only contribute towards housing affordability but will also have a positive impact on fuel poor communities by helping to alleviate fuel poverty. Benefits to those in fuel poverty will be greatest where energy efficient design and renewable energy are both used. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	✓/x	✓/x	✓	As stated in Objective 1, reducing the need to travel is an aim of this policy. This has the potential to deliver significant positive impacts by encouraging residents to walk or cycle, thereby supporting healthy lifestyles and consequently reducing health inequalities. Furthermore, seeking to minimise the need to travel by car will lead to reduced traffic and congestion which is likely to improve air quality and therefore linked respiratory health problems. This policy seeks to eliminate the potential for substantial harm to residential amenity in the development of renewable energy schemes in respect of a number of factors. This has the potential to generate positive impacts by ensuring that existing and future residents enjoy

				living and/or working within a high quality environment. However, this depends upon implementation (the design in particular). *Likelihood/certainty:* Uncertain – will depend upon implementation. In the short to medium-term some sites may require mitigation. However, as the quantum of development increases along with associated improvements the overall effects are likely to improve. *Temporary or permanent:* Temporary
3. Transport	✓	✓	✓	By seeking to focus the majority of new development in and around the higher tier settlements on sites that have good access to services/facilities and job opportunities (either on foot, bicycle or by bus) – thus reducing the need to travel as the policy requires - will contribute to a positive effect with respect to supporting the fullest possible use of sustainable transport, reducing the number of trips by car, thereby potentially reducing congestion as well. This policy can help incorporate mitigation e.g. creation of a cyclepath. However, it does not address reducing the need to travel (i.e. protection and provision of services) in areas which are not served well by public transport. As a result, dependency on the car in these areas will continue which is likely to have a negative impact. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
4. Socially Inclusive Communities	✓/x	✓	✓✓	As stated in Objective 1, the policy seeks to reduce the need to travel through locational decisions and, where appropriate, by providing a mix of uses. This would have a positive impact by ensuring that accessible essential services and facilities (including cultural, leisure and recreational facilities) are close to where people live and work. Easy access to these services and facilities would positively encourage use and promote inclusivity amongst residents. Reducing the need to travel and mixed use development could also help improve physical access to jobs, thus potentially helping to alleviate deprivation. Furthermore, it should also have a positive effect on community safety in terms of reducing traffic growth. This is particularly important given that the percentage of people travelling to work by car (either as a driver or passenger) in South East Lincolnshire is greater than the national average. However, despite the fact that the policy aims to ensure that there would be no substantial harm to highway safety and residential amenity in respect of traffic in the development of new

				renewable energy schemes, adverse impacts may be experienced in the short term by local communities as large plant and machinery is transported by roads leading to an increase in HGV presence. *Likelihood/certainty:* Uncertain in the short-term but positive effects are likely to be more prominent in the medium to long-term as the impact of more developments can be seen. *Temporary or permanent:* Temporary
5. Education	✓/x	✓/x	✓/x	Through the promotion of renewable energy generation and technologies this policy potentially indirectly supports opportunities for new training and life-long learning and the broadening of the skilled labour market in a valuable emerging sector. However, as development will largely be directed towards urban parts of South East Lincolnshire in order to reduce the need to travel, provision will need to be made to ensure that the viability and enhancement of educational facilities in more rural parts of the area are not compromised. *Likelihood/certainty:* Uncertain – will depend upon implementation and what education and training opportunities (if any) renewable energy and technologies bring. *Temporary or permanent:* There is the potential for permanent effects, however much depends upon outside influences, including government subsidy.
6. Biodiversity, Geodiversity and Green Infrastructure	✓	✓	✓	This policy seeks to ensure that development will incorporate measures which promote and enhance the resilience of ecosystems and biodiversity networks within and beyond the site and will ultimately provide an overall net gain in biodiversity. This would generate a positive impact in terms of protecting and enhancing designated and non designated wildlife sites, ecological networks and habitat corridors to maintain sustainable habitat networks. Therefore, mitigating against the effects of climate change will have a positive impact on the natural environment in a broad sense and generally renewable energy technologies do not have a significant impact upon biodiversity or Geodiversity. However, it is uncertain as to what the specific local impacts will be. Furthermore, by encouraging the greater use of sustainable transport, this policy has the potential to improve air quality and may therefore impact positively on areas of designated importance.

				Likelihood/certainty: Uncertain – will depend upon implementation as to what the specific local impacts will be *Temporary or permanent:* Permanent
7. Heritage	✓	✓	✓	Climate change mitigation measures (such as wind turbines) may potentially be incompatible with the historic environment, consequently generating negative impacts. However, this policy aims to avoid harm to heritage assets in relation to the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies. Development is therefore unlikely to have a negative impact upon the historic environment. Furthermore, climate adaptation measures may enhance local distinctiveness and landscapes (i.e. protection of urban/rural green infrastructure) and can lead to a significant reduction in energy costs, helping to reduce the number of assets at risk. Overall, the reduction in the causes and impacts of climate change should provide positive effects that will benefit the historic and built heritage of South East Lincolnshire e.g. reduction in the impact of severe weather events. *Likelihood/certainty:* Highly probable – positive impacts will be more significant in the long-term as mitigation becomes more established. *Temporary or permanent:* Permanent
8. Landscape and Townscape	✓/x	✓/x	✓/x	The policy aims to avoid substantial harm to the landscape and skyscape in relation to the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies. This is an important consideration in the flat landscape of South East Lincolnshire and it would help protect designated and non designated areas of landscape character and quality. All matters should be addressed through a Design and Access Statement or a Landscape Assessment for a scheme. Mitigation should be identified if appropriate. *Likelihood/certainty:* Uncertain – will depend upon implementation and the circumstances surrounding the development. If the effect would be negative, impacts may improve in the long-term as mitigation has time to become established. *Temporary or permanent:* Possibility for permanent effects depending upon implementation.
9. Air, Soil and Water Resources	✓	✓	✓	**Soil -** Development that reduces the need to travel is more likely to be directed toward Brownfield as opposed to Greenfield sites and, as a result, the policy may indirectly encourage the remediation of contaminated land. However, the positive effects could be

				enhanced further by reducing car dependency in rural areas. Furthermore, protection against substantial harm to agricultural land take with regards to the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies will help to minimise the loss of better quality Grade 1, 2 and 3a agricultural land to development. This would therefore generate a positive effect. The policy will also generate positive effects in terms of maintaining and improving soil quality by ensuring that development proposals include measures to address soil moisture decreases associated with the expected climate change impact of the development. **Water -** This policy aims to protect the quality, quantity and availability of water resources. Incorporating measures such as green infrastructure can not only promote and enhance the resilience of biodiversity networks but can also help maintain surface and groundwater quality. **Air -** Seeking to reduce the need to travel and promoting renewable/low carbon energy generation will have a positive impact on air quality by helping minimise issues that have contributed to poor air quality in the past, particularly in the AQMAs of Boston town. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
10. Sustainable use of Land and Waste	x	√/x	✓	This policy seeks to ensure that the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies would not cause substantial harm to agricultural land take. Development on previously developed land would therefore be preferable. The use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. However, as these sites can be more difficult and costly to develop, particularly in the current economic climate, such adverse effects are considered to be high in the short-term when sites are likely to be under construction. In the medium term it is expected these effects will lessen as mitigation e.g. GI, structure planting, etc. matures helping to protect soil resources. Issues relating to access are considered in Objective 3 above. The use of recycled aggregates in the construction of new developments may help reduce

				mineral extraction and the associated energy use related to processing and transport. Additionally, the policy encourages renewable energy resources, leading to less reliance on consumption of non-renewable materials such as fossil fuels. This will generate a positive impact by reducing waste and leading to the more efficient use of materials. *Likelihood/certainty:* There could be adverse impacts in the short-term during the construction period, however in the medium to long-term these effects are likely to lessen as mitigation establishes. *Temporary or permanent:* Temporary
11. Flood Risk	✓	✓✓	✓✓	To help minimise flood risk to people and property in South East Lincolnshire over the plan period the policy requires development proposals to show that flood-mitigation measures will be incorporated in the design and construction to reduce the effects of flooding. This will ensure that appropriate flood management measures are in place prior to development being permitted. The use of flood resilient design/management measures and sustainable drainage generates positive impacts for this policy. The policy also ensures the adoption of the sequential approach and exceptions test to flood risk which would have a positive effect by steering development towards the most appropriate locations with regards to flood risk. Moreover, it means that where residual risk exists, flood resilience/resistance measures are secured. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent
12. Climate Change	✓✓	✓✓	✓✓	This policy aims to support proposals (including those made by a local community) for the development of renewable and low-carbon sources of energy which would generate positive impacts by reducing greenhouse gas emissions. It also aims to ensure the inclusion of measures to minimise and mitigate the risks to development associated with expected climate change impacts. This would help promote climate adapted design and resilient infrastructure. To help facilitate the shift towards more sustainable modes of transport, the policy makes reference to reducing the need to travel through locational decisions and, where appropriate,

				by providing a mix of uses. This would generate positive effects by reducing carbon emissions which result particularly from car travel. The creation of/improvements to green infrastructure will contribute to the absorption of greenhouse gases. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent
13. Economy and Employment	✓	✓	✓	This policy scored positively against economic objectives. The supporting of appropriate renewable energy proposals will have a positive impact by contributing toward growth in the renewable energy sector, an important sector for employment growth in South East Lincolnshire. Subsequently this would help generate net new jobs. However, there is potential for negative effects depending on the level of design requirements (BREEAM etc) for new developments which may discourage developers from investing in the area. Furthermore, the requirement in the policy for development proposals to show a reduction in the need to travel would improve accessibility to jobs, encourage the use of local labour, goods and services as well as support the creation of sustainable transport links (cycling, walking and public transport) to employment areas. It will also reduce congestion and journey times which is likely to have economic benefits in terms of the cost of moving employees and freight and by reducing the time wasted during economically productive days. It would also have a positive impact by minimising and mitigating the risks to the development associated with expected climate change impact such as extreme weather events which could help reduce lost economically productive days. *Likelihood/certainty:* Probable – the full extent of the benefits are currently unknown *Temporary or permanent:* Permanent

Policy 28: Community, Health and Wellbeing				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	✓	✓	✓✓	**Affordable and special needs housing:** No clear link between policy and SA objective. **Energy Efficiency and Fuel Poverty:** This policy seeks to ensure that new development and new community facilities are located and designed so as to facilitate walking, cycling and public transport use. This could have a positive impact by helping to reduce fuel poverty through improving transport provision, and thereby access to jobs. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
2. Health and Wellbeing	✓✓	✓✓	✓✓	As stated in Objective 1, ensuring that sustainable modes of transport (walking, cycling and public transport) are easily accessible to residents, particularly through the design and location of new development, is an aim of this policy. This could have a positive impact by actively promoting equality of access to community facilities. Alongside this, it seeks development which protects and enhances existing public rights of way, and creates new links to the rights of way network (were possible and appropriate), which will have a positive impact on both health and equality. Such an approach will help create opportunities for exercise, thereby supporting healthy and active lifestyles, promoting mental wellbeing with an associated impact on life expectancy. It also seeks to ensure development which encourages healthy eating (where possible and appropriate). This is especially important given the low levels of physical activity and excess weight in both children and adults in South East Lincolnshire. The policy also means that community facilities shall be provided and/or existing ones enhanced (where necessary) where development will increase the need for it. It should therefore help meet the equality, health and social care needs of the area's population, help

				to meet the needs of the area's elderly and disabled population, help promote more inclusive and cohesive communities, improve access to essential services and facilities, and make opportunities for culture, leisure and recreation readily accessible. Furthermore, by possibly minimising the need to travel by car, this policy could lead to reduced traffic and congestion which is likely to improve air quality and therefore linked respiratory health problems. It could also have a positive impact by ensuring that new community facilities such as healthcare services are located as close as possible to the community they will serve. This is increasingly important given the health needs of South East Lincolnshire's growing and ageing population. This policy requires the inclusion and/or enhancement of green infrastructure where necessary which will help protect existing and future residents/occupiers standard of amenity in terms of noise as GI can potentially minimise the noise impacts of development. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent
3. Transport	✓/x	✓/x	✓	By ensuring that new development and new community facilities are located and designed so as to facilitate walking, cycling and public transport use (where possible and appropriate), this policy could help facilitate modal shift to more sustainable modes of transport. It could therefore help minimise the traffic impact of new development by reducing the number and distance of car trips made, thereby potentially reducing congestion as well. It will also help people access employment, services as well as green infrastructure locally. Furthermore, ensuring that development proposals will not result in the loss of public rights of way will ensure that existing opportunities for greener modes of travel in South East Lincolnshire are not lost. The inclusion of green infrastructure in development where necessary can also have benefits by enhancing the quality and connectivity of the public rights-of-way network. *Likelihood/certainty:* Uncertain in the short to medium-term – will depend upon implementation and how sustainable modes of transport are promoted. Over the long-term, impacts are more likely to be positive.

				Temporary or permanent: Temporary
4. Socially Inclusive Communities	✓✓	✓✓	✓✓	As stated in Objective 2, this policy seeks to ensure that new community facilities are located as close as possible to the community they will serve. It also requires development to be accessible to all sections of the community and encourage community use (where possible and appropriate). This would have a positive impact by ensuring that key services and facilities (including cultural, leisure and recreational facilities) are close to where people live. Easy access to these services and facilities would positively encourage use and promote social inclusion. This is particularly important in areas of deprivation where car ownership is likely to be lower. It also would improve economic, social and environmental conditions, including for the most deprived areas, disadvantaged groups, the elderly and disabled and/or impaired mobility. Furthermore, ensuring that more sustainable modes of transport (walking, cycling and public transport) are easily accessible to residents, could help improve physical access to jobs, thus potentially helping to alleviate deprivation. This is particularly important given that the percentage of people travelling to work by car (either as a driver or passenger) in South East Lincolnshire is greater than the national average. Facilitating the use of more sustainable transport can also help reduce the impacts of traffic on communities, including noise disturbance, community severance and improving road safety. For example, reduced reliance on the private car is likely to enhance a sense of safety (particularly among families with young children, the mobility impaired and elderly) and create a greater sense of community. Additionally, as this policy requires development to discourage crime and disorder, it will have a positive impact by producing development which creates a sense of safety amongst residents. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent
5. Education	✓	✓	✓	As this policy means that educational and sports facilities and open space shall be provided or existing facilities enhanced (where necessary) where development will increase the need for it, it may increase learning opportunities within South East Lincolnshire. Providing opportunity to participate in play and sports is positively linked to educational attainment. It should also have a positive impact by improving access to educational or training

				opportunities by ensuring the protection and enhancement of existing public rights of way, and creating new links to the rights of way network. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	✓✓	✓✓	✓✓	By ensuring that sustainable modes of transport (walking, cycling and public transport) are easily accessible to residents and that new community facilities are located as close as possible to the community they will serve, this policy has the potential to improve air quality and may therefore impact positively on areas of designated importance. Furthermore, the provision of additional and/or enhanced open space in certain development may potentially increase biodiversity. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
7. Heritage	✓	✓	✓	Both designated and non designated assets will be protected through the Historic Environment policy, however this policy ensures that development will contribute to the provision of new and/or enhanced green infrastructure where necessary which may help to enhance the appearance or setting of designated and non-designated heritage assets. Additionally, it requires that new community facilities should be compatible with the character and appearance of the neighbourhood. This could have a positive impact by protecting the setting of heritage assets. It may also have a minor positive impact if assets are linked via transport infrastructure. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
8. Landscape and Townscape	✓	✓	✓	This policy will have a minor positive impact on this objective. It requires that development will contribute to the provision of new and/or enhanced open space where necessary which can contribute positively to landscape and townscape quality. This is important given that the quality of the wider environment in which people live is one of a number of key factors influencing people's health and wellbeing.

				Furthermore, in seeking to ensure that sustainable modes of transport (walking, cycling and public transport) are easily accessible to residents and that new community facilities are located as close as possible to the community they will serve, this policy is likely to have a positive impact on landscape and townscape by assisting in the reduction of the number of motor vehicles on the road and the impact that this has on both landscape and townscape. As stated in Objective 7, this policy also requires that new community facilities should be compatible with the character and appearance of the neighbourhood. This would have a positive impact by ensuring that the design/type of new development reflects the distinctive character and appearance of the local area. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
9. Air, Soil and Water Resources	✓	✓	✓	**Air –** By ensuring that sustainable modes of transport (walking, cycling and public transport) are easily accessible to residents and that new community facilities are located as close as possible to the community they will serve, this policy should aid in a reduction of the number of vehicles and traffic/congestion on the roads. This will reduce carbon emissions and thus have a positive impact on air quality, especially the two identified Air Quality Management Areas (AQMAs) in the area. Furthermore, the inclusion of green infrastructure where necessary can potentially minimise the noise impacts of development. **Water –** The inclusion of green infrastructure within development (where necessary) can also help protect and possibly increase current storm water and normal runoff infiltration rates, helping to prevents pollutants from being transported to surface waters and reducing pressure on sewerage systems. The natural infiltration capabilities of green infrastructure can also improve the rate at which groundwater aquifers are replenished. **Soil –** No clear link between policy and SA objective. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
10. Sustainable use of Land and	0	0	0	This policy may generate a minor positive effect in relation to the creation of environments within developments that encourage local food growing. This may lead to a reduction of food

Waste				packaging waste from residents growing their own food. Otherwise, there is no clear link between this policy and SA objective. *Likelihood/certainty:* N/A (no significant impact identified) *Temporary or permanent:* N/A (no significant impact identified)
11. Flood Risk	✓	✓	✓	The inclusion of green infrastructure within development (where necessary) can contribute positively towards managing surface water and reducing the probability or the severity of flooding events. For example, open spaces have the potential to absorb and store water, thus providing resistance and resilience to flood risk. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
12. Climate Change	✓	✓	✓	The potential greater use of sustainable modes of transport would generate positive effects by reducing carbon emissions which result particularly from car travel. Furthermore, the inclusion of green infrastructure within development can contribute to the absorption of greenhouse gases. For example, open space can mitigate against climate change by acting as 'carbon sinks'. This policy also supports local food growing which may lead to a reduction in 'food miles' which would also have a positive impact against this objective. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
13. Economy and Employment	✓	✓	✓	By ensuring that sustainable modes of transport (walking, cycling and public transport) are easily accessible to residents and that new community facilities are located as close as possible to the community they will serve, this policy should aid in a reduction of the number of vehicles on the road and help the move towards reducing road congestion. Subsequently, this would lead to a reduction in journey times to key employment sites which is likely to have economic benefits in terms of the cost of moving employees and freight and by reducing the time wasted during economically productive days. The promotion of 'healthier' modes of transport (e.g. cycling and walking) in this policy has the potential to contribute to better health levels and therefore healthier workforces with reduced

				sickness absence. Furthermore, new community facilities are likely to provide direct employment opportunities. This would have positive impacts, particularly given that work is generally seen as good for physical and mental health and wellbeing. Additionally, good access to these facilities can also make an area more attractive to investors and investment. The inclusion of green infrastructure in development may also encourage inward investment by helping to create high quality and locally distinctive places. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent

Efficient and Effective Transport

Policy 29: Delivering a More Sustainable Transport Network				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	0	0	0	**Affordable and special needs housing:** No impact **Energy Efficiency and Fuel Poverty:** The provision of sustainable modes of transport within communities could help to reduce fuel poverty by improving transport provision, and thereby access to jobs. *Likelihood/certainty:* N/A (no significant impact identified) *Temporary or permanent:* N/A (no significant impact identified)
2. Health and	✓	✓	✓	By seeking to deliver a more sustainable transport network, this policy will have a positive

Wellbeing				impact on both health and equality. Promoting walking and cycling by protecting existing routes and improving connectivity will have positive effects for the wellbeing of residents. Such an approach will help create opportunities for exercise, thereby supporting healthy and active lifestyles, promoting mental wellbeing with an associated impact on life expectancy. Furthermore, reduced traffic and congestion is likely to improve air quality and therefore linked respiratory health problems. Travel plans for new developments should either make sure health services are located nearby or are easily accessible through sustainable travel methods. This is increasingly important to consider given the health needs of South East Lincolnshire's growing and ageing population. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
3. Transport	✓✓	✓✓	✓✓	The policy will generate positive impacts by helping to facilitate the delivery of key transport infrastructure by: enabling the delivery of Phase 2 of the Boston Distributor Road and the Northern and Southern phases of the Spalding Western Relief Road (including associated junctions and crossing points) as well as safeguarding routes within which the final phases of the roads will be delivered; and enabling the delivery of improvements to the A17/A151 Peppermint Junction, Holbeach and associated new access junction on the A151. In addition to the new roads (Boston Distributor Road and Spalding Western Relief Road) and other transport improvements, the Joint Railway Line is seen as an important component which can deliver economic and environmental benefits. However, recent significant investment by Network Rail has led to the substantial increase of up to fifteen additional rail-freight services a day passing through Spalding, leading to more 'downtime' at level crossings and the disruption of the road network. The Spalding Western Relief Road (SWRR) is identified as essential to mitigate the disruption that is likely to be caused in Spalding as a result of this increased 'downtime'. The policy could have a positive impact by prioritising the delivery of the Northern and Southern phases of the SWRR and the safeguarding of a corridor for the final phases of SWRR which will contribute towards ensuring that increased use of the Joint Line does not lead to significant disruption to movement and activity at Spalding. The policy promotes and widens the opportunity for more sustainable and greener modes of

				travel to be delivered. For example, it aims to safeguard existing cycle routes, identify opportunities to improve the cycle network as well as support the development of new multi user routes. The prioritisation of such schemes will have a positive impact on promoting sustainable modes of transport and protecting access to recreational opportunities and green infrastructure locally. They may also encourage people to make 'linked trips' (e.g. cycle and bus). Furthermore, the policy seeks to secure improved rail services and improved connectivity between other forms of sustainable travel and the rail network by providing improved interchange facilities. This could have a positive impact by helping to improve opportunities for multimodal journeys to/from interchanges and promoting sustainable travel to schools and places of work for journeys that may otherwise have been made by private car. This policy could also reduce the need for car travel and ensuring the protection of 'key public transport corridors' will help to maintain accessibility to public transport throughout the area. Implementation is key to deliver success in rural areas by improving public transport and reducing the reliance on private cars or by promoting alternative vehicle fuels and car sharing in such areas. Furthermore, such measures are also tempered by the proposed Boston Distributor Road and Spalding Western Relief Road. Evidence suggests that increased road highways capacity encourages the use of motor vehicles and so people may actually be dissuaded from using more sustainable modes of transport. Good design which promotes sustainable transport through walking, cycling and public transport will help improve access to jobs, services and facilities and will also help promote the use of local shops and services if residents are able to better access them. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent
4. Socially Inclusive Communities	✓	✓	✓	This policy aims to facilitate greater use of sustainable modes of transport to access local services/facilities, thereby reducing reliance on the private car. This is likely to enhance the feeling of safety (particularly among families with young children, the mobility impaired and elderly) and create a greater sense of community. Furthermore, promoting the use of more sustainable transport can help reduce the impacts of

				traffic on communities, including noise disturbance, community severance and improving road safety. For example, projects such as the Boston Distributor Road and Spalding Western Relief Road are important to ensuring a safe, efficient and free flowing highway network. By helping to reduce congestion (particularly by diverting HGVs), the provision of such infrastructure should help improve road safety as well as perceptions of road danger. The policy sets out specific priorities and actions relating to transport infrastructure. By safeguarding transport routes as in this policy, this will help ensure that communities are well connected and residents have improved access to employment, shops and other community facilities, thereby also promoting social inclusion. This is particularly important in areas of deprivation where car ownership is likely to be lower. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
5. Education	✓	✓	✓	Although this policy will not increase the quantity or quality of educational or training opportunities, it will improve access to them. In seeking to improve the rail-based transport network, support the development of new multi user routes and alleviate congestion on the road network, this policy will generate positive impacts by improving access and journey times to the higher tier settlements where the majority of new development will be focused. This could be of particular benefit to rural communities, although the ability for rural communities (in South Holland especially) to access these opportunities depends partly on the successful implementation of a sufficient public transport network. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x	✓/x	**Biodiversity:** The promotion of walking and cycling in this policy - particularly by supporting the development of new multi user routes along the South Forty Foot Drain LWS (Boston), Coronation Channel LWS and at the Deeping Lakes Nature Reserve (South Holland) - could impact negatively on some sensitive areas. **Geodiversity:** No significant impact *Likelihood/certainty:* Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However,

				in the long-term, positive effects may be more evident as mitigation establishes. *Temporary or permanent:* Temporary
7. Heritage	✓/X	✓/X	✓/X	Both designated and non designated assets will be protected through the Historic Environment policy, however this policy is likely to have a minor positive impact if assets are linked via transport infrastructure. Particularly due to the scale and level of construction involved with transport infrastructure, care should be taken to avoid adverse impacts on local heritage when making any improvements to the transport network. It would therefore be necessary to carry out the appropriate level of surveys in order to determine any mitigation measures required. *Likelihood/certainty:* Uncertain – will depend upon implementation and the location of development *Temporary or permanent:* Permanent
8. Landscape and Townscape	✓/X	✓/X	✓/X	In seeking to deliver a more sustainable transport network that has a greater focus on walking, cycling and public transport use, this policy is likely to have a positive impact on landscape and townscape by assisting in the reduction of the number of motor vehicles on the road and the impact that this has on both landscape and townscape. Furthermore, by seeking to improve connectivity, this policy should assist in enhancing the vitality and viability of towns and villages – and also potentially help regenerate any degraded built environments - by improving access to the key services and facilities located there. This could also therefore have a positive impact upon landscape and townscape. However, it should be recognised that due to the nature of some transport infrastructure there is the potential for it to have an adverse impact on landscape and townscape, particularly in respect of its scale. Consequently, roads such as the Boston Distributor Road and Spalding Western Relief Road could have an adverse impact on the landscape by cutting across undeveloped, predominantly high quality, agricultural land. It would therefore be necessary to carry out appropriate surveys in order to determine any mitigation measures required. *Likelihood/certainty:* Uncertain in the short to medium-term, although adverse impacts are considered likely as a result of development associated with this policy. In the long-term, positive effects are likely to be more prominent as mitigation establishes.

				Temporary or permanent: Temporary
9. Air, Soil and Water Resources	✓	✓	✓	**Air:** By promoting the use of more sustainable modes of transport, this policy should aid in a reduction of the number of vehicles and traffic/congestion on the roads. This will reduce carbon emissions and thus have a positive impact on air quality, especially the two identified Air Quality Management Areas (AQMAs) in the area. Furthermore, an increase in the road network capacity could reduce the intensity of air quality issues at some congestion hotspots at peak times. **Water:** No significant impact, although the delivery of new transport infrastructure – like the construction of new roads such as the Boston Distributor Road and SWRR - could increase surface runoff to water bodies and contribute to pollution. **Soil:** No significant effects are anticipated. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
10. Sustainable use of Land and Waste	0	0	0	No significant effects are anticipated against this Sustainability Objective. *Likelihood/certainty:* N/A (no signification impact identified) *Temporary or permanent:* N/A (no signification impact identified)
11. Flood Risk	0	0	0	No significant effects are anticipated against this Sustainability Objective. *Likelihood/certainty:* N/A (no signification impact identified) *Temporary or permanent:* N/A (no signification impact identified)
12. Climate Change	✓	✓	✓	Enabling greater use of sustainable modes of transport should aid the reduction of greenhouse gas emissions generated by private car use which is likely to have a positive impact in terms of climate change adaptation and mitigation. It would also reduce the use of fossil fuels. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent

13. Economy and Employment	✓	✓	✓	The delivery of new transport infrastructure can help enable significant economic growth and make the economy more resilient by improving connectivity within both South East Lincolnshire and with other parts of the region. This would have a positive impact on the area's economy. Prioritising the delivery of the two roads in this policy is likely to help the move towards reducing road congestion and the subsequent reduction in journey times to key employment sites. This is likely to have economic benefits in terms of time/cost of moving employees and freight. Furthermore, the promotion of 'healthier' modes of transport (e.g. cycling and walking) in this policy has the potential to contribute to better health levels and therefore healthier workforces with reduced sickness absence. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent

Policy 30: Delivering the Spalding Transport Strategy				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	0	0	0	This policy means that the specified housing allocations and all developments for 11 or more dwellings granted planning permission on unallocated sites within the settlement boundaries for Spalding and Pinchbeck will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy, excluding the SWRR. **Affordable and special needs housing:** No impact

				Energy Efficiency and Fuel Poverty: The Spalding Transport Strategy suggests bringing together the existing cycle paths as a network, and incorporating safe and secure pedestrian and cycle routes into new developments. This could help to reduce fuel poverty by making cycling and walking more attractive, which could improve access to jobs for some. Improvements to existing bus routes in the town could also help. However, it is considered that these improvements would be unlikely to have a significant impact on this objective. *Likelihood/certainty:* N/A (no significant impact identified) *Temporary or permanent:* N/A (no significant impact identified)
2. Health and Wellbeing	✓	✓	✓	The Spalding Transport Strategy outlines a number of options relating to the promotion of sustainable transport. This includes creating a more joined-up cycle network which should help make cycling a more attractive proposition. It also suggests that safeguards should be put in place to ensure sustainable travel modes and infrastructure can be delivered for new large developments. The delivery of a more sustainable transport network, will have a positive impact on both health and equality. For example, encouraging walking and cycling will have positive effects for the both the physical and mental wellbeing of residents. Creating such opportunities for exercise will support healthy and active lifestyles, with an associated impact on life expectancy. This policy could also improve accessibility, including to green spaces and health facilities, particularly for those who do not have access to a private car. The Strategy also identifies traffic pinchpoints in Spalding that should be resolved to avoid excessive congestion arising in the future. This is likely to help minimise the impact on air quality and therefore linked respiratory health problems. The financial contribution from new housing and non residential development (where appropriate) to help deliver such projects will therefore have a positive impact on this objective. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
3. Transport	✓✓	✓✓	✓✓	It is considered that this policy will have a significant positive impact on this objective. Recent traffic modelling undertaken on behalf of the Local Highway Authority has demonstrated that existing planning commitments for housing growth in Spalding will exacerbate traffic-congestion issues at a number of locations across the town. These issues will be further

				exacerbated by the proposals for additional housing development and other non residential development in the Spalding and Pinchbeck areas contained in the Local Plan. Utilising financial contributions from new eligible development to fund projects featured in the Spalding Transport Strategy will therefore have a very important part to play in providing solutions to current transport management issues in Spalding, pending the completion of the Spalding Western Relief Road in its entirety. The policy will help secure funding to resolve issues at a number of pinchpoints in the town as well as possible extensions to existing bus routes or new Into Town routes, and potential increased peak frequency of these services. This would have significant positive impacts on reducing, and minimising future, traffic congestion. The promotion of the use of more sustainable modes of transport such as bus, walking and cycling (particularly through the joining up of the existing cycle network) will have a significant positive impact on this objective. It will help improve access to jobs, services and facilities and will also help promote the use of local shops and services if residents are able to better access them. Funding for an enhanced bus/rail interchange at the town's rail station will help to improve opportunities for multimodal journeys by means other than the private car. This policy could therefore reduce the need for car travel. *Likelihood/certainty:* Certain *Temporary or permanent:* Permanent
4. Socially Inclusive Communities	✓	✓	✓	The Spalding Transport Strategy advises that an Access and Mobility audit be conducted so as to identify any existing features which limit access for vulnerable groups, those with limited mobility or disabilities. A list of improvements could therefore be drawn up and prioritised. New eligible development could help fund the undertaking of such an audit, meaning that the policy would have a positive impact on this objective in terms of improving locally specific accessibility for the elderly, disabled and those without access to a private car. Furthermore, the Strategy promotes the use of more sustainable transport which can help reduce the impacts of traffic on communities, including noise disturbance, community severance and improving road safety. For example, aiming to create a more joined-up cycle network should help improve connectivity and make cycling a more attractive proposition. In addition, resolving issues at traffic pinchpoints should help to reduce, and minimise future, traffic congestion, which should help improve road safety as well as perceptions of road danger.

				The Strategy also suggests improvements to reduce severance in the town caused by the railway and river. This will help ensure that communities are well connected and residents have improved access to employment, shops and other community facilities, thereby also promoting social inclusion. This is particularly important in areas of deprivation where car ownership is likely to be lower. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
5. Education	✓	✓	✓	Although this policy will not increase the quantity or quality of educational or training opportunities, the funding (by eligible housing development) and implementation of transport projects within the Spalding Transport Strategy will improve access to them. Resolving issues at traffic pinchpoints should help to reduce, and minimise future, traffic congestion, thereby reducing the time taken to access educational facilities. Extending bus routes and increasing the peak frequency of services will help too. Improving pedestrian and cycle links will also have a positive impact for those who either cannot afford to own a private car or to use public transport. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	✓	✓	✓	**Biodiversity:** The promotion of walking and cycling as well as improvements to the existing cycle network through this policy could improve access to green infrastructure and public rights of way. It could generate a possible reduction in the use of the private car which would have a positive impact for the protection of biodiversity, particularly in terms of minimising carbon emissions that would have an adverse impact on species and habitats. **Geodiversity:** No significant impact *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
7. Heritage	✓/x	✓/x	✓/x	Both designated and non designated assets will be protected through the Historic Environment policy. However this policy could have a minor positive impact if assets are linked via sustainable transport infrastructure given that this would promote accessibility.

				Care should be taken to avoid adverse impacts on local heritage when making any improvements to the transport network. It would therefore be necessary to carry out the appropriate level of surveys in order to determine any mitigation measures required. *Likelihood/certainty:* Uncertain – will depend upon implementation and the location of development *Temporary or permanent:* Permanent
8. Landscape and Townscape	0	0	0	The delivery of a more sustainable transport network in Spalding that has a greater focus on walking, cycling and public transport use, could have a positive impact on landscape and townscape by assisting in the reduction of the number of motor vehicles on the road and the impact that this has on both landscape and townscape. However, it is considered that these improvements would be unlikely to have a significant impact on this objective. *Likelihood/certainty:* N/A *Temporary or permanent:* N/A
9. Air, Soil and Water Resources	✓/X	✓/X	✓/X	**Air:** This policy should ensure that traffic pinchpoints in the town are resolved thus reducing/minimising congestion in areas that are likely to be affected by poor air quality. However, the alleviation of congestion could encourage continued car use, which may increase air and noise pollution. However, implementation of the policy and the transport projects referred to in the Spalding Transport Strategy could help modal shift by promoting the use of more sustainable modes of transport. The overall effects on air quality and therefore likely to be mixed. **Water:** It is unlikely that implementation of this policy would impact upon water quality and resources. **Soil:** Given the location of projects identified in the Spalding Transport Strategy, it is very unlikely that the implementation of this policy would result in the loss of high quality agricultural land. *Likelihood/certainty:* Uncertain - depends upon implementation. The effects resulting from this policy could have a positive or negative impact on this objective. *Temporary or permanent:* Potential to be permanent

10. Sustainable use of Land and Waste	0	0	0	No significant effects are anticipated against this Sustainability Objective. *Likelihood/certainty:* N/A (no signification impact identified) *Temporary or permanent:* N/A (no signification impact identified)
11. Flood Risk	0	0	0	No significant effects are anticipated against this Sustainability Objective. *Likelihood/certainty:* N/A (no signification impact identified) *Temporary or permanent:* N/A (no signification impact identified)
12. Climate Change	✓	✓	✓	Implementation of this policy and the transport projects referred to in the Spalding Transport Strategy could help modal shift by promoting the use of more sustainable modes of transport, thus reducing the use of fossil fuels. Reducing/minimising use of the private car should aid in reducing greenhouse gas emissions which is likely to have a positive impact in terms of climate change adaptation and mitigation. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
13. Economy and Employment	✓	✓	✓	Resolving issues at traffic pinchpoints in the town should help to reduce/minimise congestion which could help businesses move around the town more efficiently. This would have economic benefits in terms of time/cost of moving employees and freight. Furthermore, facilitating the delivery of 'healthier' modes of transport (e.g. cycling and walking) has the potential to have a positive impact on this objective as it could contribute to better health levels and therefore healthier workforces with reduced sickness absence. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent

Policy 31: Vehicle and Cycle Parking				
SA Objective	Significance and Duration of Effect			Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)	
1. Housing	0	0	0	**Affordable and special needs housing:** No impact. **Energy Efficiency and Fuel Poverty:** Although this policy does not directly seek to reduce fuel poverty it may have an indirect effect. The use of car clubs and encouraging more people to cycle for local journeys may help people - who would otherwise not have been able to - access employment, thereby potentially increasing their income. *Likelihood/certainty:* N/A (no significant impact identified) *Temporary or permanent:* N/A (no significant impact identified)
2. Health and Wellbeing	✓	✓	✓	A policy that will encourage more people to cycle will have a positive impact on both health and equality. Cycling is a good form of exercise and so this approach will help support active and healthy lifestyles, thereby promoting mental wellbeing with an associated impact on life expectancy. Increased cycle use may also minimise the need for some to travel by car and measures such as car clubs will lead to reduced traffic and potentially less congestion. This would be likely to improve air quality and therefore linked respiratory health problems. The provision of parking spaces in line with South East Lincolnshire's parking standards, the Parking Design Supplementary Planning Document and in accordance with this policy will help secure parking that is well-integrated and reduces the impact on the visual amenity of existing and future residents/occupiers. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
3. Transport	✓	✓	✓	This policy requires that new development provides appropriate cycle parking provision which

				will encourage more people to cycle for local journeys by ensuring that they have a safe and secure place to park. This will contribute towards facilitating the shift to more sustainable modes of transport. It may also help minimise the traffic impact of new development by encouraging the use of car clubs as well as cycle use for local journeys such as for accessing jobs, services and facilities. As stated in Objective 2, this could help reduce congestion. A Transport Assessment and associated Travel Plan should be submitted with proposals to demonstrate compliance with this policy. *Likelihood/certainty:* Highly probable *Temporary or permanent:* Permanent
4. Socially Inclusive Communities	✓	✓	✓	This policy requires development to be in accordance with parking standards which should help avoid car dominated developments where inappropriate on-street car parking creates problems for highway safety and perceptions of road danger. This, alongside encouraging greater cycle use, should help ensure a feeling of safety (particularly among families with young children, the mobility impaired and elderly) and create a better sense of community. The potential for reduced congestion could also reduce the other impacts of traffic on communities such as noise disturbance and community severance. Reduced reliance on private cars could also mean a reduction in social inclusion for those without cars. The promotion of shared spaces (where the location and patterns of use permit) should also help inclusivity. Provision which maximises safety and security – such as ensuring that parking is well visible - for vehicles, drivers and pedestrians should also have a positive impact on road safety as well as crime. Good quality pedestrian routes through car parks should help minimise any potential conflict between pedestrians and vehicles. Additionally, this policy requires the appropriate provision of parking for visitors and disabled people close to the main entrance of non-residential development. This would have a positive impact by ensuring accessibility for disabled people, and potentially removing barriers to employment for them.

				Likelihood/certainty: Probable *Temporary or permanent:* Permanent
5. Education	✓	✓	✓	Although this policy will not increase the quantity or quality of educational or training opportunities, it may help improve access to them. Encouraging cycle use and the use of car clubs might help people - who would otherwise not have been able to - access education and training opportunities, potentially improving their skills and qualifications. Furthermore, ensuring an adequate supply of safe, secure and convenient public parking for vehicles within and adjacent to town centres is often seen as key to their economic prosperity. Consequently, this policy should help maintain the viability and vitality of town centres which will likely safeguard on-the-job training opportunities at businesses located there. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x	✓/x	**Biodiversity:** Encouraging more people to cycle for local journeys may reduce reliance on the private car and the use of car clubs where appropriate would reduce the number of vehicles on the road. This policy therefore has the potential to improve air quality and could subsequently impact positively on the natural environment, particularly areas of designated importance. However, it must also be considered that the promotion of cycling could impact negatively on some sensitive areas. **Geodiversity:** No significant impact Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes. *Temporary or permanent:* Temporary
7. Heritage	0	0	0	No significant effects are anticipated against this Sustainability Objective. *Likelihood/certainty:* N/A (no significant impact identified) *Temporary or permanent:* N/A (no significant impact identified)
8. Landscape and Townscape	✓	✓	✓	By seeking to ensure an adequate supply of convenient, safe and secure parking, this policy should assist in enhancing the vitality and viability of towns and villages – and also potentially

				help regenerate any degraded built environments - by providing access to the key services and facilities located there. This could also therefore have a positive impact upon landscape and townscape. However, larger areas of car parking may have an adverse visual impact – particularly in residential development - and so the requirement for attractive, well-integrated soft landscaping should have a positive impact. This policy will deliver further benefits by ensuring that parking is well-integrated within the townscape or landscape, through an appropriate use of materials and landscaping. As stated in Objective 4, this policy requires development to be in accordance with parking standards which should help to ensure the avoidance of inappropriate on-street car parking and under-utilised parking courts that have led to cluttered, unsightly car dominated developments. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
9. Air, Soil and Water Resources	✓	✓	✓	**Air:** As discussed in Objective 2, increased cycle use may minimise the need for some to travel by car and measures such as car clubs will lead to reduced traffic and could aid in a reduction of congestion on the roads. This would reduce carbon emissions and thus have a positive impact on air quality, especially the two identified Air Quality Management Areas (AQMAs) in the area. Furthermore, by promoting the inclusion of electric vehicle charging points in new non residential development, this policy could encourage the greater use of more sustainable electric vehicles which will also help reduce carbon emissions, thus improving air quality. **Water:** No impact. **Soil:** No impact. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
10. Sustainable use of Land and	0	0	0	No significant effects are anticipated against this Sustainability Objective.

Waste				*Likelihood/certainty:* N/A (no significant impact identified) *Temporary or permanent:* N/A (no significant impact identified)
11. Flood Risk	✓/X	✓/X	✓/X	The overall impact on flood risk is likely to depend on implementation (e.g. location, design, landscaping, amount of hardstanding used). For example, providing space for vehicle parking is likely to involve the use of hardstanding which can have an adverse impact on surface and ground water run-off as well as infiltration rates. However, the inclusion of soft landscaping and/or SuDS can contribute positively towards managing surface water and reducing the probability or the severity of flooding. *Likelihood/certainty:* Uncertain – will depend upon implementation *Temporary or permanent:* Potential for permanent effects
12. Climate Change	✓	✓	✓	By encouraging the greater use of more sustainable modes of travel, such as cycling and car clubs, this policy may help to reduce use of the private car. Minimising the need to travel by car should also aid in reducing greenhouse gas emissions. Additionally, as stated in Objective 9, this policy could encourage greater use of electric vehicles. Both of these effects are likely to have a positive impact in terms of climate change adaptation and mitigation. *Likelihood/certainty:* Probable *Temporary or permanent:* Permanent
13. Economy and Employment	✓	✓	✓	This policy seeks the provision of safe, secure and convenient public parking for vehicles. Within and near to town centres this should have a positive impact as the availability of good quality car parking – that helps encourage people to visit - is often viewed as key to the economic prosperity of the town centres. By encouraging the greater use of more sustainable modes of travel, such as cycling and car clubs, this policy should aid in a reduction of the number of vehicles on the road and help the move towards reducing road congestion. Subsequently, this could lead to a reduction in journey times to key employment sites which is likely to have economic benefits in terms of the cost of moving employees and freight and by reducing the time wasted during economically productive days. Furthermore, the promotion of cycling – a 'healthier' mode of transport - in this policy has the potential to contribute to better health levels and therefore healthier workforces with reduced sickness absence.

				Likelihood/certainty: Probable *Temporary or permanent:* Permanent

[i] http://www.windprospect.com/wf_project?wf=19&p=services&c=engineering_current&pa=e, accessed 30/04/15
[ii] http://www.windprospect.com/wf_project?wf=23&p=services&c=engineering_current&pa=e, accessed 30/04/15
[iii] http://www.windprospect.com/wf_project?wf=56&p=services&c=engineering_current&pa=e, accessed 30/04/15
[iv] http://www.the-grange-wind-farm.co.uk/news.aspx, accessed 30/04/15
[v] Calculated 14 x 24 x 365 x 27 % / 1000 as the Bicker, Deeping and Gedney stations appear 27% efficient.
[vi] Staples agent advised on 120612 that plant capacity is just under 3MW and produces 23,652 MWh/year of electricity and a similar amount of heat.
[vii] http://www.sholland.gov.uk/doitonline/plandev/details.aspx?oref=h11-0206-11 & http://www.sholland.gov.uk/doitonline/plandev/details.aspx?oref=h11-0817-10, accessed 30/04/15
[viii] Annual generation in KWh /3954KWh/yr for East Midlands Table 2 page 10 from https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/65999/7357-subnat-elec-cons-stats-2011-factsheet.pdf, accessed 30/04/15
[ix] Annual generation in KWh x 0.43 kg / KWh from http://www.plugintothesun.co.uk/faq/#carbon-dioxide, accessed 30/04/15
[x] http://www.energygrants.co.uk/solar_power/solar-pv-feed-in-tariff-calculator.html#anchor select region 3 and input figure as kw, accessed 30/04/15
[xi] http://www.boston.gov.uk/index.aspx?articleid=6208&ApplicationNumber=B/13/0345, accessed 30/04/15
[xii] http://www.boston.gov.uk/PlanningDocs/BBC/B-13-0306/Design_and_Access.pdf, accessed 30/04/15
[xiii] http://www.boston.gov.uk/PlanningDocs/BBC/B-14-0267/NowhereFarmPV_ArrayNr_BostonPlanningAccessStatementFINAL.pdf , accessed 30/04/15
[xiv] http://www.sholland.gov.uk/PublishedRecords/PBC/DC/APP/6/H20-0937-13-H20-0937-13_V1116200204112013_6DNA.pdf , accessed 30/04/15. Owing to no homes, carbon dioxide and annual generation data, are using the Nowhere Farm data as an estimate, because they are same capacity
[xv] https://www.gov.uk/government/statistical-data-sets/sub-regional-feed-in-tariffs-confirmed-on-the-cfr-statistics, accessed 30/04/15
[xvi] Calculated 0.22 x 24 x 365 x 27 % / 1000 as the Bicker, Deeping and Gedney stations appear 27% efficient.
[xvii] http://www.boston.gov.uk/index.aspx?articleid=3567 B/09/0477, accessed 30/04/15
[xviii] Calculated 10.5 x 24 x 350 (Operating days)
[xix] http://www.sholland.gov.uk/PublishedRecords/PBC/DC/APP/6/81cb6d70-18d5-11e0-a02b-005056960035.pdf, accessed 30/04/15
[xx] http://www.boston.gov.uk/PlanningDocs/BBC/B-14-0287/FrithsFarmPVArrayNrBostonPlanningDesignAccessStatement.pdf , accessed 30/04/15
[xxi] http://www.sholland.gov.uk/PublishedRecords/PBC/DC/APP/6/H20-0764-14-Design%20and%20Access%20Statement%20-%20REV%201.pdf, accessed 30/04/15
[xxii] http://www.sholland.gov.uk/PublishedRecords/PBC/DC/APP/6/H02-0147-14-H02-0147-14_V415200420022014_6DNA.pdf, accessed 30/04/15. Note the CO2 saving has been divided by 25years for an annual figure.
[xxiii] http://www.sholland.gov.uk/doitonline/plandev/details.aspx?oref=h11-0126-11, accessed 30/04/15
[xxiv] http://www.sholland.gov.uk/PublishedRecords/PBC/DC/APP/6/H18-0723-12-H18-0723-12_V1810300007092012_6SUP.pdf, accessed 30/04/15
[xxv] Calculated 48 x 24 x 350 to allow for some down time each year.
[xxvi] http://www.holbeachmarshwindfarm.com/about.asp, accessed 30/04/15
[xxvii] http://www.sholland.gov.uk/PublishedRecords/PBC/DC/APP/6/H14-0110-13-H14-0110-13_V914000815022013_6EIA.pdf, accessed 30/04/15