Appendix 9

Contents

Gypsies, Travellers & Travelling Showpeople Allocations

Land at The Stables, Baulkins Drove, Sutton St James	
Sustainability Objective	Indicative development scenario: Total site area: 0.23 Potential no of travelling showperson's plots: 1
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	x
	The majority of facilities that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance for such facilities. Sutton St James Village Hall, the closest amenity open space (off Needham Drive), the nearest health centre and leisure centre/playing pitches are all outside the ideal walking distance. Given the size of the site, it is not considered that the addition of a second household would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants. The impact on physical and mental health would therefore be minimal in respect of this.
3. Transport	x
	The site is outside the ideal 7km distance to a big supermarket, the nearest being the Tesco store in Holbeach -– the car/van is likely to be the preferred mode of transport for this purpose. However, the site is just within the ideal 1km walk of a local shop (approx. 970m from the Spar store on Chapel Gate). Consequently, sustainable modes of transport could be used to meet the everyday shopping needs of those living on the site. Sutton St James is not currently on a bus route (although the CallConnect service operates in this area) meaning that public transport access would be difficult for those living on this site. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	x
	This site is not in close proximity to the majority of the area's services and facilities and there are no public transport links nearby (apart from the CallConnect service). This could have an adverse impact on social inclusion. Furthermore, there is a lack of potential employment opportunities in and around Sutton St James. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place

	where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the Travelling Showperson's household in South Holland is in respect of a teenage child it is likely that 1 secondary school place will be required, providing it has not already been taken up by the individual concerned. However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys. The nearest primary school is Sutton St James Community Primary School, around 1.2km from the site. The local education authority has indicated that sufficient capacity is available at primary level to accommodate the level of development proposed in the Local Plan. At secondary level however, there is limited capacity at the nearest secondary school in Long Sutton in the first two years of the plan. After that, additional secondary places will be required. The closest post-16 provision is in Holbeach where no capacity is available.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	Although surrounded by a tall, green evergreen hedge, the site appears to be free of environmental constraints and does not include, and is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓
	Although the site is detached from defined settlement limits, it is well screened by a tall, evergreen hedge and is well assimilated into its immediate environs and the wider landscape. Given that views into the site are limited, intensification of the existing use would not have an adverse impact on the surrounding landscape. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓
	Intensification of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site.

	The site is currently in use as a residential gypsy caravan site and so its intensification would mean the re-use of brownfield land. This would have a positive impact on this objective by minimising the loss of high quality agricultural land elsewhere. All necessary on-site infrastructure is considered available and capable of accommodating a second household.
10. Sustainable use of Land and Waste	✓
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is currently in use as a residential gypsy caravan site and so its intensification would mean the re-use of brownfield land. This would have a positive impact on this objective by minimising the loss of greenfield land elsewhere. This site is not greenfield land and is not within a Mineral Safeguarding Area.
11. Flood Risk	**x**
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. However, this site is located within Flood Zone 3a and is classified as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. Given that the need is specific to this site, it is considered that it would be inappropriate to seek alternative sites that are potentially at a lower risk of flooding because such sites would not meet the identified need. A Flood Risk Assessment must be conducted to ensure that the flood risk has been appropriately assessed for the lifetime of the development, taking into account all sources of flooding and the impacts of climate change. The design of the development should take into account the vulnerability of its users, without increasing flood risk elsewhere and should, where possible, reduce flood risk overall from all sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site. The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance. It should be possible to help manage surface water run off through good design e.g. the type and extent of hard-standing used and through green infrastructure. Natural features would enable some natural soak away for surface water and provide for biodiversity, thereby helping to deliver Objective 6. Depending on the type selected this could also reduce pollutants in run-off as well as helping to deliver Objective 9.
12. Climate Change	✓/x
	The majority of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Intensification of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction.

	The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	x
	There is a lack of potential employment opportunities in and around Sutton St James which is likely to limit the extent to which more sustainable modes of transport can be used to travel to work. However, the site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community.

Land at Bleu Raye Farm, Mill Gate, Whaplode Fen	
Sustainability Objective	Indicative development scenario: Total site area: 0.92 Potential no of households/caravans: 4/8
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	x
	The majority of facilities that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance for such facilities. The nearest health centre, open space, leisure centre/playing pitches and village hall/community centre are all outside the ideal walking distance. Given the size of the site, it is not considered that its development for four households would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants. The impact on physical and mental health would therefore be minimal in respect of this.
3. Transport	x
	The site is just within the ideal 7km distance to a big supermarket, the nearest being the Tesco store in Holbeach approx. 6.97km away -– the car/van is likely to be the preferred mode of transport for this purpose. However, the site is outside the ideal 1km walk of a local shop. It is therefore less likely that occupants would use sustainable modes of transport to meet their everyday shopping needs. There are no public transport routes nearby meaning that public transport access would be difficult for those living on this site. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	x
	This site is not in close proximity to the majority of the area's services and facilities and there are no public transport links nearby. This could have an adverse impact on social inclusion. Furthermore, given the rural location of the site there is a lack of potential employment

	opportunities in and around the area. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. There are no primary and secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys. The local education authority has indicated that sufficient capacity is available at primary level in Whaplode to accommodate the developments proposed in the Local Plan. However, at secondary level no capacity is available at the nearest school in Holbeach and its post-16 facilities are also at capacity. Additional spaces will therefore be required to accommodate all of the proposed developments.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	The site does not include, and is not in close proximity to, any statutory designated sites. Care should be taken to ensure no adverse harm is caused to trees adjacent to the eastern, southern and western boundaries. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	The site is located just over 1km from a Scheduled Ancient Monument, although it is not considered that development of the site would adversely affect this heritage asset.
8. Landscape and Townscape	✓
	Although the site is detached from defined settlement limits, it is screened from view from the south, west and east by trees and hedging. From the north, only partial and distant views are available. The site is therefore capable of being successfully assimilated into its immediate environs and the wider landscape. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development

	itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site. The site is not agricultural land. All necessary on-site infrastructure is considered available and capable of accommodating four households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. Development of the site would mean the loss of approx. 0.92ha of greenfield land. This site is not greenfield land and is not within a Mineral Safeguarding Area.
11. Flood Risk	✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located partly within Flood Zones 1 and 2 and is identified as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. A Flood Risk Assessment must be conducted to ensure that the flood risk has been appropriately assessed for the lifetime of the development, taking into account all sources of flooding and the impacts of climate change. The design of the development should take into account the vulnerability of its users, without increasing flood risk elsewhere and should, where possible, reduce flood risk overall from all sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site. The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance. It should be possible to help manage surface water run off through good design e.g. the type and extent of hard-standing used and through green infrastructure. Natural features would enable some natural soak away for surface water and provide for biodiversity, thereby helping to deliver Objective 6. Depending on the type selected this could also reduce pollutants in run-off as well as helping to deliver Objective 9.
12. Climate Change	✓/x
	The majority of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction.

	The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	x
	There is a lack of potential employment opportunities in and around the area which is likely to limit the extent to which more sustainable modes of transport can be used to travel to work. However, the site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community.

Gypsies, Travellers & Travelling Showpeople Reasonable Alternatives

Drain Bank North, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 0.86ha Potential no of households/caravans: 4/8
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	x
	The majority of facilities that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance for such facilities. The closest amenity open space, health centre, leisure centre/playing pitches and community centre/village hall are all outside the ideal walking distance. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity (the A16 is more than 220m distant) nor is it located near to any uses likely to endanger the health of occupants. The impact on physical and mental health would therefore be minimal in respect of this.
3. Transport	x
	The site is within the ideal 7km distance to a big supermarket, the nearest being the Aldi store in Spalding (approx. 4.3km away) – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is outside the ideal 1km walk of a local shop. It is therefore less likely that occupants would use sustainable modes of transport to meet their everyday shopping needs. Furthermore, occupants of the site would have to cross the busy A16 to access the main built-up area of Spalding which may deter the use of sustainable modes of transport such as walking and cycling. There are no public transport routes nearby meaning that public transport access would be difficult for those living on this site. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	x
	This site is not in close proximity to the majority of the area's services and facilities and there are no public transport links nearby (apart from the CallConnect service). This could have an adverse impact on social inclusion. However, there are employment opportunities nearby within Spalding that are within the ideal 7km drive of the site. For example, Clay

	Lake Industrial Estate is approx. 1.3km from the site, although it is outside the preferred 1km walk. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	✓
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary and secondary schools are: • Spalding Parish Church of England Day School is around 2.4km from the site • Spalding High School (with 6th Form) is approx. 2.7km away The local education authority has indicated that there is currently no capacity available in Spalding at primary level to accommodate the level of development proposed in the Local Plan. 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).
6. Biodiversity, Geodiversity and Green Infrastructure	0
	The site is approx. 500m from the Decoy Farm Pit SNCI. However, given the size of the site and limited access to the SNCI, it is unlikely that development will have an adverse impact. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/X
	The site is currently visually exposed and, as a result, its development would not immediately be assimilated into the wider landscape. However, appropriate boundary treatment/landscaping could address this issue in time. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that

	pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site. Development of the site would result in the loss of best and most versatile agricultural land (Grade 2). All necessary on-site infrastructure is considered available and capable of accommodating four households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is currently Grade 2 agricultural land and so its development would mean the loss of approx. 0.86ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	XX
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. However, this site is located within Flood Zone 3a and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'danger for some' in terms of flood hazard and 0.25m to 0.5m in terms of flood depth. Given the site's flood risk, it does not offer a suitable location for development and its allocation would be contrary to Planning Policy for Traveller Sites (August 2015).
12. Climate Change	✓/x
	Most of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The nearest employment opportunities are within Spalding and the ideal 7km drive of the site. For example, there is reasonably good access to local employment with Clay Lake Industrial Estate is approx. 1.3km from the site, although it is outside the preferred 1km walk. Furthermore, occupants of the site would have to cross the busy A16 to access the main built-up area of Spalding which may deter the use of sustainable modes of transport such as walking and cycling. However, the site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community.

DON011: Land to the north of Northorpe Road, Donington	
Sustainability Objective	Indicative development scenario: Total site area: 0.48ha Potential no of households/caravans: 2 or 3 households/4 or 6 caravans
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	x
	The majority of facilities that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance for such facilities. The Ruby Hunt [pop-in] Centre, the nearest health centre (Gosberton Medical Centre) amenity open space and leisure centre/playing pitches are all outside the ideal walking distance. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	x
	The site is well outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, it is outside the ideal 1km walk of a local shop. It is therefore less likely that occupants would use sustainable modes of transport to meet their everyday shopping needs. Occupants of the site would have to cross the relatively busy A52 to access the main built-up area of Donington which may deter the use of sustainable modes of transport such as walking and cycling. Bus services currently operate 7 times daily (weekdays) between Spalding and Boston; the nearest bus stop's well outside the ideal 400m walking distance near the junction with the A52. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	x
	This site is not in close proximity to the majority of the area's services and facilities and there are no public transport links within walking distance of the site (apart from the CallConnect service). This could have an adverse impact on social inclusion. Tthere are employment opportunities within Donington that are within the ideal 7km drive of the site, for example Millfield Road Industrial Estate is approx. 1.9km from the site. However, these are outside the ideal walking distance of 1km and the A52 effectively severs the most northerly part of Donington from the rest of the settlement which might discourage residents from walking or cycling to work. There

	are also other employment opportunities within the ideal 7km drive in nearby Bicker and Swineshead. Spalding and Boston, with their more extensive employment opportunities, are further away. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	✓/x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is Donington Cowley Endowed Primary School (approx. 2.4km away) and the nearest secondary school is Thomas Cowley High School (around 1.7km away). However, the nearest post-18 education providers are outside the ideal 4.8km distance, within Spalding. The local education authority has indicated that Donington currently has a lack of capacity at primary and secondary level. Additional classrooms would be required at the primary school to accommodate the number of pupils new development is anticipated to generate. However, the secondary school is located on a constrained site and so additional secondary level provision would require careful consideration.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The site is relatively free of environmental constraints, although development may have an adverse impact on mature trees along the western boundary. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/x
	The site is currently visually exposed to the north and south and, as a consequence, its development would not immediately be assimilated into the wider landscape. However, it is considered that appropriate boundary treatment/landscaping could address this issue over time by integrating the site into its wider environs. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated.

	In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site. Development of the site would mean the loss of approx. 0.48ha of best and most versatile agricultural land (Grade 1). It is not known whether water and electricity supplies are adequate to accommodate two or three households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is Grade 1 agricultural land and so its development would mean the loss of approx. 0.48ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	Most of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	There are employment opportunities within Donington that are within the ideal 7km drive of the site. For example, Millfield Road Industrial Estate is approx. 1.9m from the site, although it is outside the preferred 1km walk. Spalding, with its more extensive employment opportunities, is further away. The site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community. However, the range of appropriate uses may be limited by the need to protect the amenities of

	neighbouring dwellings.

DON013: Land to the south-east of Caythorpe Road, Donington	
Sustainability Objective	Indicative development scenario: Total site area: 0.80ha Potential no of households/caravans: 4/8
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	✓/x
	Open space and the village playing field is located opposite Thomas Cowley High School, around 370m away. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The Ruby Hunt [pop-in] Centre and the nearest health centre (Gosberton Medical Centre) are both outside the ideal walking distances. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	x
	The site is well outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. The centre of the site is within the ideal 1km distance of the local shop from a housing site, being around 800m from the Costcutter store on High Street. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs. There is no footway at the frontage of the site and it is a single-track road at this point, however it is within a conveniently short distance of the village footway network and a two-way road which could promote the use of sustainable modes of transport such as walking and cycling. Bus services currently operate 7 times daily (weekdays) between Spalding and Boston; the nearest bus stop's over 500m from the site on Quadring Road adjacent to the pumping station, outside the ideal 400m walking distance. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially	✓/x

Inclusive Communities	This site is in relatively close proximity to a number of the area's services and facilities which could have a positive impact on social inclusion. Furthermore, there are employment opportunities within Donington that are within the ideal 7km drive of the site. For example, Millfield Road Industrial Estate is approx. 1.4km from the site, although it is outside the preferred 1km walk. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	✓/x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is Donington Cowley Endowed Primary School (approx. 960m away) and the nearest secondary school is Thomas Cowley High School (around 540m away). However, the nearest post-18 education providers are outside the ideal 4.8km distance, within Spalding. The local education authority has indicated that Donington currently has a lack of capacity at primary and secondary level. Additional classrooms would be required at the primary school to accommodate the number of pupils new development is anticipated to generate. However, the secondary school is located on a constrained site and so additional secondary level provision would require careful consideration.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/x
	The site is currently visually exposed and, as a consequence, its development would not immediately be assimilated into the wider landscape. However, appropriate boundary treatment/landscaping could address this issue over time by integrating the site into its wider environs. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water	x
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the

Resources	release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site. Development of the site would mean the loss of approx. 0.80ha of best and most versatile agricultural land (Grade 1). It is not known whether water and electricity supplies are adequate to accommodate four households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is Grade 1 agricultural land and so its development would mean the loss of approx. 0.80ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	Given that the site is in relatively close proximity to a number of the area's services and facilities there is some potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	There are employment opportunities within Donington that are within the ideal 7km drive of the site. For example, Millfield Road Industrial Estate is approx. 1.4km from the site, although it is outside the preferred 1km walk. Spalding, with its more extensive employment opportunities, is further away.

	However, the site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community.

DON019: Land to the east of Quadring Road, Donington	
Sustainability Objective	Indicative development scenario: Total site area: 0.53ha Potential no of households/caravans: 2 or 3 households/4 or 6 caravans
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	✓/x
	Open space and the village playing field is located opposite Thomas Cowley High School, around 970m away. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The Ruby Hunt [pop-in] Centre and the nearest health centre (Gosberton Medical Centre) are both outside the ideal walking distances. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	x
	The site is well outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, it is outside the ideal 1km walk of a local shop. It is therefore less likely that occupants would use sustainable modes of transport to meet their everyday shopping needs Although the site is a little way out of the village it is served by an A class road that has a footway linking back to the village that could provide safe pedestrian access. This could promote the use of sustainable modes of transport such as walking and cycling. Bus services currently operate 7 times daily (weekdays) between Spalding and Boston; the nearest bus stops are at the junction with Washdike Lane, within the 400m threshold. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	✓/x
	This site is outside the ideal walking distance of some services and facilities which could inhibit social inclusion.

	However, there are employment opportunities within Donington that are within the ideal 7km drive of the site. For example, Millfield Road Industrial Estate is approx. 2.1km from the site, although it is outside the preferred 1km walk. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	✓/x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is Donington Cowley Endowed Primary School (approx. 1.1km away) and the nearest secondary school is Thomas Cowley High School (around 1.2km away). However, the nearest post-18 education providers are outside the ideal 4.8km distance, within Spalding. The local education authority has indicated that Donington currently has a lack of capacity at primary and secondary level. Additional classrooms would be required at the primary school to accommodate the number of pupils new development is anticipated to generate. However, the secondary school is located on a constrained site and so additional secondary level provision would require careful consideration.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/x
	The site is currently visually exposed and, as a consequence, its development would not immediately be assimilated into the wider landscape. However, appropriate boundary treatment/landscaping could address this issue over time. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development

	itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site. Development of the site would mean the loss of approx. 0.53a of best and most versatile agricultural land (Grade 1). It is not known whether water and electricity supplies are adequate to accommodate four households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is Grade 1 agricultural land and so its development would mean the loss of approx. 0.53ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	Given that the site is outside the ideal walking distance of some services and facilities there is likely to be less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	There are employment opportunities within Donington that are within the ideal 7km drive of the site. For example, Millfield Road Industrial Estate is approx. 2.1km from the site, although it is outside the preferred 1km walk. Spalding, with its more extensive employment opportunities, is further away. The site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community. However, the range of appropriate uses may be limited by the need to protect the amenities of neighbouring dwellings.

GOS004: Land to the south-east of Churchfleet Lane, Gosberton	
Sustainability Objective	Indicative development scenario: Total site area: 0.8ha Potential no of households/caravans: 4/8
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	✓/x
	The closest amenity open space (off Poachers Hide) is approx. 650m from the site and the nearest medical centre (Gosberton Medical Centre) is around 860m away. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (670m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest playing field and Gosberton Church Hall are both outside the ideal walking distances. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	x
	The site is well outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. The centre of the site is within the ideal 1km distance of the local shop from a housing site, being around 760m from the Costcutter store on High Street. Consequently, sustainable modes of travel could be used in order to meet residents' everyday shopping needs. However, the site is too far along a single-track road with no footways to be safe for pedestrian and vehicular movements. Bus services currently operate 7 times daily (weekdays) through Gosberton between Spalding and Boston; however the nearest bus stop is outside the ideal 400m walking distance. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	✓/x
	This site is outside the ideal walking distance of a number of services and facilities (including public transport links) which could inhibit social inclusion. However, there are employment opportunities within Donington that are within the ideal 7km drive of the site. For example, Millfield Road Industrial Estate is approx. 6.1km from the site, although it is outside the preferred 1km walk. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place

	where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is Gosberton Primary School, approx. 1.5km away. However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys. There is currently a lack of capacity at primary and secondary level in and around Gosberton and there are also constrained sites meaning reduced scope for expansion. Furthermore, in Spalding – where secondary aged pupils also attend school - the equivalent of a new secondary school with 6th form will be required in order to accommodate children from the additional dwellings anticipated in South Holland. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The biodiversity interest on the site itself is limited. However, it is in close proximity to a protected site (approx. 640m from the Boston Road Brick Pits LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/x
	The site is currently visually exposed and, as a consequence, its development would not immediately be assimilated into the wider landscape. However, appropriate boundary treatment/landscaping could address this issue over time by integrating the site into its wider environs. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site.

	Development of the site would mean the loss of approx. 0.80 of best and most versatile agricultural land (Grade 1). It is not known whether water and electricity supplies are adequate to accommodate four households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is Grade 1 agricultural land and so its development would mean the loss of approx. 0.80ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	A number of the areas local facilities and services (including public transport links) are outside the ideal walking distances from the site meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	There are employment opportunities within Donington that are within the ideal 7km drive of the site. For example, Millfield Road Industrial Estate is approx. 6.1km from the site, although it is outside the preferred 1km walk. Spalding, with its more extensive employment opportunities, is further away. The site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community.

MOU008: Land to the south-east of Fold Lane, Moulton	
Sustainability Objective	Indicative development scenario: Total site area: 0.81ha Potential no of households/caravans: 4/8
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	x
	The majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre (Moulton Medical Centre), accessible playing pitch and open space (Moulton Harrox Playing Field) and community centre/village hall (Moulton Community Centre and Village Hall) are all outside the ideal walking distances. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	x
	The site is within the ideal 7km distance to a big supermarket being around 5.9km from the Tesco store in Holbeach (Boston Road South) -– the car/van is likely to be the preferred mode of transport for this purpose. However, it is outside the ideal 1km walk of a local shop. It is therefore less likely that occupants would use sustainable modes of transport to meet their everyday shopping needs. Furthermore, there are no footways for safe pedestrian access and the road carries quite a high volume of traffic to and from the A17 which may deter the use of sustainable modes of transport such as walking and cycling. Buses run to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday); however the nearest bus stop is outside the ideal 400m walking distance. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	✓/x
	This site is not in close proximity to the majority of the area's services and facilities. This could have an adverse impact on social inclusion. The nearest potential employment opportunities are located within the preferred 7km drive at Springfields Retail Outlet (approx. 5.3km

	away) in Spalding, although it is outside the ideal 1km walking distance. There are also other employment opportunities further away in Holbeach, Pinchbeck and Spalding. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is the John Harrox Primary School – approx. 1.4km away. However, the nearest secondary school and post-18 education providers are outside the ideal 4.8km distance. Moulton currently has a lack of capacity at primary level with limited scope to expand due to site constraints. Secondary aged pupils are likely to attend school in either nearby Spalding or Holbeach. In Spalding, the equivalent of a new secondary school with 6th form will be required in order to accommodate children from the additional dwellings anticipated in South Holland. Furthermore, in Holbeach, the secondary school is located on a constrained site and so any possible expansion would require careful consideration. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The site itself has little biodiversity interest, however it is in close proximity to a protected site (approx. 130m from the Moulton Park and River LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/x
	The site is currently visually exposed and, as a consequence, its development would not immediately be assimilated into the wider landscape. However, appropriate boundary treatment/landscaping could address this issue over time by integrating the site into its wider environs. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated.

	In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site. Development of the site would mean the loss of approx. 0.81ha of best and most versatile agricultural land (Grade 1). It is not known whether water and electricity supplies are adequate to accommodate four households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is currently Grade 1 agricultural land and so its development would mean the loss of approx. 0.81ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	Most of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The nearest potential employment opportunities are located within the preferred 7km drive at Springfields Retail Outlet (approx. 5.3km away) in Spalding, although it is outside the ideal 1km walking distance. There are also other employment opportunities further away in Holbeach, Pinchbeck and Spalding. The site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community.

MOU016: Land to the south-east of Broad Lane, Moulton	
Sustainability Objective	Indicative development scenario: Total site area: 0.81ha Potential no of households/caravans: 4/8
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	✓
	Most facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest accessible playing pitch and open space (Moulton Harrox Playing Field) and nearest health centre (Moulton Medical Centre) are around 700m and 670m from the site respectively. However, the closest community centre/village hall (Moulton Community Centre and Village Hall) is approx. 620m away, just outside the ideal walking distance. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	✓/x
	The site is within the ideal 7km distance to a big supermarket being around 6.3km from the Tesco store in Holbeach (Boston Road South) -– the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, it is within the ideal 1km walk of the nearest local shop being approx. 720m from the Londis store in Moulton and it has a footway to provide safe pedestrian access. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs. Buses run to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). However there are no bus stops within the ideal 400m walking distance. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	✓
	A number of the area's services and facilities are within the ideal walking distances which should contribute towards achieving social inclusion. The nearest potential employment opportunities are located within the preferred 7km drive at Springfields Retail Outlet (approx. 4.7km away) in Spalding, although it is outside the ideal 1km walking distance. There are also other employment opportunities further away in

	Pinchbeck and Spalding. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is the John Harrox Primary School – approx. 460m away. However, the nearest secondary school and post-18 education providers are outside the ideal 4.8km distance. Moulton currently has a lack of capacity at primary level with limited scope to expand due to site constraints. Secondary aged pupils are likely to attend school in either nearby Spalding or Holbeach. In Spalding, the equivalent of a new secondary school with 6th form will be required in order to accommodate children from the additional dwellings anticipated in South Holland. Furthermore, in Holbeach, the secondary school is located on a constrained site and so any possible expansion would require careful consideration. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The site is in close proximity to a protected site (approx. 500m from the Moulton Park and River LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. Development of the site may have an adverse impact on matures trees situated along the south-eastern facing boundary. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Given the scale of the site, good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/x
	Although the neighbouring residential curtilages and existing trees and shrubs screen the site to some extent, it is largely visually exposed. As a consequence, its development would not immediately be assimilated into the wider landscape. However, appropriate boundary treatment/landscaping could address this issue over time by integrating the site into its wider environs. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and	x

Water Resources	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site. Development of the site would mean the loss of approx. 0.81ha of best and most versatile agricultural land (Grade 1). It is not known whether water and electricity supplies are adequate to accommodate four households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is currently Grade 1 agricultural land and so its development would mean the loss of approx. 0.81ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	A number of local facilities and services are within the ideal walking distances from the site meaning that there is potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The nearest potential employment opportunities are located within the preferred 7km drive at Springfields Retail Outlet (approx. 4.7km away) in Spalding, although it is outside the ideal 1km walking distance. There are also other employment opportunities further away in Pinchbeck and Spalding.

	The site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community. However, the range of appropriate uses may be limited by the need to protect the amenities of nearby existing dwellings.

MOU022: Land to the south-east of Broad Lane, Moulton	
Sustainability Objective	Indicative development scenario: Total site area: 0.86ha Potential no of households/caravans: 4/8
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	✓
	Most facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest accessible playing pitch and open space (Moulton Harrox Playing Field) are around 840m away and the nearest health centre (Moulton Medical Centre) is around 800m from the site. However, the closest community centre/village hall (Moulton Community Centre and Village Hall) is outside the ideal walking distances. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	✓/x
	The site is just within the ideal 7km distance to a big supermarket being around 6.8km from the Tesco store in Holbeach (Boston Road South) -– the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, it is within the ideal 1km walk of the nearest local shop being approx. 880m from the Londis store in Moulton and it has a footway to provide safe pedestrian access. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs. Buses run to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). However there are no bus stops within the ideal 400m walking distance. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially	✓

Inclusive Communities	A number of the area's services and facilities are within the ideal walking distances which should contribute towards achieving social inclusion. The nearest potential employment opportunities are located within the preferred 7km drive at Springfields Retail Outlet (approx. 4.8km away) in Spalding, although it is outside the ideal 1km walking distance. There are also other employment opportunities further away in Pinchbeck and Spalding. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is the John Harrox Primary School – approx. 590m away. However, the nearest secondary school and post-18 education providers are outside the ideal 4.8km distance. Moulton currently has a lack of capacity at primary level with limited scope to expand due to site constraints. Secondary aged pupils are likely to attend school in either nearby Spalding or Holbeach. In Spalding, the equivalent of a new secondary school with 6th form will be required in order to accommodate children from the additional dwellings anticipated in South Holland. Furthermore, in Holbeach, the secondary school is located on a constrained site and so any possible expansion would require careful consideration. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The site is in close proximity to a protected site (approx. 410m from the Moulton Park and River LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. There are also trees along the site's highway frontage which would likely be affected in creating an access to the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Given the scale of the site, good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/x
	There are trees on the site's highway frontage, and an existing bungalow to the north, however the site is largely visually exposed. As a

	consequence, its development would not immediately be assimilated into the wider landscape. However, appropriate boundary treatment/landscaping could address this issue over time by integrating the site into its wider environs. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site. Development of the site would mean the loss of approx. 0.86ha of best and most versatile agricultural land (Grade 1). It is not known whether water and electricity supplies are adequate to accommodate four households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is currently Grade 1 agricultural land and so its development would mean the loss of approx. 0.86ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	A number of local facilities and services are within the ideal walking distances from the site meaning that there is potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are

	used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The nearest potential employment opportunities are located within the preferred 7km drive at Springfields Retail Outlet (approx. 4.8km away) in Spalding, although it is outside the ideal 1km walking distance. There are also other employment opportunities further away in Pinchbeck and Spalding. The site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community. However, the range of appropriate uses may be limited by the need to protect the amenities of the neighbouring dwelling.

MOU039: Land to the north of East Cob Gate, Moulton	
Sustainability Objective	Indicative development scenario: Total site area: 0.30ha Potential no of households/caravans: 1 or 2 households/2 or 4 caravans
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	✓
	Most facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest accessible playing pitch and open space (Moulton Harrox Playing Field) and nearest health centre (Moulton Medical Centre) are around 920m and 520m from the site respectively. However, the closest community centre/village hall (Moulton Community Centre and Village Hall) is outside the ideal walking distance. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	✓/x
	The site is within the ideal 7km distance to a big supermarket being around 5.3km from the Tesco store in Holbeach (Boston Road South) -– the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, it is within the ideal 1km walk of the nearest local shop being approx. 770m from the Londis store in Moulton and it has a footway to provide safe pedestrian access. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.

	Buses run to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). However there are no bus stops within the ideal 400m walking distance. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	✓
	A number of the area's services and facilities are within the ideal walking distances which should contribute towards achieving social inclusion. The nearest potential employment opportunities are located within the preferred 7km drive at Springfields Retail Outlet (approx. 5.4km away) in Spalding, although it is outside the ideal 1km walking distance. There are also other employment opportunities further away in Pinchbeck and Spalding. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is the John Harrox Primary School – approx. 1.1km away. However, the nearest secondary school and post-18 education providers are outside the ideal 4.8km distance. Moulton currently has a lack of capacity at primary level with limited scope to expand due to site constraints. Secondary aged pupils are likely to attend school in either nearby Spalding or Holbeach. In Spalding, the equivalent of a new secondary school with 6th form will be required in order to accommodate children from the additional dwellings anticipated in South Holland. Furthermore, in Holbeach, the secondary school is located on a constrained site and so any possible expansion would require careful consideration. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The biodiversity interest on the site itself appears to be limited and no European or national environmental designations are nearby. However, it is in close proximity to a protected site (approx. 320m from the Moulton Park and River LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.

8. Landscape and Townscape	✓/x
	The site is currently visually exposed to the north and south and, as a consequence, its development would not immediately be assimilated into the wider landscape. However, it is considered that appropriate boundary treatment/landscaping could address this issue in time. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site. Development of the site would mean the loss of approx. 0.30ha of best and most versatile agricultural land (Grade 1). It is not known whether water and electricity supplies are adequate to accommodate one or two households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is currently Grade 1 agricultural land and so its development would mean the loss of approx. 0.30ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	A number of local facilities and services are within the ideal walking distances from the site meaning that there is potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use

	and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The nearest potential employment opportunities are located within the preferred 7km drive at Springfields Retail Outlet (approx. 5.4km away) in Spalding, although it is outside the ideal 1km walking distance. There are also other employment opportunities further away in Pinchbeck and Spalding. The site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community. However, the range of appropriate uses may be limited by the need to protect the amenities of neighbouring dwellings.

MOU019: Land to the east of Eaugate Road, Moulton Chapel	
Sustainability Objective	Indicative development scenario: Total site area: 0.89ha Potential no of households/caravans: 4/8
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	x
	The majority of facilities that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance for such facilities. The closest amenity open space, health centre, leisure centre/playing pitches and community centre/village hall are all outside the ideal walking distance. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	x
	The site is outside the ideal 7km distance to a big supermarket -– the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, the site is outside the ideal 1km walk of a local shop. It is therefore less likely that occupants would use sustainable modes of transport to meet their everyday shopping needs, although the site does have good pedestrian access. There are no public transport routes nearby meaning that public transport access would be difficult for those living on this site.

	The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	x
	This site is not in close proximity to the majority of the area's services and facilities and there are no public transport links nearby (apart from the CallConnect service). This could have an adverse impact on social inclusion. Furthermore, there is a lack of potential employment opportunities in and around Moulton Chapel and so it may prove difficult for occupants to easily walk or cycle to access employment. This could have a negative impact, potentially excluding access to local employment. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is Moulton Chapel Primary School – approx. 150m away. However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys Moulton Chapel currently has a lack of capacity at primary level although the school may have some ability to expand. Secondary aged pupils are likely to attend school in either nearby Spalding or Holbeach. In Spalding, the equivalent of a new secondary school with 6th form will be required in order to accommodate children from the additional dwellings anticipated in South Holland. Furthermore, in Holbeach, the secondary school is located on a constrained site and so any possible expansion would require careful consideration. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	The site appears to be free of environmental constraints and it is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/x
	Although there are mature trees to its south, the site is largely visually exposed. As a consequence, its development would not immediately be assimilated into the wider landscape. However, appropriate boundary treatment/landscaping could address this issue

	over time by integrating the site into its wider environs. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site. Development of the site would mean the loss of approx. 0.89ha of best and most versatile agricultural land (Grade 1). It is not known whether water and electricity supplies are adequate to accommodate four households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is Grade 1 agricultural land and so its development would mean the loss of approx. 0.89ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	The majority of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.

13. Economy and Employment	✓/x
	There are no employment opportunities within the ideal 7km drive and 1km walk. However, the site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community. The range of appropriate uses may be limited by the need to protect the amenities of neighbouring dwellings.

MOU021: Land to the east of Fen Gate, Moulton Chapel	
Sustainability Objective	Indicative development scenario: Total site area: 0.41ha Potential no of households/caravans: 2/4
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	x
	The nearest amenity open space (off St James Way) is around 610m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre, community centre/village hall and leisure centre/playing pitches are all outside the ideal walking distances. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	x
	The site is outside the ideal 7km distance to a big supermarket -– the car/van is likely to be the preferred mode of transport for this purpose. However, it is within the ideal 1km walking distance of a local shop being approx. 840m from Ken's Kabin on Roman Road, although there is no footway to/from the site which would make pedestrian movement potentially hazardous. There are no public transport routes nearby meaning that public transport access would be difficult for those living on this site. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	x
	This site is not in close proximity to the majority of the area's services and facilities and there are no public transport links nearby (apart from the CallConnect service). This could have an adverse impact on social inclusion.

	Furthermore, there is a lack of potential employment opportunities in and around Moulton Chapel and so it may prove difficult for occupants to easily walk or cycle to access employment. This could have a negative impact, potentially excluding access to local employment. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is Moulton Chapel Primary School – approx. 1.9km away. However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys Moulton Chapel currently has a lack of capacity at primary level although the school may have some ability to expand. Secondary aged pupils are likely to attend school in either nearby Spalding or Holbeach. In Spalding, the equivalent of a new secondary school with 6th form will be required in order to accommodate children from the additional dwellings anticipated in South Holland. Furthermore, in Holbeach, the secondary school is located on a constrained site and so any possible expansion would require careful consideration. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	The site appears to be free of environmental constraints and does not include, and is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/x
	The site is currently visually exposed to the north and west and, as a consequence, its development would not immediately be assimilated into the wider landscape. However, appropriate boundary treatment/landscaping could address this issue over time. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water	x
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the

Resources	release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site. Development of the site would mean the loss of approx. 0.41ha of best and most versatile agricultural land (Grade 1). It is not known whether water and electricity supplies are adequate to accommodate one or two households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is Grade 1 agricultural land and so its development would mean the loss of approx. 0.41ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	The majority of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	There are no employment opportunities within the ideal 7km drive and 1km walk. The site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community. However, the range of appropriate uses may be limited by the need to protect the amenities of the

	neighbouring dwelling.

MOU024: Land to the east of Fen Gate, Moulton Chapel	
Sustainability Objective	Indicative development scenario: Total site area: 0.27ha Potential no of households/caravans: 1 or 2 households/2 or 4 caravans
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	x
	The nearest amenity open space (off St James Way) is around 520m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre, community centre/village hall and leisure centre/playing pitches are all outside the ideal walking distances. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	x
	The site is outside the ideal 7km distance to a big supermarket -– the car/van is likely to be the preferred mode of transport for this purpose. However, it is within the ideal 1km walking distance of a local shop being approx. 740m from Ken's Kabin on Roman Road, although there is no footway to/from the site which would make pedestrian movement potentially hazardous. There are no public transport routes nearby meaning that public transport access would be difficult for those living on this site. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	x
	This site is not in close proximity to the majority of the area's services and facilities and there are no public transport links nearby (apart from the CallConnect service). This could have an adverse impact on social inclusion. Furthermore, there is a lack of potential employment opportunities in and around Moulton Chapel and so it may prove difficult for occupants to easily walk or cycle to access employment. This could have a negative impact, potentially excluding access to local employment.

	Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is Moulton Chapel Primary School – approx. 1.7km away. However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys Moulton Chapel currently has a lack of capacity at primary level although the school may have some ability to expand. Secondary aged pupils are likely to attend school in either nearby Spalding or Holbeach. In Spalding, the equivalent of a new secondary school with 6th form will be required in order to accommodate children from the additional dwellings anticipated in South Holland. Furthermore, in Holbeach, the secondary school is located on a constrained site and so any possible expansion would require careful consideration. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	The site appears to be free of environmental constraints and does not include, and is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/x
	Although there are existing trees on the site's southern boundary, it is largely visually exposed and, as a consequence, its development would not immediately be assimilated into the wider landscape. However, it is considered that appropriate boundary treatment/landscaping could address this issue over time. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated.

	In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site. The site is not utilised for agricultural purposes. It is not known whether water and electricity supplies are adequate to accommodate one or two households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is Grade 1 agricultural land and so its development would mean the loss of approx. 0.27ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	The majority of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	There are no employment opportunities within the ideal 7km drive and 1km walk. The site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community. However, the range of appropriate uses may be limited by the need to protect the amenities of neighbouring dwellings.

MOU043: Land to the north of Roman Road, Moulton Chapel	
Sustainability Objective	Indicative development scenario: Total site area: 0.82ha Potential no of households/caravans: 4/8
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	x
	The nearest amenity open space (off St James Way) is around 600m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre, community centre/village hall and leisure centre/playing pitches are all outside the ideal walking distances. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	x
	The site is outside the ideal 7km distance to a big supermarket -– the car/van is likely to be the preferred mode of transport for this purpose. However, it is within the ideal 1km walking distance of a local shop being approx. 440m from Ken's Kabin on Roman Road, although there is no foothway to/from the site which would make pedestrian movement potentially hazardous. There are no public transport routes nearby meaning that public transport access would be difficult for those living on this site. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	x
	This site is not in close proximity to the majority of the area's services and facilities and there are no public transport links nearby (apart from the CallConnect service). This could have an adverse impact on social inclusion. Furthermore, there is a lack of potential employment opportunities in and around Moulton Chapel and so it may prove difficult for occupants to easily walk or cycle to access employment. This could have a negative impact, potentially excluding access to local employment. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised.

	No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is Moulton Chapel Primary School – approx. 1.4km away. However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys Moulton Chapel currently has a lack of capacity at primary level although the school may have some ability to expand. Secondary aged pupils are likely to attend school in either nearby Spalding or Holbeach. In Spalding, the equivalent of a new secondary school with 6th form will be required in order to accommodate children from the additional dwellings anticipated in South Holland. Furthermore, in Holbeach, the secondary school is located on a constrained site and so any possible expansion would require careful consideration. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	The site itself appears to have little biodiversity interest and it is not in close proximity to any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/x
	The site is currently visually exposed and, as a consequence, its development would not immediately be assimilated into the wider landscape. However, appropriate boundary treatment/landscaping could address this issue over time by integrating the site into its wider environs. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site.

	Development of the site would mean the loss of approx. 0.82ha of best and most versatile agricultural land (Grade 1). It is not known whether water and electricity supplies are adequate to accommodate four households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is Grade 1 agricultural land and so its development would mean the loss of approx. 0.82ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	The majority of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	There are no employment opportunities within the ideal 7km drive and 1km walk. However, the site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community.

SUR002: Land to the east of the B1356, Surfleet	
Sustainability Objective	Indicative development scenario: Total site area: 0.85ha Potential no of households/caravans: 4/8
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	x
	The majority of facilities that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance for such facilities. The closest amenity open space, health centre, leisure centre/playing pitches and community centre/village hall are all outside the ideal walking distance. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	x
	The site is within the ideal short 7km driving distance to a big supermarket being around 5.4km from the Morrisons store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk of a local shop. It is therefore less likely that occupants would use sustainable modes of transport to meet their everyday shopping needs, although the site does have good pedestrian access. There are no bus stops within the ideal 400m walking distance of the site. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	✓/x
	This site is not in close proximity to the majority of the area's services, facilities and public transport links (apart from the CallConnect service). This could have an adverse impact on social inclusion. The nearest employment opportunities at Wardentree Lane (4.9km) are within the ideal 7km drive of the site, although they are outside the ideal 1km walking distance which could reduce accessibility for some. There are also other employment opportunities slightly further away in Spalding town. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised.

	No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is Surfleet Primary School – approx. 1.6km away. However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys. In Spalding – where secondary aged pupils are likely to attend school - the equivalent of a new secondary school with 6th form will be required in order to accommodate children from the additional dwellings anticipated in South Holland. The LEA considers that it would not be possible to expand Spalding's schools by the necessary scale required in order to accommodate children from the additional dwellings anticipated in the area. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.
6. Biodiversity, Geodiversity and Green Infrastructure	xx
	The Surfleet Lows SSSI is located immediately to the south of the site. Surfleet Lows is a wet alluvial meadow - a type which is now rare throughout lowland Britain – and it is understood to be vulnerable to changes to local drainage or increased recreational use. Although development of the site is not likely to generate much additional recreational pressure, increased hardstanding will have an impact on drainage and would therefore likely have adverse impacts upon the SSSI. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓
	The site is very well screened from the highway by existing trees and shrubs and so its development is unlikely to have an impact on the character and appearance of the landscape. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site.

	Development of the site would mean the loss of approx. 0.85ha of best and most versatile agricultural land (Grade 1). It is not known whether water and electricity supplies are adequate to accommodate four households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is Grade 1 agricultural land and so its development would mean the loss of approx. 0.85ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	The majority of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The nearest employment opportunities at Wardentree Lane (4.9km) are within the ideal 7km drive of the site, although they are outside the ideal 1km walking distance which could reduce accessibility for some. There are also other employment opportunities slightly further away in Spalding town. The site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community. However, the range of appropriate uses may be limited by the need to protect the amenities of neighbouring dwellings.

WHA038: Land to the north of Cob Gate, Whaplode	
Sustainability Objective	Indicative development scenario: Total site area: 0.85ha Potential no of households/caravans: 4/8
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	✓/x
	The nearest amenity open space (off Abbots Gardens) is around 430m away and the site is around 1km from the nearest health centre (Moulton Medical Centre). However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest community centre/village hall and leisure centre/playing pitches are both outside the ideal walking distances. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	x
	The site is within the ideal 7km distance to a big supermarket being around 4.8km from the Tesco store in Holbeach (Boston Road South) -– the car/van is likely to be the preferred mode of transport for this purpose. However, the site is outside the ideal 1km walking distance of the nearest local shop (the Co-operative Food Store on High Road), although there is a footway to provide pedestrian access. Buses run through Whaplode to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). However there are no bus stops within the ideal 400m walking distance. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	✓/x
	This site is outside the ideal walking distance of a number of services and facilities (including public transport links) which could inhibit social inclusion. However, there are potential employment opportunities at the Fleet Road Industrial Estate (6km), within the ideal 7km drive of the site, although they are outside the ideal 1km walk which might discourage residents from walking to work. Spalding, with its more extensive employment opportunities, is further away.

	Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is Whaplode Church of England Primary School – approx. 1.4km away. However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys There is currently a lack of capacity at primary level in Whaplode and Holbeach and schools are located on constrained sites meaning little scope for expansion. Furthermore, in nearby Holbeach, capacity is limited at secondary level. The secondary school is located on a constrained site and so any possible expansion would require careful consideration. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	The site itself appears to have little biodiversity interest and, although it comes just within 800m of the Moulton Park and River LWS, it is not likely to have an effect on this designated site due to the scale of the development proposed. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/x
	The site is visually exposed on all sides but the west and, as a consequence, its development would not immediately be assimilated into the wider landscape. However, appropriate boundary treatment/landscaping could address this issue over time by integrating the site into its wider environs. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site.

	Development of the site would mean the loss of approx. 0.85ha of best and most versatile agricultural land (Grade 1). The owners indicate that utilities are available.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is Grade 1 agricultural land and so its development would mean the loss of approx. 0.85ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	This site is outside the ideal walking distance of a number of services and facilities (including public transport links) meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	However, there are potential employment opportunities at the Fleet Road Industrial Estate (6km), within the ideal 7km drive of the site, although they are outside the ideal 1km walk which might discourage residents from walking to work. Spalding, with its more extensive employment opportunities, is further away. The site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community. However, the range of appropriate uses may be limited by the need to protect the amenities of neighbouring dwellings.

Roper's Gate, Gedney	
Sustainability Objective	Indicative development scenario: Total site area: 0.71ha Potential no of households/caravans: 10/20
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	x
	The majority of facilities that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance for such facilities. The closest amenity open space, health centre, leisure centre/playing pitches and community centre/village hall are all outside the ideal walking distance. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	x
	The aspiration should be to promote development where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However the site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. It is also outside the ideal 1km walk to a local shop. It is therefore less likely that occupants would use sustainable modes of transport to meet their everyday shopping needs. There are no public transport routes nearby meaning that public transport access would be difficult for those living on this site. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	x
	This site is not in close proximity to the majority of the area's services and facilities and there are no public transport links nearby (apart from the CallConnect service). This could have an adverse impact on social inclusion. As discussed in Objective 13 the nearest potential employment opportunities at Intergreen (Fleet) (4km) are within the ideal 7km drive of the site. However, they are outside the ideal 1km walk and there are no footpaths along the A17 which might discourage residents from walking to work. There are also other employment opportunities within the ideal 7km drive in nearby Holbeach. Spalding, with its more extensive employment opportunities, is further away. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place

	where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	✓
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary and secondary schools are: • Gedney Church End Primary School is around 2.2km from the site • The Peele Community College is approx. 3.8km away However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys. Gedney Church End currently has very little capacity at primary level and the school is located on a constrained site meaning that opportunities for expansion would likely be limited. In Long Sutton, there is limited capacity at secondary level. The closest sixth form facilities are in Holbeach where there is currently not capacity available.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	There appears to be little biodiversity interest on the site and it is not in close proximity to any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/X
	The site is currently visually exposed and, as a result, its development would not immediately be assimilated into the wider landscape. However, appropriate boundary treatment/landscaping could address this issue in time. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site.

	The site is not agricultural land. All necessary on-site infrastructure is considered available and capable of accommodating four households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is currently utilised as grass paddocks and so its development would mean the loss of approx. 0.71ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	XX
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. However, this site is located within Flood Zone 3a and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'danger for most' in terms of flood hazard and 0.50m to 1.0m in terms of flood depth. Given the site's flood risk, it does not offer a suitable location for development and its allocation would be contrary to Planning Policy for Traveller Sites (August 2015).
12. Climate Change	✓/x
	Most of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The nearest potential employment opportunities at Intergreen (Fleet) (4km) are within the ideal 7km drive of the site. However, they are outside the ideal 1km walk and there are no footpaths along the A17 which might discourage residents from walking to work. There are also other employment opportunities within the ideal 7km drive in nearby Holbeach. Spalding, with its more extensive employment opportunities, is further away. However, the site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community.

WHA013: Land to the north of Drove Road, Shepeau Stow	
Sustainability Objective	Indicative development scenario: Total site area: 0.80ha Potential no of households/caravans: 4/8
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	x
	The majority of facilities that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance for such facilities. The closest amenity open space, health centre, leisure centre/playing pitches and community centre/village hall are all outside the ideal walking distance. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity nor is it located near to any uses likely to endanger the health of occupants.
3. Transport	x
	The site is outside the ideal 7km distance to a big supermarket -– the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, the site is outside the ideal 1km walk of a local shop. It is therefore less likely that occupants would use sustainable modes of transport to meet their everyday shopping needs. Furthermore, given the rural nature of the site, there are no public footpaths (and only narrow verges) or cycle paths leading to/from the site which may deter the use of sustainable modes of transport such as walking and cycling. There are no public transport routes nearby meaning that public transport access would be difficult for those living on this site. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	x
	This site is not in close proximity to the majority of the area's services and facilities and there are no public transport links nearby (apart from the CallConnect service). This could have an adverse impact on social inclusion. Furthermore, there is a lack of potential employment opportunities in and around Shepeau Stow and so it may prove difficult for occupants to easily walk or cycle to access employment. This could have a negative impact, potentially excluding access to local

	employment. Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is Shepeau Stow Primary School – approx. 830m away. However, the nearest secondary school and post-18 education providers are outside the ideal 4.8km distance, within Holbeach. The local education authority has indicated that Holbeach currently has a lack of capacity at secondary and sixth form level. Additional places will therefore be required. However, it has been indicated that sufficient capacity is available at primary level in Whaplode to accommodate the level of development proposed in the Local Plan.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	A drainage channel runs through the centre of the site. Disturbance due to development can result in the movement of species, therefore undermining their sustainability. Given the size of the site, it may be more difficult to mitigate this and offset any potential harm but this will ultimately depend upon implementation. The site does not include, and is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/x
	The site is currently visually exposed and, as a consequence, its development would not immediately be assimilated into the wider landscape. However, appropriate boundary treatment/landscaping could address this issue over time by integrating the site into its wider environs. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated.

	In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site. The site is not agricultural land. It is not known whether water and electricity supplies are adequate to accommodate four households.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is currently grassland and so its development would mean the loss of approx. 0.80ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located partly within Flood Zone 1 and partly within Flood Zone 2 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	Most of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	There are no employment opportunities within the ideal 7km drive and 1km walk. However, the site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community.

Cranesgate North/Hurdletree Bank, Whaplode St Catherines	
Sustainability Objective	Indicative development scenario: Total site area: 0.47ha Potential no of households/caravans: 1/2
1. Housing	✓
	The Boston and South Holland Gypsy and Travellers Accommodation Assessment (November 2016) identified that, in South Holland, there is a need for 4 residential pitches for Gypsy and Traveller households and 1 residential plot for a Travelling Showperson's household over the plan period. Development of this site would help deliver the need identified for South Holland, which would have a positive impact on this objective.
2. Health and Well-being	x
	The majority of facilities that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance for such facilities. The closest amenity open space, health centre, leisure centre/playing pitches and community centre/village hall are all outside the ideal walking distance. Given the size of the site, it is not considered that its development would place undue pressure on health facilities and other infrastructure (such as open space and green infrastructure) necessary to maintain health and promote healthy lifestyles. Development of the site would have a limited effect in terms of local air and noise pollution. Additionally, the site is not close to any potential 'bad neighbour' uses that could affect the standard of amenity. However, the site is identified as possible filled or contaminated ground, i.e. there is potential that past uses of the site may endanger the health of occupants.
3. Transport	x
	The site is within the ideal 7km distance to a big supermarket, the nearest being the Tesco store in Holbeach (approx. 4.9km away) – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is outside the ideal 1km walk of a local shop. It is therefore less likely that occupants would use sustainable modes of transport to meet their everyday shopping needs. Furthermore, given the rural nature of the site, there are no public footpaths or cycle paths leading to/from the site which may deter the use of sustainable modes of transport such as walking and cycling. There are no public transport routes nearby meaning that public transport access would be difficult for those living on this site. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	x
	This site is not in close proximity to the majority of the area's services and facilities and there are no public transport links nearby (apart from the CallConnect service). This could have an adverse impact on social inclusion. However, there are employment opportunities within Holbeach that are within the ideal 7km drive of the site. For example, Fleet Road Industrial Estate is approx. 6.1km from the site, although it is outside the preferred 1km walk.

	Good design could have a positive effect upon crime by ensuring that the design promotes a safe, sustainable and inclusive living place where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	Given that the need for the additional Gypsy and Traveller pitches is expected to arise gradually over the plan period it is unlikely that there will be significant immediate demand for school places generated by development of the site. The nearest primary school is Whaplode Church of England Primary School – approx. 3.5km away. However, the nearest secondary school and post-18 education providers are outside the ideal 4.8km distance, within Holbeach. The local education authority has indicated that Holbeach currently has a lack of capacity at secondary and sixth form level. Additional places will therefore be required. However, it has been indicated that sufficient capacity is available at primary level in Whaplode to accommodate the level of development proposed in the Local Plan.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	There appears to be little biodiversity interest on the site and it is not in close proximity to any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓
	The site does not have an isolated or open countryside character as it is located at the end of a ribbon of existing dwellings. It is well-kept, and is surrounded by a post and rail fence and a recently-planted evergreen hedge that will screen it from view in due course. It is considered that the site will be successfully assimilated into its immediate environs and the wider landscape. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓
	Development of the site could have some effect upon air quality through the construction process (e.g. the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees). However, given the scale of the proposed development it is unlikely that a significant level of emissions will be generated. In addition, development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Water will inevitably be consumed through use of the site. The site is not agricultural land.

	All necessary on-site infrastructure is considered available and capable of accommodating a single household.
10. Sustainable use of Land and Waste	x
	Development of the site could involve the consumption of some minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. There could be an increase in household waste production. The site is currently grassland and so its development would mean the loss of approx. 0.47ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
11. Flood Risk	✓✓
	Gypsy and Traveller sites are classified as highly vulnerable and should therefore not be located in Flood Zone 3. This site is located within Flood Zone 1 and is classified in the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) as 'no hazard' in terms of flood hazard and 'no depth' in terms of flood depth. This means that the site is within a sequentially preferable location in terms of flood risk so would generate a significant positive impact.
12. Climate Change	✓/x
	Most of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car, and thereby minimise carbon emissions. Development of the site will result in the consumption of energy and resources, and therefore the release of greenhouse gases, in use and in construction. The inclusion of landscaping would have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	There are employment opportunities within Holbeach that are within the ideal 7km drive of the site. For example, Fleet Road Industrial Estate is approx. 6.1km from the site, although it is outside the preferred 1km walk. Spalding, with its more extensive employment opportunities, is further away. However, the site is potentially suitable for mixed residential and business use which is important given that self-employment is common amongst the Gypsy and Traveller community.

Appendix 10

Contents

Employment Allocations - Main Employment Areas

BO001: Endeavour Park, Boardsides, Boston	
Sustainability Objective	Indicative development scenario: Total site area: 13.3ha B Class Employment Provision: 4.3ha (B1)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. However, as one of the main routes likely to be used to access the site by-passes communities (A52), residents may not be significantly affected by an increase in traffic. Moreover as bus stops are within 300m of the site this may reduce the impact of an increase in traffic. Given its location, the site would be accessible by bicycle and on foot which could help promote healthy lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed, particularly long term unemployed.
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data showed that 44% of households owned at least one car and 48.6% travelled to work by car/van, above the Boston average of 41%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is within the Boston settlement boundary so has good access to local labour, local shops and services, which could have a positive effect upon promoting sustainable travel options to the rest of the town. Off road cyclepaths are provided within the site; connecting safe routes for pedestrians and cyclists from the available land to the existing network would help promote accessibility for residents. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Boston is a Sub-Regional Centre and is expected to provide for additional housing and accompanying employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed in close proximity to the site with good public transport links (a bus stop is within 300m of the site); it is therefore likely that access to employment will improve and there will be opportunities to reduce in the need to travel. The site has good access to the strategic road network (A52); there is expected to be some additional traffic generated by the available

	land, individually and cumulatively; this may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Bus services operate to Boston; the nearest bus stops are within 300m of the site on Sleaford Road, meaning that there is good access for residents. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood. Even so, Policy 2 of the Local Plan proposes more housing and employment development in the Sub-Regional Centres to contribute to a stronger local economy - additional development that provides for a range of needs would, in general, support this approach. The wider existing employment allocation seeks to contribute to a step-change in the economy of Boston town and South East Lincolnshire as a whole, although it is unlikely to provide direct regeneration benefits in the neighbourhood - the site is within close proximity of deprived neighbourhoods so could indirectly secure higher incomes for residents in those areas. The site will also provide employment for some sectors during the construction phase and the final potential prestigious employment development is also likely to promote higher incomes. In the long term this may lead to indirect benefits in terms of higher levels of disposable income spent in the area and associated benefits to the wider economy. As discussed in Objective 13 the site is within Boston settlement boundary; it is likely that a significant element of the spatial strategy for Boston Borough will focus on increasing housing and accompanying employment development in Boston town in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a significant level of new housing proposed in close proximity to the site which is in an accessible location within the settlement boundary, has good public and sustainable transport options; it is therefore likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Boston town. As the wider site is functioning as an employment site it is considered that an easy connection/extension could be made to the available land, which will enable employees and the business to access and provide a range of facilities on line.
5. Education	✓
	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents.
6. Biodiversity,	✓/x

Geodiversity and Green Infrastructure	No European or national environmental designations are nearby. The South Forty Foot Drain LWS is within 25m of the southern boundary of the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the recommendations of an ecological assessment. Drainage channels exist on boundaries and cross the site. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of each plot of available land means that any direct damage and disturbance could be mitigated and betterment achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided within each site to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features.
8. Landscape and Townscape	✓/x
	The available land is vacant land within the wider employment site. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓
	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust and the release of emissions from construction vehicles. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. It is also considered that there may need to be some upgrading to Boston's Water Recycling Centre and the water supply network to serve the proposed growth. Across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the

	provision of infrastructure and/or treatment. The available land is not currently in agricultural use.
10. Sustainable use of Land and Waste	x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. Development of the available land will result in the loss of approx. 4.3ha of greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard, with a flood depth of '1.0-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is within a 20/25minute walk of most local facilities, services and transport links. Even so, travel to work by car (48.6%) is higher than the rest of the County (42.1%) and for England (36.9%). It is likely that the development of 4.3ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than

	existing development on site. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity is available to each available plot, although site connections will need to be made. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood in terms of income and employment deprivation. Even so, Endeavour Park, and the available land has been identified as an important site in the area suitable for the development of prestigious employment development that aims to initiate a 'step-change' in the area's economy by making it more diverse, less reliant on the traditional sectors, and more robust by taking advantage of a key economic growth sectors. Such an employment site is also likely to have a positive impact by creating new employment opportunities for South East Lincolnshire as a whole (unemployment is 1.20% of the Boston Borough working age population, Nov 2015). It could encourage people (potentially particularly young people) to stay and work in the area by raising employment aspirations with higher-salaried jobs, diversifying the area's economy, and thereby making it more resilient. This could be particularly important in the development of technical skills and expertise amongst the local workforce, thereby helping to make the area's economy more robust. The site is within Boston town and so has good links to the strategic road network – it is 150m from the A52 via A1121 as well as 3km from Swineshead Railway Station. This may help promote the use of local shops and services and make it easier for local labour to access the site, particularly by public and sustainable transport. Development on this site will also generate employment during the construction period, which may be over the medium-term depending on the phasing of development, and this will contribute to the local economy.

BO006: Riverside Industrial Estate, Marsh Lane, Boston	
Sustainability Objective	Indicative development scenario: Total site area: 89.6ha B Class Employment Provision: 18ha (B1, B2, B8)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. Moreover as bus stops are over the ideal 400m walk from the site, opportunities to minimise any adverse impact through public transport are limited. Given its location, the site would be accessible by bicycle and possibly on foot which could help promote healthy lifestyles

	New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed, particularly the long term unemployed.
3. Transport	✓/x
	It is likely that new uses will replicate existing patterns of car dependency – ONS 2011 census data showed that 48.5% travelled to work by car/van, above the Boston average of 41%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is within the Boston settlement boundary so has good access to local labour, local shops and services, which could have a positive effect upon promoting sustainable travel options to the rest of the town. Some off road cycling access is available; designing safe routes/connections for pedestrians and cyclists from the available land would help promote accessibility for employees/visitors. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Boston is a Sub-Regional Centre and is expected to provide for additional housing and accompanying employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel. The site has good access to the strategic road network (A16) and via Marsh Lane. Each plot takes access off the spine road. Most of the available land is expected to be accessed from the spine road although new junction(s) may be required. There is expected to be additional traffic generated by the available land, individually and cumulatively; this may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Bus services operate to Boston; the nearest bus stops are over 400m from the site, meaning that public transport access from employees is more limited. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood. However Policy 2 of the Local Plan proposes more housing and employment development in the Sub-Regional Centres to contribute to a stronger local economy - additional employment development that provides for a range of needs would, in general, support this approach. The promotion of additional employment land within or as an extension to an existing employment allocation seeks to contribute to a step-change in the economy of Boston town and South East Lincolnshire as a whole, although it is unlikely to provide direct regeneration benefits in the neighbourhood, it is within close proximity of deprived neighbourhoods so could indirectly secure higher incomes for residents in those areas. The available land will also provide employment for some sectors during the construction phase.

	In the long term this may lead to indirect benefits in terms of higher levels of disposable income spent in the area and associated benefits to the wider economy. As discussed in Objective 13 the site is within Boston settlement boundary; it is likely that a significant element of the spatial strategy for Boston Borough will focus on increasing housing and accompanying employment development in Boston town, in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a significant level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti- social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Boston town. As the wider site is functioning as an employment site it is considered that an easy connection/extension could be made to the available land, which will enable businesses and residents to access or provide a range of facilities on line.
5. Education	✓ Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of employment development proposed, opportunities could be provided for training and apprenticeships for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x No European or national environmental designations are nearby. Havenside LNR is within 80m of the eastern boundary of the site, separated by The Haven. Mitigation may be required to offset any potential harm identified but this will depend on implementation. A mature tree belt runs along the drainage channels in the east of the site, and other mature trees form boundaries to plots or act as landscaping/noise/amenity buffers to nearby uses. Drainage channels form boundaries to several plots. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of each plot of available land means that any direct damage and disturbance should be mitigated, and in the cases of larger plots betterment could be achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided within each plot to meet the needs of the development.
7. Heritage	0

	The site and surrounding area is not known to have any significant historic or culturally-significant features
8. Landscape and Townscape	✓/x
	The available land is vacant land within the wider employment site. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓/x
	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust and the release of emissions from construction vehicles. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. It is also considered that there may need to be some upgrading to Boston's Water Recycling Centre and the water supply network to serve the proposed growth. Across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. Some of the available land appears to be in productive agricultural use.
10. Sustainable use of Land and Waste	x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. Development of the available land would result in the loss of approx. 15.4ha of greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x

	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard, with a flood depth of '1.0-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is within a 25 minute walk of most local facilities, services and transport links. Even so, travel to work by car (48.5%) is higher than the rest of the County (42.1%) and for England (36.9%). It is likely that the development of 15.4ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development on site. The extent of the impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity is expected to be available to each plot, although site connections will be required. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood in terms of income and employment deprivation. Even so, Riverside Industrial Estate, and the available land has been identified as important for the development of diverse and robust employment uses in Boston Borough which could help facilitate a 'step-change' in the area's economy by taking advantage of a key growth sectors. Creating opportunities for new employment (unemployment was 1.20% of the Boston Borough working age population, Nov 2015), particularly the development of technical skills and expertise amongst the local workforce, is a key way in which this site can diversify and make the area's economy more robust. Such an employment site may also encourage people (potentially particularly young people) to stay and work in the area by raising employment aspirations with higher-salaried jobs, diversifying the area's economy, and thereby making it more resilient. Development

	on this site will also generate employment during construction, which may be over the medium-term depending on the phasing of development, and this will also contribute to the local economy. The site is within Boston town and so has good links to the strategic road network – it is 290m from the A16. This may help improve the use of local shops and services and make it easier for local labour to access the site, particularly by public and sustainable transport.

BO008: Q2: The Quadrant, Chain Bridge Road, Boston	
Sustainability Objective	Indicative development scenario: Total site area: 63.3ha B Class Employment Provision: 2.5ha (B1 with ancillary A2, A3, A4)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. Bus stops are currently within 190m of the northern part of the site - this may ease the impact of an increase in traffic. However as the employment land would form part of a sustainable mixed-use urban extension, any adverse impact could be mitigated through provision of bus services and/or sustainable transport options within the wider development, which would also generate health benefits by promoting healthy lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed, particularly long term unemployed.
3. Transport	✓
	It is likely that new development will replicate existing patterns of car dependency – ONS 2011 census data showed that 48.5% travelled to work by car/van, above the Boston average of 41%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site adjoins the Boston settlement boundary so has good access to local labour, local shops and services, which could have a positive effect upon promoting sustainable travel to the rest of the town. The employment land would form part of a sustainable mixed-use urban extension; designing safe routes for pedestrians and cyclists from the employment land would help promote accessibility for employees/visitors. Masterplanning a significant new neighbourhood also provides an opportunity to extend bus services. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Boston is a Sub-Regional Centre and is expected to provide for additional housing and accompanying employment development to contribute to a stronger local economy within the area as a whole. Should a

	sustainable urban extension be developed it would provide a high level of new housing in close proximity to the employment land; it is therefore likely that access to employment will improve and there will be opportunities to reduce in the need to travel. The site has good access to the strategic road network; the A52 is 170m from the western boundary while the A16 is 630m from the eastern boundary; there is expected to be additional traffic generated by the available land, individually and cumulatively with other development in the area, which may prove problematic unless mitigation measures, such as public and sustainable transport options, are promoted. The urban extension would also provide the opportunity to deliver part of the Boston Distributor Road, which would also have a secondary purpose by providing appropriate access to the employment land.
4. Socially Inclusive Communities	✓✓ Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood. However Policy 2 of the Local Plan proposes more housing and employment development in the Sub-Regional Centres to contribute to a stronger local economy - additional employment development that provides for a range of needs would, in general, support this approach. The identification of employment land in this location seeks to promote a step-change in the economy of Boston town and South East Lincolnshire as a whole, although it is unlikely to provide direct regeneration benefits in the neighbourhood - the site is within close proximity of deprived neighbourhoods so could indirectly secure higher incomes for residents in those areas. The site will also provide employment for some sectors during the construction phase and the final potential prestigious employment development is also likely to promote higher incomes. In the long term this may lead to indirect benefits in terms of higher levels of disposable income spent in the area and associated benefits to the wider economy. As discussed in Objective 13 the site adjoins Boston settlement boundary; it is likely that a significant element of the spatial strategy for Boston Borough will focus on increasing housing and accompanying employment development in Boston town, in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a significant level of new housing proposed in close proximity to the site; the size of the site provides an opportunity to design in public and sustainable transport options; it is therefore likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti- social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Boston town. It is considered that connection could be made to the available land as part of the development of the wider site, which will enable businesses and residents to access or provide a range of facilities on line.
5. Education	✓

	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of employment development proposed, opportunities could be provided for training and apprenticeships for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby. The South Forty Foot Drain LWS is about 30m from the northern boundary. Mitigation may be required to offset any potential harm identified but this will depend on implementation. Trees protected by the Boston No. 10 and West Skirbeck No. 2 Tree Preservation Orders are on site - development may lead to their harm; good design could ensure any impacts are minimalised by careful layout or replacements planted through development. Care should be taken to ensure that no development occurs within the Root Protection Areas of the trees as calculated using British Standard 5837:2012. A network of drainage channels, trees and hedgerows form boundaries to fields/parcels of land. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the wider site means that any direct damage and disturbance should be mitigated, and betterment could be achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided within each plot, to meet the needs of the development.
7. Heritage	✓/x
	A Scheduled Monument (Moated site) adjoins the north-eastern boundary. Mitigation may be required to offset any potential harm identified but this will depend on implementation identified through a Statement of Significance.
8. Landscape and Townscape	x
	The site lies within The Fens National Character Area; the flat, visually open, arable fields are typical landscape characteristics. Built development of this size would have an adverse impact on the character of the area. It is not certain where the employment land will be located within the wider site however the size and scale of the wider site means that any impact should be absorbed through the design of the site. Good quality, structural landscaping would also help reduce the landscape and visual impact, particularly from any sensitive receptors nearby. It would also help integrate this greenfield site with the countryside to the south. But new development would be visible until the landscaping became effective. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and	x

Water Resources	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust and the release of emissions from construction vehicles. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place additional pressure on water recycling centre capacity, the surface water network, the existing sewerage system and surface water network. Anglian Water may consider that upgrades will be required in order to accommodate the site. The proposal would lead to the permanent loss of approx. 8ha of Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal would lead to the permanent loss of approx. 8ha of greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard, with a flood depth of '1.0-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding.

	A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	Although this site is currently within a 25 minute walk of most local facilities, services and transport links, good design of sustainable and public transport measures could ensure that the travel patterns of new employees are more sustainable. Even so, travel to work by car (48.5%) is higher than the rest of the County (42.1%) and for England (36.9%) and it is likely that the development of 8ha would generate new car journeys and hence carbon emissions. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than older buildings elsewhere in the area. The extent of the impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity is expected to be available, although for a site of this size overall and upgrade may be required. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood in terms of income and employment deprivation. Even so, Q2 has been identified as an important site in the area suitable for the development of prestigious employment development that aims to initiate a 'step-change' in the area's economy by making it more diverse, less reliant on the traditional sectors, and more robust by taking advantage of a key economic growth sectors. Creating opportunities for new employment (unemployment was 1.20% of the Boston Borough working age population, Nov 2015), and particularly the development of technical skills and expertise amongst the local workforce, is a key way in which this site can diversify and make the area's economy more robust. It could also encouraging people (particularly young people) to stay and work in the area by raising employment aspirations with higher-salaried jobs. Development on this site will also generate employment during the construction period (which may be over the long-term depending on the phasing of development), and this will contribute to the local economy. The site is adjacent to Boston town and so has good links to the strategic road network – it is 170m from the A52 and 690m from the A16. Schemes to address traffic impact in and around Boston town, including the development of the Boston Distributor Road (partly enabled by the development of the wider site) should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. If the available land were planned with legible and safe pedestrian and cycle routes, it would have

	a positive effect upon promoting sustainable travel options to places of work.

SP001: Wardentree Lane, Spalding	
Sustainability Objective	Indicative development scenario: Total site area:182.9ha B Class Employment Provision:34.6ha (B1/B2/B8)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. Bus stops are available along Wardentree Lane - this may ease the impact of increased traffic generated by new development. In addition, dedicated cycle lanes run along Wardentree Lane and West Marsh Road, there is a good footpath network and on-road cycling access is available. The use of such sustainable modes of transport could help promote healthier lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓
	It is likely that new uses will replicate existing patterns of car dependency – ONS 2011 census data showed that 39.2% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is within the Spalding settlement boundary so has good access to local labour, local shops and services, which could have a positive effect upon promoting sustainable travel options to the rest of the town. Dedicated cycle lanes run along Wardentree Lane and West Marsh Road, a good footpath network and on-road cycling access is available; designing safe routes for pedestrians and cyclists from the available land to the existing network would help promote accessibility for employees/visitors. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed in close proximity to the site with good public and sustainable transport links (bus stops/dedicated cycle lanes are within the existing employment site); it is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel.

	The site adjoins the strategic road network (A16); even so there is expected to be additional traffic generated by the available land, individually and cumulatively; this may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Site access is via Wardentree Lane, Enterprise Way and West Marsh Road; good local access is via a network of spine roads and junctions through the site. Each plot takes access off the spine road network. Most of the available land is expected to be able to access the spine roads although new access roads/junction(s) may be required. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. Bus services operate to Spalding and King's Lynn; bus stops exist within the site, meaning that there is excellent access for employees and visitors. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓ Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood. However Policy 2 of the Local Plan proposes more housing and employment development in the Sub-Regional Centres to contribute to a stronger local economy overall - additional employment development that provides for a range of business needs would, in general, support this approach. The promotion of additional employment land as an intensification and extension of the existing employment allocation seeks to contribute to a step-change in the economy of Spalding and South East Lincolnshire as a whole, although it is unlikely to provide direct regeneration benefits in the neighbourhood - the site is within close proximity of deprived neighbourhoods so could secure higher incomes for residents in those areas, which may in the long term lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which may also provide benefits to the wider economy. As discussed in Objective 13 the site is within Spalding settlement boundary; it is likely that a significant element of the spatial strategy for South Holland will focus on increasing housing and complementary employment development in Spalding, in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a significant level of new housing proposed in close proximity to the site which has public and sustainable transport options; it is therefore likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Spalding. As the wider site is functioning as an employment site it is considered that an easy connection/extension could be made to the available land, which will enable businesses and residents to access or provide a range of

	facilities on line.
5. Education	✓
	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of business developed opportunities for training and apprenticeships may also be provided helping to improve opportunities for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby. The south western corner of the site borders Spalding Cemetery LWS, Vernatts Drain LWS traverses the site north east-south west, Blue Gowt Drain LWS borders the Elsoms Way site, and land to the north of West Marsh Road is a site of local nature conservation interest known as Spalding Sugar Factory ponds. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of site-specific ecological assessments. Trees elsewhere are generally landscaping features. Drainage channels cross the site. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of each plot of available land means that any direct damage and disturbance should be mitigated, and in the cases of larger plots betterment could be achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided within each plot to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features.
8. Landscape and Townscape	✓/x
	The majority of the available land is within the existing employment allocation, and is essentially infill development providing a more intensified form of employment development between existing employment uses. Therefore it would have minimal adverse impact upon the landscape. The available land on the northern and north-eastern boundaries lies within The Fens National Character Area; the flat, visually open, agricultural land is a typical landscape characteristic of the area. Built development in these locations, of this size and scale would have an adverse impact on the landscape by extending the existing employment area north. The landscape and visual impact would be prevalent, particularly from the A16 and in short and long views from properties to the west. However the size of these sites mean that any adverse impact should be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and	x

Water Resources	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. It is also considered that there may need to be some upgrading to Sutton Bridge's Water Recycling Centre and the water supply network to serve the proposed growth. Across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. The proposal would lead to the permanent loss of approx. 22.5 ha of Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal would lead to the permanent loss of approx. 22.5 ha of greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for most' in terms of flood hazard, with a flood depth of between 0.5m-1.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within

	areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is within a 10/15 minute walk of most local facilities, services and transport links. Even so, travel to work by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%). It is likely that the development of 45.0ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development on site. The extent of the impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity is expected to be available to each plot, although reinforcements may be required depending on the loads generated by the new development. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood in terms of income and employment deprivation. Even so, Wardentree Lane, and the available land has been identified as important for the development of diverse and robust employment uses in South Holland and South East Lincolnshire, particularly to initiate a 'step-change' in the area's economy by taking advantage of a key growth sectors. Creating opportunities for new employment (unemployment is 1.10% of the South Holland working age population, Nov 2015), may also encourage people (potentially particularly young people) to stay and work in the area, while the wider site should create opportunities for prestige development that can lead to the development of technical skills and expertise amongst the local workforce, raise employment aspirations by promoting higher-salaried jobs, diversify the area's economy, thereby making it more resilient. Development on this site will also generate employment during the construction period, which may be over the medium-term depending on the phasing of development, and this will contribute to the local economy. The site is within Spalding and has good links to the strategic road network – it is adjacent to the A16 and has good public and sustainable transport access. This may help improve the use of local shops and services and make it easier for local labour to access

	the site, particularly by public and sustainable transport.

SP002: Lincs Gateway, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 18.1ha B Class Employment Provision: 3.7ha (B1/A3/A4/C1)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	x
	Due to the proposed size and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. Moreover as bus stops are over the ideal 400m walk from the site, opportunities to minimise any adverse impact through public transport are limited. There are also poor pedestrian and cycle links to the rest of Spalding from the site which may deter residents from using more sustainable modes of transport for work. The site would therefore have a limited impact in terms of promoting healthy lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	x
	It is likely that new uses will replicate existing patterns of car dependency – ONS 2011 census data showed that 39.2% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is detached from the Spalding settlement boundary so has more limited access to local labour, local shops and services, which could have an adverse impact upon promoting sustainable travel options to the rest of the town. There are poor pedestrian and cycle links to the rest of Spalding from the site. Designing safe routes for pedestrians and cyclists from the available land to Spalding would help promote accessibility for employees/visitors. The nearest bus stops are over 400m from the site, meaning that access for employees and visitors is limited. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. Even though the site is outside the settlement boundary, there is likely to be a high level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve locally for residents in the long term and there will be opportunities to reduce the need to

	travel longer distances for work. The site adjoins the strategic road network (A16), even so there is expected to be additional traffic generated by the available land, individually and cumulatively; this may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Site access is via the B1173 which traverses the wider site; dedicated spine roads are expected to provide access to each site. Each plot would then take access off the spine road. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	√√ Indices of Deprivation statistics (2015) indicate that the site is within the top 40% most deprived neighbourhoods in the country. Policy 2 of the Local Plan proposes more housing and employment development in the Sub-Regional Centres to contribute to a stronger local economy overall - additional employment/mixed use development that provides for a range of business and employment generating needs would, in general, support this approach and help reduce deprivation. The promotion of additional employment/employment-generating land as an extension of the existing employment area seeks to contribute to a step-change in the economy of Spalding and South East Lincolnshire as a whole - the site is within a deprived neighbourhood so could secure higher incomes for residents, which may in the long term lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which may also provide benefits to residents and the wider economy. As discussed in Objective 3 although the site is detached from Spalding settlement boundary; it is likely that a significant element of the spatial strategy for South Holland will focus on increasing housing and complementary employment development in Spalding, in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a significant level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Spalding. Connection should be made to the available land to enable businesses and residents to access or provide a range of facilities on line.
5. Education	√

	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of business developed opportunities for training and apprenticeships may also be provided helping to improve opportunities for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	√/x
	No European environmental designations are nearby. However, Cowbit Wash SSSI is about 130m to the south west of the site, separated by the A1175. Cowbit Wash LWS adjoins Barrier Bank on the western boundary of the site and the River Welland LWS lies about 490m to the west of the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment. Drainage channels cross the site. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the available land means that any direct damage and disturbance should be mitigated, and betterment could be achieved through the provision of structural landscaping, green infrastructure and sustainable drainage particularly by using a mix of species, of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features
8. Landscape and Townscape	√/x
	The available land on the northern and north-eastern boundaries lies within The Fens National Character Area; the flat, visually open, agricultural land is a typical landscape characteristic of the area. Built development in this location, of this size and scale would have an adverse impact on the landscape by extending the existing built area south. The landscape and visual impact would be prevalent, particularly from the A16 and in short views from properties to the north and in long views from properties to the west. However the size of these sites mean that any adverse impact should be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design although given its prominent position next to the A16 there is an opportunity to achieve significant positive impacts in terms of design and landscape quality.
9. Air, Soil and Water Resources	x
	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality.

	Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place additional pressure on water recycling centre capacity, the surface water network, the existing sewerage system and surface water network. Anglian Water may consider that upgrades will be required in order to accommodate the site. The proposal would lead to the permanent loss of approx. 3.7ha of Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal would lead to the permanent loss of approx. 3.7ha of greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	□/x The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zones 3a and 2 and is identified within the SFRA as 'danger for most' in terms of flood hazard, with a flood depth of '0.50-1.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving

	and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	√/x
	This site is within a 30/35minute walk of most local facilities, services and transport links. As travel to work by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%) it is likely that the development of 16.9ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development elsewhere. The extent of the impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity is expected to be available to each plot, although reinforcements may be required depending on the loads generated by the new development. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	√√
	Indices of Deprivation statistics (2015) indicate that the site is within the top 40% of deprived neighbourhoods in terms of income and employment deprivation. This site and the available land has been identified as important for the development of diverse and robust employment uses in South Holland, particularly to initiate a 'step-change' in the area's economy by taking advantage of a key growth sectors and to aid deprivation. Creating opportunities for new employment (unemployment is 1.10% of the South Holland working age population, Nov 2015), may also encourage people (potentially particularly young people) to stay and work in the area, and should create opportunities for prestige development that can lead to the development of technical skills and expertise amongst the local workforce, raise employment aspirations by promoting higher-salaried jobs and diversifying the area's economy, thereby making it more resilient. Development on this site will also generate employment during the construction period, which may be over the medium-term depending on the phasing of development, and this will contribute to the local economy. The site is detached from Spalding but has good links to the strategic road network – it is adjacent to the A16. This may help improve the use of local shops and services and make it easier for local labour to access the site, particularly by public and sustainable transport.

SP012: Clay Lake, Spalding Drove, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 36.9ha B Class Employment Provision: 18.3ha (B1/B2/B8)
1. Housing	0

	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. Moreover as bus stops are over the ideal 400m walk from the site, opportunities to minimise any adverse impact through public transport are limited. However, there is a good footpath network and cycling access is available which could help promote healthy lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health for nearby residents and employees. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓/x
	It is likely that new uses will replicate existing patterns of car dependency – ONS 2011 census data showed that 39.2% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is detached but within 400m of the Spalding settlement boundary and there is a good footpath network and cycling access is available on road which could have a positive effect upon promoting sustainable travel options to the rest of the town. Designing safe routes for pedestrians and cyclists from the available land to the existing network would help promote accessibility for employees/visitors. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel. The site adjoins the strategic road network (A16); even so there is expected to be additional traffic generated by the available land, individually and cumulatively. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Site access is currently via Spalding Drove, a local road which also provides access to residential areas in Spalding. It is expected that access can be achieved to the available land to the south although a new spine road would be required direct from the A16 which should enhance highways access, movement and safety. Specific site requirements will depend on implementation and the recommendation of Transport Assessments.

	Bus services operate to Spalding and King's Lynn; bus stops are over 400m from the site, meaning that public transport access for employees and visitors is more limited. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the top 40% most deprived neighbourhoods in the country. Policy 2 of the Local Plan proposes more housing and employment development in the Sub-Regional Centres to contribute to a stronger local economy overall - additional employment development that provides for a range of business needs would, in general, support this approach and aid deprivation. It may provide direct regeneration benefits in the neighbourhood - by securing higher incomes or more jobs for local residents, which may in the long term lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which may also provide benefits to the wider economy. As discussed in Objective 13 the site is detached but within 400m of the Spalding settlement boundary; it is likely that a significant element of the spatial strategy for South Holland will focus on increasing housing and complementary employment development in Spalding, in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a significant level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Spalding. As the wider site is functioning as an employment site it is considered that an easy connection/extension could be made to the available land, which will enable businesses and residents to access or provide a range of facilities on line.
5. Education	✓
	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of business developed opportunities for training and apprenticeships may also be provided helping to improve opportunities for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European, national or local environmental designations are nearby. Mature trees are scattered through the site and form landscaping between different uses/ownerships. Drainage channels exist on boundaries and cross the site These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new

	development could potentially affect the water table and change the availability of ground water. The size of each plot of available land means that any direct damage and disturbance should be mitigated, and in the cases of the larger plot betterment could be achieved through the provision of structural landscaping, green infrastructure and sustainable drainage. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided within each plot to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features
8. Landscape and Townscape	✓/x
	The southern area of available land is within the existing employment site, and is essentially infill development providing a more intensified form of employment development between existing employment uses. Therefore it would have minimal adverse impact upon the landscape. The available land on the eastern boundary lies within The Fens National Character Area; the flat, visually open, agricultural land is a typical landscape characteristic of the area. Built development, of this size and scale would have an adverse impact on the landscape by extending the existing employment area east. The landscape and visual impact would be prevalent, particularly from the A16 and in long views from properties to the north-west. However the size of this site means that any adverse impact should be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place additional pressure on water recycling centre capacity, the surface water network, the existing sewerage system and surface water network. Anglian Water may consider that upgrades will be required in order to accommodate the

	site. The proposal would lead to the permanent loss of approx. 11.0 ha of Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal would lead to the permanent loss of approx. 11.0 ha of greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for most' in terms of flood hazard, with a flood depth of between 1-2m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is within a 25/30minute walk of most local facilities, services and transport links and as travel to work by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%) it is likely that the development of 13.4ha would generate new car journeys, business movements and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development on site. The extent of the impact is dependent upon the scale and design of the development e.g. through the

	incorporation of energy efficient methods and renewable energy. Gas and electricity is expected to be available, although reinforcements may be required depending on the loads generated by the new development. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the top 40% most deprived neighbourhoods in terms of income and employment deprivation. Clay Lake, and the available land has been identified as important for the development of diverse and robust employment uses in South Holland by creating opportunities for new employment (unemployment is 1.10% of the South Holland working age population, Nov 2015), the development of technical skills and expertise amongst the local workforce which may also encourage people (potentially particularly young people) to stay and work in the area. It may also raise employment aspirations with higher-salaried jobs and diversify the area's economy, thereby making it more resilient. Development on this site will also generate employment during the construction period, which may be over the medium-term depending on the phasing of development. The site is detached from Spalding but has good links to the strategic road network – it is adjacent to the A16. This may help improve the use of local shops and services and make it easier for local labour to access the site.

CR001: Crease Drove Business Park, Crowland	
Sustainability Objective	Indicative development scenario: Total site area: 6.1ha B Class Employment Provision:1.9ha (B1/B2/B8)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being, particularly as the access road is shared with the nearby residential area. Moreover as bus stops are over the ideal 400m walk from the site, opportunities to minimise any adverse impact through public transport are limited. Pedestrian and cycling access is available on road along Crease Drove although there are footpaths along nearby Harvester Way. Use of these modes of transport could help promote healthy lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed, particularly the long term unemployed.

3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data showed that 39.2% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is partly within Crowland settlement boundary so has good access to local labour, local shops and services, which could have a positive effect upon promoting sustainable travel options to the rest of the town. Pedestrian and cycling access is available on road; designing safe routes for pedestrians and cyclists from the available land would help promote accessibility for employees/visitors. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Crowland is a Main Service Centre and is expected to provide for significant additional housing and accompanying employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a good level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel. The site is within 829m of the strategic road network (A16); there is expected to be some additional traffic generated by the available land, individually and cumulatively; schemes to address traffic impact in and around Crowland should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. The site shares its access (Harvester Way) with a nearby residential area so the promotion of alternative sustainable options, particularly for local journeys would be beneficial. If legible and safe pedestrian and cycle routes are provided from the site, it would have a positive effect upon promoting sustainable travel options and on residential amenity. Bus services operate to Spalding and Peterborough; the nearest bus stops are over 400m from the site on Peterborough Road, meaning that public transport access for employees is more limited. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area but upgrades to the Harvester Way/Crease Drove junction, to Crease Drove, and to Harvester Way/Peterborough Road/James Road junctions may be required to accommodate additional traffic movements.
4. Socially Inclusive Communities	✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood. Even so, Policy 2 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy - additional development that provides for a range of needs would, in general, support this approach. As discussed in Objective 3, the site is partly within the Crowland settlement boundary; it is likely that a significant element of the spatial strategy for South Holland will focus on increasing housing and accompanying employment development in Crowland in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a significant level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve.

	The site will provide employment for some sectors during the construction phase, which may in the longer-term help to provide indirect benefits to the wider economy. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti- social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Crowland. As the wider site is functioning as an employment site it is considered that an easy connection/extension could be made to the available land, which will enable employees and the business to access and provide a range of facilities on line.
5. Education	✓
	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of employment development proposed, opportunities could be provided for training and apprenticeships for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European, national or local environmental designations are nearby. A few trees exist within the site as landscaping. Drainage channels exist along all boundaries and cross the site. This could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the available land means that overall any direct damage and disturbance could be mitigated and betterment achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features
8. Landscape and Townscape	✓/x
	The majority of the available land is within the wider employment allocation so is not expected to have an adverse impact upon landscape quality. The northern site would extend the employment area north, but given the size of the site it is expected that an impact on the landscape would be minimal. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and	x

Water Resources	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust and the release of emissions from construction vehicles. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place additional pressure on water recycling centre capacity, the surface water network, the existing sewerage system and surface water network. Anglian Water may consider that upgrades will be required in order to accommodate the site. Development of the available land would lead to the loss of grade 2 agricultural land.
10. Sustainable use of Land and Waste	x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. Development of the available land would lead to the loss of greenfield land. The site may have an impact upon minerals resources as it lies within close proximity of a minerals safeguarding zone. Appropriate mitigation may be required to address any adverse impact identified.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as mostly 'danger for all' in terms of flood hazard. Flood depths are mostly 0.5m-1.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding.

	A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is within a 20/25minute walk of most local facilities, services and transport links. Even so, travel to work by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%) so it is likely that the development of 2.6ha would generate new car journeys and traffic associated with the business and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than the existing development on site. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity is available to each available site, although site connections will need to be made. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood in terms of income and employment deprivation. Even so, Crease Drove Business Park, and the available land has been identified as a suitable site to help make the area's economy more diverse, less reliant on the traditional sectors, and more robust by taking advantage of a key economic growth sectors. As such, the expansion of this site is also likely to have a positive impact by creating new employment opportunities and raising average wage levels for South East Lincolnshire as a whole (unemployment is 1.10% of the South Holland working age population, Nov 2015), encouraging people (particularly young people) to stay and work in the area by providing employment opportunities close to home, thereby making it more resilient. Development on this site will also generate employment during the construction period, which may be over the medium-term depending on the phasing of development, and this will contribute to the local economy. The site is within Crowland and so has good links to the strategic road network – it is 830m from the A16. This may help promote the use of local shops and services and make it easier for local labour to access the site, particularly by public and sustainable transport.

CR007: Thorney Road, Crowland	
Sustainability Objective	Indicative development scenario: Total site area:1.7ha B Class Employment Provision:1.7ha (B1/B2/B8)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	x
	Due to the proposed size and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. Moreover bus stops are over the ideal 400m from the site, which is likely to have an adverse impact in helping to mitigate the impact of increased traffic generated by new development. The site is potentially accessible by bicycle but there are no footpaths leading to the site and James Road would need to be crossed which could deter residents from walking to work. The site would therefore have a limited impact in terms of promoting healthy lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health for residents and employees. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data showed that 39.2% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is detached but within 400m of Crowland's settlement boundary so has more limited access to local labour, local shops and services by sustainable modes of transport. The site is potentially accessible by bicycle but there are no footpaths leading to the site; designing safe routes for pedestrians and cyclists from the available land would help promote accessibility for employees/visitors. The nearest bus stops are over the ideal 400m from the site meaning that access for residents and employees is limited. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Crowland is a Main Service Centre and is expected to provide for significant additional housing and accompanying employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a good level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve locally and there will be opportunities to reduce the need to travel longer distances to work. The site adjoins the strategic road network (A16); there is expected to be some additional traffic generated by the available land, individually and cumulatively; schemes to address traffic impact in and around Crowland should ensure that any increase in traffic does

	not restrict access to jobs and services, and and promotes safe, easy use for all. On the other hand, increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. If legible and safe pedestrian and cycle routes are provided from the site, it would have a positive effect upon promoting sustainable travel options. The site is greenfield land; it is expected that access would be taken from Thorney Road. A new access and spine road would be required to serve the site. However impacts will depend on implementation and the outcome of a Transport Assessment. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓ Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood. However Policy 2 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy - additional employment development that provides for a range of business needs would, in general, support this approach. It is likely that a significant element of the spatial strategy for South Holland will focus on increasing housing and accompanying employment development in Crowland in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed near to the site. However, given its location it is unlikely to be accessible by some sustainable transport options; this could have an adverse impact on those without access to a private vehicle. The site will provide employment for some sectors during the construction phase, which may in the longer-term help to provide indirect benefits to the wider economy. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Crowland. Connection should be made to the available land, which will enable employees and the business to access and provide a range of facilities on line.
5. Education	✓ Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of employment development proposed, opportunities could be provided for training and apprenticeships for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x No European, national or local environmental designations are nearby. A few trees exist within the site as landscaping and an establishing woodland lies on the north-western boundary between the site and James Road. Drainage channels form the northern, eastern and southern boundaries. These could provide space for the development

	(if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the available land means that overall any direct damage and disturbance could be mitigated and betterment achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided to meet the needs of the development.
7. Heritage	0
	This is a frontage site along one of the main roads into the town. However, it is not considered that it is close enough to the Conservation Area to impact on its wider setting.
8. Landscape and Townscape	✓/x
	The available land lies within The Fens National Character Area; the flat, visually open, agricultural land is a typical landscape characteristic of the area. Built development in this location, of this size and scale would have an adverse impact on the landscape. However the visual impact would be contained in long views particularly from the A16 and from residential properties to the south and south west. However the size of this site means that any adverse impact should be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However the development would be visible in the short term until mitigation has time to establish. The establishing woodland to the west would also help minimise the visual impact from residents from the edge of the Crowland area. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust and the release of emissions from construction vehicles. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. It is also considered that there may

	need to be some upgrading to Crowland's Water Recycling Centre and the water supply network to serve the proposed growth. Across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. The proposal will lead to the loss of 1.5ha of Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal will lead to the loss of 1.5ha of Grade 1 greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as mostly 'danger for all' in terms of flood hazard. Flood depths are mostly 1.0m-2.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is within a 25/30minute walk of most local facilities, services and transport links but as travel to work by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%) it is likely that the development of 1.5ha would generate new car journeys and traffic associated with the business and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse

	gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than the existing development in the area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity connections would need to be provided. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood in terms of income and employment deprivation. Even so, the available land could help make the area's economy more diverse and more robust by creating opportunities for new employment (unemployment is 1.10% of the South Holland working age population, Nov 2015), particularly the development of technical skills and expertise amongst the local workforce. As such, it could have a positive impact by raising average wage levels for South East Lincolnshire as a whole, encouraging people (particularly young people) to stay and work in the area by providing employment opportunities close to home, thereby making it more resilient. Development will also generate employment during the construction period and thereby provide some protection to the local economy. The site is detached from Crowland but has good links to the strategic road network – it adjoins the A16. This may help promote the use of local shops and services and make it easier for local labour to access the site.

HO002: Holbeach Food Enterprise Zone, Welbourne Lane South, Holbeach	
Sustainability Objective	Indicative development scenario: Total site area:17ha B Class Employment Provision:16ha (B1/B2/B8)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the available land, it is possible that an increase in traffic will be generated which could have a negative impact on health and well-being. Moreover as bus stops are over the ideal 400m walk from the site, opportunities to minimise any adverse impact through public transport are limited. The site is potentially accessible by bicycle but there are no footpaths leading to the site and the A151 would need to be crossed which could deter residents from walking to work. However, development of the site will require the construction of a new access which could provide opportunities for improving pedestrian links to the rest of Holbeach. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health.

	Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed residents, and particularly the long term unemployed.
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data showed that 34.7% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is adjacent to the Holbeach settlement boundary so has reasonable access to local labour, local shops and services, which could have a positive effect upon promoting sustainable travel to the town. Designing in safe routes for pedestrians and cyclists from the available land to the Holbeach settlement boundary would help promote accessibility for employees. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Holbeach is a Main Service Centre and is expected to provide for significant new housing and accompanying employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a good level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel. The site has good access to the strategic road network; it is adjacent to both the A17 and A151. Access to the site is expected to be via a new junction, with a dedicated access road designed to serve the site. Highways infrastructure (and any sustainable/public transport improvements) should be provided in accordance with the recommendations of a Transport Assessment and Travel Plan, so will depend on implementation. Bus services operate to Spalding and King's Lynn; the nearest are well over 400m from the site meaning that public transport access access for employees currently is poor. However the size of the site may mean that a critical mass of development is generated that can support an extension to the bus service. This would generate positive impacts against this objective. The site will directly impact upon the safe operation of the A151 and the A17 particularly at the adjoining Peppermint junction. The development of this site is therefore expected to partly contribute towards the significant improvement of that junction (in the form of a roundabout), as well as the creation of a second roundabout junction to access the site itself.
4. Socially Inclusive Communities	✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood. Even so, Policy 2 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy - additional employment development would, in general, support this approach. Although the proposed employment site is not within a deprived neighbourhood, it seeks to support the economy of Holbeach and South East Lincolnshire as a whole, and could secure additional employment and income for residents who live nearby in deprived areas, which may in the long term lead to indirect benefits in terms of the availability of more disposable income for residents. The site

	will also provide employment for some sectors during the construction phase as discussed in Objective 5. As discussed in Objective 3 the site is adjacent to the Holbeach settlement boundary; it is likely that a proportion of the spatial strategy for South Holland will focus on increasing housing and accompanying employment development in Holbeach, in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a significant level of new housing proposed in close proximity to the site with the potential for enhanced public/sustainable transport options; it is therefore likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Holbeach. As a new development site provision would need to be made to the available land, to enable employees and the business to access and provide a range of facilities on line.
5. Education	✓
	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of employment development proposed, opportunities could be provided for training and apprenticeships for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European, national or local environmental designations are nearby. Mature trees exist on the western boundary, with sporadic trees along other boundaries and across the site. Drainage channels run along the boundaries and through the site. All could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance should be mitigated, and betterment could be achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, the use of sustainable drainage would be a requirement.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features
8. Landscape and Townscape	x
	The site lies within The Fens National Character Area; the flat, visually open, agricultural land is a typical landscape characteristic of the area. Built development of this size and scale would create an extension to Holbeach, albeit severed by the A151, and would have an adverse impact on the current rural character of the area by extending the existing small-scale employment use west and south. The

	landscape and visual impact would be prevalent in all views, particularly from the A17 and A151 however the size of the site means that any adverse impact can be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design. However given its prominent location it is considered that a quality design should be promoted to help attract a range of new businesses to the area and aid the promotion of the site overall.
9. Air, Soil and Water Resources	x Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. It is also considered that there may need to be some upgrading to Holbeach's Water Recycling Centre and the water supply network to serve the proposed growth. Across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. The proposal would lead to the permanent loss of approx. 11.9 ha of Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal would lead to the permanent loss of approx. 11.9 ha of greenfield land.

	The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for some' in terms of flood hazard, with a flood depth of '0.25-0.50m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is within a 25/30minute walk of most local facilities, services and transport links but as travel to work by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%) it is likely that the development of 11.9ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development elsewhere. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity is available in the area, although an upgrade will be required to accommodate the loads likely to be generated by the development. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the top 50% of deprived neighbourhoods in terms of employment deprivation. The available land is likely to create opportunities for new employment (unemployment is 1.10% of the South Holland working age population, Nov 2015) which may aid employment deprivation, including through the development of technical skills and expertise amongst the local workforce, which can make the area's economy more robust. This site has been identified as an important site in the area, suitable for the development of prestige development. This means it could

	help initiate a 'step-change' in the area's economy by making it more diverse, less reliant on the traditional sectors, and more robust by taking advantage of a key economic growth sectors. It may also encourage people (potentially particularly young people) to stay and work in the area by raising employment aspirations with higher-salaried jobs, and thereby making it more resilient. The site is adjacent to Holbeach and has good links to the strategic road network – it is adjacent to the A151 and A17. This may help promote the use of local shops and services and make it easier for local labour to access the site, particularly if improvements to public and sustainable transport can be secured. Development on this site will also generate employment during the construction period, which may be over the medium-term depending on the phasing of development, and this will contribute to the local economy.

KI001: Kirton Distribution Park, Wash Road, Kirton	
Sustainability Objective	Indicative development scenario: Total site area: 21.9ha B Class Employment Provision:15.4ha (B1/B2/B8/Sui Generis)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. Moreover as bus stops are over the ideal 400m walk from the site, opportunities to minimise any adverse impact through public transport are limited. However, pedestrian and cycle access is available by crossing the A16 which could help promote healthy lifestyles New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed, particularly the long term unemployed.
3. Transport	✓/x
	It is likely that new uses will replicate existing patterns of car dependency – ONS 2011 census data showed that 47.6% travelled to work by car/van, above the Boston average of 41%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is partly within the Kirton settlement boundary so has good access to local labour, local shops and services, which could have a positive effect upon promoting sustainable travel options to the town. Pedestrian and cycling access is available on road; designing safe routes for pedestrians and cyclists from the available land would help promote accessibility for employees/visitors.

	The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Kirton is a Main Service Centre and is expected to provide for additional housing and accompanying employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a good level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel. The site is adjacent to the strategic road network (A16); there is expected to be additional traffic generated by the available land, individually and cumulatively; schemes to address traffic impact in and around Kirton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand, increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. If legible and safe pedestrian and cycle routes are provided from all parts of the site, it would have a positive effect upon promoting sustainable travel options. Site access is via a dedicated spine road onto Wash Road, a local road which connects directly to the A16. Each plot takes access off the dedicated spine road. Turning heads are in place to most of the available land, additional or upgraded access may be required to accommodate specific land uses. Bus services operate to Boston; the nearest bus stops are over 400m from the site, meaning that public transport access for employees is more limited. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓ Indices of Deprivation statistics (2015) indicate that the site is within the 40% most deprived neighbourhoods in the country. Policy 2 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy and aid deprivation - additional employment development that provides for a mix of business needs and promotes a range of job opportunities would, in general, support this approach. The promotion of additional employment land within this existing employment allocation seeks to contribute to a step-change in the economy of Boston Borough and South East Lincolnshire as a whole, and is likely to provide direct benefits within a deprived neighbourhood so could directly secure higher incomes for residents, which may in the long term lead to indirect benefits in terms of disposable income being spent in the area. The site will also provide employment for some sectors during the construction phase, which may also provide indirect benefits to the wider economy. As discussed in Objective 3 the spatial strategy for Boston Borough focuses an increase in housing and accompanying employment development in Main Service Centres such as Kirton, in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a significant level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe,

	sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Kirton. As part of the site is functioning as an employment area it is considered that an easy connection/extension could be made to the available land, which will enable businesses and residents to access or provide a range of facilities on line.
5. Education	✓
	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of employment development proposed, opportunities could be provided for training and apprenticeships for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby. Hall Weir LWS is within 195m of the northern boundary of the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment. Mature trees provide a landscaping belt along the northern boundary of the established uses. Establishing trees and vegetation exist along the boundary of the vacant land with the A16 and along plot boundaries. Sustainable drainage ponds exist in the eastern area of the site. Drainage channels exist along some boundaries. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance should be mitigated, and potentially betterment could be achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided across the site to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features
8. Landscape and Townscape	✓/x
	The available land is vacant land within the wider employment site. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design. However given the site's prominent position adjacent to the A16, prestige development of a high quality design would be beneficial.
9. Air, Soil and	x

Water Resources	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust and the release of emissions from construction vehicles. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels from employees and from the business itself; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Anglian Water have commented that, in terms of water recycling centre capacity and the surface water network, there are major constraints to the provision of infrastructure and/or treatment. Furthermore, demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. It is also considered that there may need to be some upgrading to the water supply network to serve the proposed growth. Development of the land would lead to the loss of grade 1 agricultural land.
10. Sustainable use of Land and Waste	x During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. Development of the land would lead to the loss of greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for most' in terms of flood hazard, with a flood depth of '0.5-1.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a

	low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is within a 25 minute walk of most local facilities, services and transport links, but as the site is severed by the A16 and as travel to work by car (47.6%) is higher than the rest of the County (42.1%) and for England (36.9%) it is likely that the development of 15.5ha would generate new car journeys and other business associated movements and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development on site. The extent of the impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity is expected to be available to each plot, although site connections will be required. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within a deprived neighbourhood in terms of income (top 30%) and employment deprivation (top 40%). Given its prominent location next to the A16, the expansion of this site is likely to have a positive impact by creating new employment opportunities and raising average wage levels for South East Lincolnshire as a whole (unemployment is 1.20% of the Boston Borough working age population, Nov 2015), encouraging people (particularly young people) to stay and work in the area by providing employment opportunities close to home, thereby making it more resilient and helping to minimise deprivation. Kirton Distribution Park and the available land has been identified as important for the development of diverse and robust employment uses in Boston Borough that aims to initiate a 'step-change' in the area's economy by taking advantage of a key growth sectors. Creating opportunities for new employment, particularly the development of technical skills and expertise amongst the local workforce, is a key way in which this site can diversify and make the area's economy more robust. Development will also generate employment during the construction period and thereby provide some protection to the local economy, particularly over the short-medium-term to reflect the phasing of development.

	The site is partly within/adjacent to Kirton but has good links to the strategic road network – it is adjacent to the A16. Although severed from the town centre by the A16, this site may help improve the use of local shops and services and make it easier for local labour to access the site, particularly by public and sustainable transport.

LO002: Bridge Road Industrial Estate, Bridge Road, Long Sutton	
Sustainability Objective	Indicative development scenario: Total site area:2.1ha B Class Employment Provision:0.4ha (B1/B2/B8)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being, potentially for residents on the northern boundary. However bus stops are within 170m of the site, which may ease the impact of increased traffic to the site. The site is potentially accessible by bicycle, although the footpath is on the opposite side of Bridge Road. The use of sustainable modes of transport could help promote healthy lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed, particularly the long term unemployed.
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data showed that 39.2% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is partly within Long Sutton settlement boundary so has good access to local labour, local shops and services, which could have a positive effect upon promoting sustainable travel options to the rest of the town. Pedestrian and cycling access is available on road; designing safe routes for pedestrians and cyclists from the available land would help promote accessibility for employees/visitors. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Long Sutton is a Main Service Centre and is expected to provide for additional housing and accompanying employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a good level of new housing proposed in close proximity to the site with good public transport links (a bus stop is within 165m of the site); it is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel.

	The site is within 900m of the strategic road network (A17); there is expected to be some additional traffic generated by the available land, individually and cumulatively; schemes to address traffic impact in and around Long Sutton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand, increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. If legible and safe pedestrian and cycle routes are provided from the site, it would have a positive effect upon promoting sustainable travel options. Site access is via local roads (Bridge Road and Wisbech Road). Junctions with these roads could create difficulties for larger HGVs. Bridge Road Industrial Estate has a dedicated access road and the other existing uses have direct access onto Bridge Road itself. An appropriate access road would need to be provided to the available land. Bus services operate to Spalding and Ling's Lynn; the nearest bus stops are within 165m of the site on Bridge Road, meaning that there is good access for residents.
4. Socially Inclusive Communities	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the 50% most deprived neighbourhoods in the country. Policy 2 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy - additional employment development would, in general, support this approach. As discussed in Objective 3 the site is within the Long Sutton settlement boundary; it is likely that a significant element of the spatial strategy for South Holland will focus on increasing housing and accompanying employment development in Long Sutton in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a significant level of new housing proposed in close proximity to the site which is in an accessible location with good public transport and sustainable transport options; it is therefore likely that access to employment will improve. The site will provide employment for some sectors during the construction phase, which may in the longer-term help to provide indirect benefits to the wider economy. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Long Sutton. As the wider site is functioning as an employment site it is considered that an easy connection/extension could be made to the available land, which will enable employees and the business to access and provide a range of facilities on line.
5. Education	✓

	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of employment development proposed, opportunities could be provided for training and apprenticeships for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European, national or local environmental designations are nearby. A few trees exist within the site as landscaping. This could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the available land means that only minimal mitigation could be achieved on site. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be beneficial to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features
8. Landscape and Townscape	✓/x
	The available land lies between two existing employment sites, so is effectively an infill site. Therefore it is not expected to have an adverse impact upon landscape quality. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓
	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust and the release of emissions from construction vehicles. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water r distribution and sewerage network would need to be secured. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. It is also considered that there

	may need to be some upgrading to Sutton Bridge's Water Recycling Centre and the water supply network to serve the proposed growth. Across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. The site is not agricultural land.
10. Sustainable use of Land and Waste	x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal would lead to the permanent loss of approx. 0.37 ha of greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for most' in terms of flood hazard, with a flood depth of '0.50-1.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is within a 20/25minute walk of most local facilities, services and transport links. Even so, travel to work by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%) so it is likely that the development of 0.37ha would generate new car journeys and traffic associated with the business and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than the

	existing development on site. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity is available to the available land, although site connections will need to be made. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the top 50% most deprived neighbourhoods in terms of employment deprivation. Therefore Bridge Road Industrial area and the available land will help support existing businesses, help make the area's economy more robust and aid deprivation. It is also likely to have a positive impact by creating new employment opportunities for South East Lincolnshire as a whole, encourage people (potentially particularly young people) to stay and work in the area by raising employment aspirations, reduce unemployment (unemployment is 1.10% of the South Holland working age population, Nov 2015), particularly the development of technical skills and expertise amongst the local workforce, thereby making it more resilient. The site is within Long Sutton and so has good links to the strategic and local road network – it is 900m from the A17. This may help promote the use of local shops and services and make it easier for local labour to access the site, particularly by public transport. Development on this site will also generate employment during the construction period, which may be over the medium-term depending on the phasing of development, and this will contribute to the local economy.

LO009: Bridge Road, Long Sutton	
Sustainability Objective	Indicative development scenario: Total site area: 4.8ha B Class Employment Provision:4.8ha (B1/B2/B8)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic would be generated which could have a negative impact on health and well-being, particularly for residents living to the north of the site. However, there are bus stops adjacent to the site which may help ease the impact of an increase in traffic. The western part of the site is also approx. 340m from the existing built-up area of Long Sutton meaning that the site would be accessible by bicycle and on foot. Access to the site by sustainable modes of travel such as these could help promote healthy lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the site to minimise any adverse impacts on physical and mental health.

	Employment is known to aid mental health and well-being; development of the site could create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓/x
	It is likely that new employment development will generate levels of car use that replicates existing patterns of car dependency – ONS 2011 census data (for South Holland) showed that 85.4% of households owned at least one car and 45.8% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is detached, but within 400m of Long Sutton's settlement boundary and there is a pedestrian route into Long Sutton along Bridge Road which could help promote sustainable travel for local labour and to local shops and services. However, cyclists would have to share the existing road network with motorists which may discourage cycle use. Designing safe routes for pedestrians and cyclists from the site would help promote accessibility for employees/visitors. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Long Sutton is a Main Service Centre and is expected to provide for additional housing and accompanying employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a good level of new housing proposed in close proximity to the site with good public transport links (bus stops are adjacent to the site); it is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel. The site has good access to the strategic road network (approx. 330m from the A17); there is expected to be some additional traffic generated by the site's development. There may be a cumulative impact resulting from the development of this along with other sites within Long Sutton meaning that schemes to address traffic impact in and around the town should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand, increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. If legible and safe pedestrian and cycle routes are provided from the site, it would have a positive effect upon promoting sustainable travel options. The site would be accessed via local roads (Bridge Road and Wisbech Road). Junctions with these roads could create difficulties for larger HGVs and there is no existing direct access to the site - access would need to be achieved off Bridge Road. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. Bus services operate to Spalding and King's Lynn from bus stops adjacent to the site, meaning that there is good access for employees and visitors. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the 50% most deprived neighbourhoods in the country. Policy 2 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local

	economy and aid deprivation - additional employment development in this location would, in general, support this approach. As discussed in Objective 3, the site is approx. 340m from Long Sutton's settlement boundary. It is likely that a significant element of the spatial strategy for South Holland will focus on increasing housing and accompanying employment development in Long Sutton in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a significant level of new housing proposed in close proximity to the site which is in an accessible location with good public and sustainable transport options. It is therefore likely that access to employment will improve. The site will provide employment for some sectors during the construction phase, which may in the longer-term help to provide indirect benefits to the wider economy. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Long Sutton. As the existing built-up area of Long Sutton is nearby and Bridge Road Industrial Estate is in close proximity to the west, it is considered that an easy connection/extension could be made to this site which will enable employees and the business to access and provide a range of facilities on line.
5. Education	✓
	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of employment development proposed, opportunities for training and apprenticeships may also be provided. This would help improve the skills and qualifications of residents (particularly young people).
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European, national or local environmental designations are nearby. The eastern boundary of the site is adjacent to Hundred Drain. This could provide space for the development (if not there at present) or enhancement (if already present) of multiple/various habitats which could support a range of species. Development of the site could affect the ecosystem present, by potentially affecting the water table and changing the availability of ground water. However, given the size of the site, it is likely that any direct damage and disturbance could be mitigated and betterment achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided to meet the needs of the development.
7. Heritage	0

	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓/x
	The site is in close proximity to existing employment sites along Bridge Road and would likely create a development of similar depth to Princes to the east. The landscape and visual impact would be prevalent in all views, particularly from the A17 and in relatively long views from properties to the west. However, the size of the site means that any adverse impact should be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. Nonetheless, the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels. With the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself, although this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. It is also considered that there may need to be some upgrading to Sutton Bridge's Water Recycling Centre and the water supply network to serve the proposed growth. Across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. Development of the site would lead to the permanent loss of approx. 6.68ha of Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.

	As the site would involve new development it is inevitable that there will be an increase in commercial waste production. Development of the site would lead to the permanent loss of approx. 6.68ha of greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for most' in terms of flood hazard, with a flood depth of '0.5-1.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is approx. 340m from Long Sutton's existing built-up area and the town is accessible by bus, bicycle and on foot. However, car ownership rates and the percentage of residents travelling to work by car in South Holland are higher than the Lincolnshire average. It is therefore likely that the development of 6.68ha would generate new car journeys (from traffic associated with the business) and hence carbon emissions. Good design and complementary transport measures would be necessary to ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. However, building regulations mean that new development will be significantly more energy efficient than older employment development. The extent of the overall impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity supply to the site is available, although reinforcements may be required to accommodate substantial increase in loads. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and	✓✓

Employment	Indices of Deprivation statistics (2015) indicate that the site is within the top 50% most deprived neighbourhoods in terms of employment deprivation. Consequently, the provision of employment generating uses on the site will help support existing businesses and help make the area's economy more robust by alleviating deprivation and unemployment and developing technical skills and expertise amongst the local workforce. It is also likely to encourage people (particularly young people) to stay and work in the area by raising employment aspirations, reducing unemployment (unemployment is 1.10% of the South Holland working age population, Nov 2015) and thereby making the economy more resilient. The site is detached from Long Sutton but has reasonable links to the strategic and local road network – it is approx. 330m from the A17. This may help promote the use of local shops and services and make it easier for local labour to access the site, particularly by public transport. Development on this site will also generate employment during the construction period, which may be over the medium-term depending on the phasing of development, and this will contribute to the local economy.

SU001: Sutterton Enterprise Park, Sutterton	
Sustainability Objective	Indicative development scenario: Total site area: 6.28ha B Class Employment Provision: 2.6ha (B2)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. However, as traffic does not need to pass through the village centre or go through residential areas, residents may not be significantly affected by an increase in traffic. The site is within Sutterton's built-up area and is potentially accessible by bicycle and on foot which could help promote healthy lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health. The site is adjacent to residential properties which could be affected by noise, odour and light levels. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed, particularly long term unemployed.
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data showed that 44% of households owned at least one car and 48.6% travelled to work by car/van, above the Boston average of 41%.

	The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is within the Sutterton settlement boundary so has good access to local labour, local shops and services, which could have a positive effect upon promoting sustainable travel options to the village. Pedestrian and cycling access is available on road; ensuring safe routes for pedestrians and cyclists are available from the net available land would help promote accessibility for employees/visitors. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Sutterton is a Main Service Centre and is expected to provide for additional housing and accompanying employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be additional new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel. The site has good access to the strategic road network (A16/A17); there is expected to be some additional traffic generated by the available land, individually and cumulatively; schemes to address traffic impact in and around Sutterton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. Bus services operate to Boston; the nearest bus stops are over 400m from the site, meaning that public transport access from employees is more limited. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓ Indices of Deprivation statistics (2015) indicate that the site is within the 30-40% most deprived neighbourhoods in the country. Policy 2 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy and aid deprivation - additional employment development that promotes the expansion of a local business and additional job opportunities would, in general, support this approach. The promotion of additional employment land is likely to provide direct benefits within a deprived neighbourhood so could directly secure higher incomes for residents, which may in the long term lead to indirect benefits in terms of disposable income being spent in the area and could aid worklessness. The site will also provide employment for some sectors during the construction phase, which may also provide indirect benefits to the wider economy. As discussed in Objective 3, promoting employment development in Sutterton where additional new housing is expected to be developed should help improve access to employment. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised.

	No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Sutterton. As the wider site is functioning as an employment site it is considered that an easy connection/extension could be made to the available land, which will enable employees and the business to access and provide a range of facilities on line.
5. Education	✓
	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of business developed, opportunities for training and apprenticeships may also be provided helping to improve opportunities for residents' particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European, national or local environmental designations are nearby. Mature trees provide a landscaping belt along the northern boundary of the established uses and there is a tree belt evident on the southern boundary. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the available land means that overall any direct damage and disturbance could be mitigated and betterment achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided within each site to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features.
8. Landscape and Townscape	✓/x
	The available land is vacant land within the wider employment site. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓
	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust and the release of emissions from construction vehicles. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.

	New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. It is also considered that there may need to be some upgrading to the Sutterton-Wigtoft Water Recycling Centre. However, there is sufficient capacity in the water supply network to serve the proposed growth. Across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. The proposal would involve the reuse of approx. 2.6ha of brownfield land. This may mean that there is the loss of less best and most versatile agricultural land elsewhere.
10. Sustainable use of Land and Waste	✓
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal would involve the reuse of approx. 2.6ha of brownfield land. This may mean that there is the loss of less greenfield land elsewhere. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for most' in terms of flood hazard, with a flood depth of '1.0-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving

	and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is within a 10/15 minute walk of most local facilities, services and transport links. Even so, travel to work by car (53.2%) is likely to remain higher than the rest of the County (42.1%) and for England (36.9%). It is likely that the development of 0.24ha would generate some new car journeys, business movements and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development on site. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within a deprived neighbourhood in terms of income (50%) and employment (40%) deprivation. This site and the available land will therefore play an important part in developing robust employment uses in Sutterton and Boston Borough and aiding deprivation. Creating opportunities for new employment, particularly the development of technical skills and expertise amongst the local workforce, is a key way in which this site can intensify and make the area's economy more robust. The development of available land in this location offers opportunities to create new jobs, reduce unemployment (it is 1.20% of the Boston Borough working age population, Nov 2015) and encourage people (particularly young people) to stay and work in the area, and may also raise employment aspirations thereby making it more resilient. Development on this site will also generate employment during the construction period, and this will contribute to the local economy. The site is within Sutterton but has reasonable links to the strategic road network – it is within 1km of the A17. This may help improve the use of local shops and services and make it easier for local labour to access the site, particularly by public and sustainable transport.

SB002: Wingland, Millennium Way, Sutton Bridge	
Sustainability Objective	Indicative development scenario: Total site area:24.4ha B Class Employment Provision:2.3ha (B1/B2/B8)
1. Housing	0

	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	x
	Due to the proposed size and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. Bus stops are over the ideal 400m of the site which is unlikely to help to mitigate the impact of increased traffic generated by new development. Although cycle access is available, access by foot is likely to be more difficult given that the pedestrian route across Cross Keys Bridge from Sutton Bridge is on the opposite side of the busy A17. This could deter residents from walking to work. The site would therefore have a limited impact in terms of promoting healthy lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health for residents and employees. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	x
	It is likely that new uses will replicate existing patterns of car dependency – ONS 2011 census data showed that 39.2% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is detached from Sutton Bridge's settlement boundary so has more limited access to local labour, local shops and services, which could have an adverse impact upon promoting sustainable travel options to the rest of the town. However, a dedicated cycle lane runs along the spine road for the site and cycle access is available elsewhere on road, although pedestrian access from Sutton Bridge is potentially problematic; designing safe routes for pedestrians and cyclists from the available land to the existing network would help promote accessibility for employees/visitors. There are no bus stops within the ideal 400m walking distance, meaning that public transport access for employees is more limited. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Sutton Bridge is a Main Service Centre and is expected to provide for additional housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed in Sutton Bridge; it is therefore likely that access to employment will improve locally and there will be opportunities to reduce the need to travel longer distances to work. The site is reasonably close proximity to the A17, although the design of Millennium Way means that the distance travelled is 2.5km. Even so, there is expected to be additional traffic generated by the available land, individually and cumulatively; at peak times the Cross Keys Bridge can experience congestion which may prove problematic unless mitigation measures, such as sustainable transport options, are taken and promoted. Site access is via Millennium Way; which although shared with the nearby power station provides good access for HGVs. Each plot takes access off the spine road. Most of the available land is expected to be able to access the spine

	road although new access points may be required. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the top 40% of most deprived neighbourhoods in the country. Policy 2 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy overall - additional employment development that provides for a range of business needs would, in general, support this approach and aid deprivation. The promotion of additional employment land as an intensification and extension of the existing employment allocation seeks to support and enhance the economy of Sutton Bridge and South East Lincolnshire as a whole, and may provide direct regeneration benefits to the neighbourhood – by reducing unemployment and securing higher incomes for residents, which may in the long term lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which may also provide benefits to the wider economy. It is likely that an element of the spatial strategy for South Holland will focus on increasing housing and complementary employment development in Sutton Bridge in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed there; it is therefore likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Sutton Bridge. As the wider site is functioning as an employment site it is considered that an easy connection/extension could be made to the available land, which will enable businesses and residents to access or provide a range of facilities on line.
5. Education	✓
	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of business developed opportunities for training and apprenticeships may also be provided helping to improve opportunities for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby. The western boundary borders Nene Bank Road Verges LWS and Cross Keys Pool LWS is within 260m of the northern boundary. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment.

	Trees form landscaping belts along the western boundary and as landscaping elsewhere. Drainage channels cross the site. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of each plot of available land means that any direct damage and disturbance should be mitigated, and in the cases of larger plots betterment could be achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided within each plot to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features
8. Landscape and Townscape	✓/x
	The majority of the available land is within the existing employment allocation, and is essentially infill development providing a more intensified form of employment development between existing employment uses. Therefore it would have minimal adverse impact upon the landscape. The available land on the eastern boundary lies within The Fens National Character Area; the flat, visually open, agricultural land is a typical landscape characteristic of the area. Built development in this location, of this size and scale would have an adverse impact on the landscape by extending the existing employment area east. However the visual impact would be contained in long views from the north by a linear housing development, the land may be visible in short views from the north and long views from the east and south. However the size of this site means that any adverse impact should be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓/x
	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need

	to be secured. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. It is also considered that there may need to be some upgrading to Sutton Bridge's Water Recycling Centre and the water supply network to serve the proposed growth. Across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. The proposal would lead to the permanent loss of approx. 4.4 ha of Grade 1 agricultural land. However 3.2ha of brownfield land is identified which could mean that less agricultural land elsewhere would be developed.
10. Sustainable use of Land and Waste	✓/x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal would lead to the permanent loss of approx. 4.4 ha of greenfield land. However 3.2ha of brownfield land is identified which could mean that less greenfield land elsewhere would be developed. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard, with a flood depth of greater then 2m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x

	This site is within a 35/40minute walk of most local facilities, services and transport links so travel to work by car (53.2%) is likely to remain higher than the rest of the County (42.1%) and for England (36.9%). It is likely that the development of 7.6ha would generate new car journeys, business movements and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development on site. The extent of the impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas is expected to be available to each plot, although reinforcements may be required depending on the loads generated by the new development. Indications are that electricity provision may need reinforcement to accommodate development on the net available land. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓ Indices of Deprivation statistics (2015) indicate that the site is within a deprived neighbourhood in terms of income (50%) and employment (40%) deprivation. Wingland and the available land have been identified as important for the development of diverse and robust employment uses in South Holland. Creating opportunities for new employment (unemployment is 1.10% of the South Holland working age population, Nov 2015), may also encourage people (particularly young people) to stay and work in the area, and can lead to the development of technical skills and expertise amongst the local workforce, thereby making it more resilient. Development on this site will also generate employment during the construction period, which may be over the medium- term depending on the phasing of development, and this will contribute to the local economy. Although the site is detached from Sutton Bridge, it has good links to the strategic road network (A17). This may help improve the use of local shops and services and make it easier for local labour to access the site.

Employment Allocations - Local Employment Areas

SU003: Love Lane, Sutterton	
Sustainability Objective	Indicative development scenario: Total site area:1.63ha B Class Employment Provision:0.2ha (B1/B2/B8)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the available land, it is likely that a slight increase in traffic could be generated which could have a negative impact on health and well-being. Bus stops are within 120m of the site - this may ease the impact of an increase in traffic. Pedestrian and cycle access is available which could promote healthier lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health for nearby residents. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed, particularly the long term unemployed.
3. Transport	✓/x
	It is likely that new uses will replicate existing patterns of car dependency – ONS 2011 census data showed that 44.7% travelled to work by car/van, above the Boston average of 41%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is partly within the Sutterton settlement boundary so has good access to local labour, local shops and services, which could have a positive effect upon promoting sustainable travel options to the village. Pedestrian and cycling access is available on road; ensuring safe routes for pedestrians and cyclists are available from the net available land would help promote accessibility for employees/visitors. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Sutterton is a Main Service Centre and is expected to provide for additional housing and accompanying employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be additional new housing proposed in close proximity to the site with good public/sustainable transport links (a bus stop is within 115m of the site); it is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel.

	The site is within 860m of the strategic road network (A17); there is expected to be some additional traffic generated by the available land, individually and cumulatively; schemes to address traffic impact in and around Sutterton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand, increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. If legible and safe pedestrian and cycle routes are provided from the site, it would have a positive effect upon promoting sustainable travel options. The eastern site and the southern part of the western site have direct access to Love Lane. The units on the frontage have direct access onto Spalding Road. Love Lane is a local road, partly unmade with few opportunities for passing at the southern end. But it is expected that the available land would lead to intensification of the eastern site so access could be achieved via the current access. There is space for turning/manoeuvring and parking on site. Bus services operate to Boston; the nearest bus stops are within 115m of the site on Spalding Road, meaning that there is good access for employees. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓ Indices of Deprivation statistics (2015) indicate that the site is within the 30% most deprived neighbourhoods in the country. Policy 2 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy and aid deprivation - additional employment development that promotes the expansion of a local business and additional job opportunities would, in general, support this approach. The promotion of additional employment land is likely to provide direct benefits within a deprived neighbourhood so could directly secure higher incomes for residents, which may in the long term lead to indirect benefits in terms of disposable income being spent in the area and could aid worklessness. The site will also provide employment for some sectors during the construction phase, which may also provide indirect benefits to the wider economy. As discussed in Objective 3 promoting employment development in Sutterton where additional new housing is expected to be developed, and with good access by public transport and with sustainable transport options; it is therefore likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti- social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Sutterton. As part of the site is functioning as an employment area it is considered that an easy connection/extension could be made to the available land, which will enable businesses and residents to access or provide a range of facilities on line.

5. Education	✓
	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of business developed, opportunities for training and apprenticeships may also be provided helping to improve opportunities for residents' particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European, national or local environmental designations are nearby. Hedgerows and trees provide depth boundary treatments to the eastern site. A drainage channel runs around the boundary of the eastern site and along the north eastern boundary of the western site. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means there could be direct damage and their sustainability could also be undermined by disturbance. There are some opportunities to make local improvements to these features, by using a mix of species, particularly of local provenance in the structural landscaping. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, the use of sustainable drainage would be beneficial to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features
8. Landscape and Townscape	✓/x
	The available land would be an extension to the existing employment site and lies within The Fens National Character Area; the flat, visually open, arable field is a typical landscape characteristic. Built development of this size would have some adverse impact on the character of the area forming a southerly protrusion into the landscape. However visual and landscape impact would restricted to short views from the east and south-east as the available land would not protrude further south than the adjoining employment land to the west. Good quality, structural landscaping would help reduce the landscape and visual impact, particularly from any sensitive receptors nearby. It would also help integrate this greenfield site with the surrounding countryside. But new development would be visible until the landscaping became effective. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that intensification of the site would increase traffic levels from employees and from the business itself; with the current trend of car dependency likely to continue this could generate a slight negative impact on local air quality.

	Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. It is also considered that there may need to be some upgrading to the Sutterton-Wigtoft Water Recycling Centre. However, there is sufficient capacity in the water supply network to serve the proposed growth. Across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. The proposal would lead to the permanent loss of approx. 0.26 ha of Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal would lead to the permanent loss of approx. 0.26 ha of greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for some' in terms of flood hazard, with a flood depth of '0.25 – 0.50m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced.

	Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is within a 10/15 minute walk of most local facilities, services and transport links but as travel to work by car (44.7%) is higher than the rest of the County (42.1%) and for England (36.9%) it is likely that the development of 0.26ha would generate some new car journeys and other associated business movements and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development on site. The extent of the impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity is expected to be available to the site, although site connections will be required. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within a deprived neighbourhood in terms of income (50%) and employment (40%) deprivation. This site and the available land will therefore play an important part in developing robust employment uses in Sutterton and Boston Borough and aiding deprivation. Creating opportunities for new employment, particularly the development of technical skills and expertise amongst the local workforce, is a key way in which this site can intensify and make the area's economy more robust. The development of available land in this location offers opportunities to create new jobs, reduce unemployment (it is 1.20% of the Boston Borough working age population, Nov 2015) and encourage people (particularly young people) to stay and work in the area, and may also raise employment aspirations thereby making it more resilient. Development on this site will also generate employment during the construction period, and this will contribute to the local economy. The site is within Sutterton but has reasonable links to the strategic road network – it is within 1km of the A17. This may help improve the use of local shops and services and make it easier for local labour to access the site, particularly by public and sustainable transport.

SB005: Railway Lane Industrial Estate, Railway Lane, Sutton Bridge	
Sustainability Objective	Indicative development scenario: Total site area:0.6ha B Class Employment Provision:0.2ha (B1/B2/B8)
1. Housing	0

	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the available land, it is likely that a slight increase in traffic could be generated which could have a negative impact on health and well-being. Moreover as bus stops are over the ideal 400m walk from the site, opportunities to minimise any adverse impact through public transport are limited. Pedestrian and cycle access is available which could promote healthier lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health for residents and employees. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓
	It is likely that new uses will replicate existing patterns of car dependency – ONS 2011 census data showed that 39.2% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is within the Sutton Bridge settlement boundary so has good access to local labour, local shops and services, which could have a positive impact upon promoting sustainable travel options to the rest of the town. Pedestrian and cycling access (on road) is available; designing safe routes for pedestrians and cyclists from the available land to the existing network would help promote accessibility for employees/visitors. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. Sutton Bridge is a Main Service Centre and is expected to provide for additional housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel. The site is within 250m of the A17. Even so, there is expected to be additional traffic generated by the available land, individually and cumulatively; at peak times the Cross Keys Bridge can experience congestion which may prove problematic unless mitigation measures, such as sustainable transport options, are taken and promoted. Current site access is onto Railway Lane and onto the A17. It is expected that this should be able to accommodate any intensification on the site. However specific site requirements will depend on implementation and the recommendation of Transport Assessments. Bus services operate to Spalding and King's Lynn; bus stops are over 400m from the site, meaning that public transport access for employees and visitors is more limited.

	The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓ Indices of Deprivation statistics (2015) indicate that the site is within the top 20% of most deprived neighbourhoods in the country. Policy 2 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy overall - additional employment development that provides for small business needs would, in general, support this approach and aid deprivation. There is likely to be a high level of new housing proposed nearby; it is therefore likely that access to employment will also improve. The promotion of additional employment land as an intensification of the existing employment site seeks to support the operation of local businesses and aid the growth of the economy of Sutton Bridge and South East Lincolnshire as a whole, which may provide direct regeneration benefits in the neighbourhood – such as by reducing unemployment and securing higher incomes for residents, which may in the long term lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which may also provide benefits to the wider economy. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Sutton Bridge. As the wider site is functioning as an employment site it is considered that an easy connection/extension could be made to the available land, which will enable businesses and residents to access or provide a range of facilities on line.
5. Education	✓ Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of business developed opportunities for training and apprenticeships may also be provided helping to improve opportunities for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	x No European or national environmental designations are nearby. The Sutton Bridge Disused Railway Line LWS adjoins the site to the east. Mitigation may be required to offset any potential harm identified but this will depend on the recommendations of an ecological assessment and implementation. The western part of the site is heavily treed, protected and vegetated. Development may lead to their harm; good design could ensure any impacts are minimalised by careful layout or replacements planted through development. Care should be taken to ensure that no development occurs within the Root Protection Areas of the trees as calculated using British Standard 5837:2012. The site is brownfield and is underused which could mean that there are a number of brownfield rich species present. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP

	species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the available land means that mitigation can be achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features
8. Landscape and Townscape	✓/x
	The site is underused, mostly brownfield land forming a natural extension to the existing employment site. It is therefore expected that the development of this site could have a positive impact upon the immediate townscape, making good use of underused land. However this is dependent upon the quality of the design and mitigation secured to address any adverse impact upon trees.
9. Air, Soil and Water Resources	✓
	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. Because of its former use the western part of the site involves an area identified as having contaminated land issues and may require remediation. This could have a positive impact upon soil resources in the long term. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. It is also considered that there may need to be some upgrading to Sutton Bridge's Water Recycling Centre and the water supply network to serve the proposed growth. Across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. The proposal would involve the reuse of approx. 0.20 ha of brownfield land. This may mean that there is the loss of less best and most

	versatile agricultural land elsewhere.
10. Sustainable use of Land and Waste	✓
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal would involve the reuse of approx. 0.20 ha of brownfield land. This may mean that there is the loss of less greenfield land elsewhere. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard, with a flood depth of '1.0-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is within a 10/15 minute walk of most local facilities, services and transport links. Even so, travel to work by car (53.2%) is likely to remain higher than the rest of the County (42.1%) and for England (36.9%). It is likely that the development of 0.24ha would generate some new car journeys, business movements and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development on site. The extent of the impact is dependent upon the scale and design of the development e.g. through the

	incorporation of energy efficient methods and renewable energy. Gas is expected to be available but electricity provision may need reinforcement to accommodate development on the available land. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the top 20% of deprived neighbourhoods in terms of income and employment deprivation. The site and the available land have been identified as important for the development of diverse and robust small-scale employment uses in Sutton Bridge and South Holland. Creating opportunities for new employment (unemployment is 1.10% of the South Holland working age population, Nov 2015), may also encourage people (potentially particularly young people) to stay and work in the area, and can lead to the development of technical skills and expertise amongst the local workforce, thereby making it more resilient. Given the size of the available land provision could also be made to address the demand for small business needs that may exist in the area. Development on this site will also generate employment during the construction period, which may be over the medium- term depending on the phasing of development, and this will contribute to the local economy. The site is within Sutton Bridge and has good links to the strategic road network (A17) and public transport. This may help improve the use of local shops and services and make it easier for local labour to access the site.

Restricted Use Employment Sites

SP038: Spalding Power Station B, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 14.6ha B Class Employment Provision: 11ha (B1/B2/B8 – power generation)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. Moreover as bus stops are over the ideal 400m walk from the site, opportunities to minimise any adverse impact through public transport are limited. However, a dedicated cycle path passes the site along West Marsh Road and pedestrian access is available. The use of such sustainable modes of transport could help promote healthier lifestyles.

	Given the proposed use of the site it is likely that there would be an increase in noise and air pollution; mitigation could be required to minimise any adverse impacts on physical and mental health. However, there are no residential properties within the immediate vicinity of the site, which could limit the impact its development would have. Employment is known to aid mental health and well-being; the development of the site could create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓
	It is likely that new uses will replicate existing patterns of car dependency – ONS 2011 census data showed that 39.2% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is within the Spalding settlement boundary so has good access to local labour, local shops and services, which could have a positive effect upon promoting sustainable travel options to the rest of the town. A dedicated cycle path passes the site along West Marsh Road and pedestrian access is available; designing safe routes for pedestrians and cyclists from the site to the existing network would help promote accessibility for employees/visitors. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed in close proximity to the site with good sustainable transport links. It is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel. The site is approx. 1.1km from the strategic road network (A16). Even so, there is expected to be additional traffic generated by the site. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. A new access would need to be provided onto West Marsh Road. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. Bus services operate to Spalding and King's Lynn; bus stops are over the ideal 400m from the site, meaning that access for employees and visitors is more limited. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the 40% most deprived neighbourhoods in the country. The provision of an employment generating use on the site could therefore have a positive impact on this objective by helping to improve current levels of employment in the area. Development of the site could also potentially secure higher incomes for residents in the area who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of

	disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy. As discussed in Objective 13, the site is within Spalding's settlement boundary. It is likely that a significant element of the spatial strategy for South Holland will focus on increasing housing and complementary employment development in Spalding, in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a significant level of new housing proposed in close proximity to the site which has sustainable transport options. It is therefore likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Spalding. As the adjacent site is currently functioning as a Power Station it is considered that an easy connection/extension could be made to this site.
5. Education	✓
	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby. However, the Vernatts Drain LWS adjoins the western boundary. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of site-specific ecological assessments. There are a few trees within the site. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected. New development could potentially affect the water table and change the availability of ground water. However, the size of the site means that any direct damage and disturbance could be mitigated and betterment achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided within each plot to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features.
8. Landscape and	✓/x

Townscape	The site is within an existing employment allocation (SP001) and adjoins an existing power station (SP037), and so the development of an additional power station in this location would not be at odds with the existing character of the area. Given the nature of the proposed development, an adverse visual impact is inevitable, although this can be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓/x Development of a power station on this site would inevitably have an effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new development will increase traffic levels. With the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. It is also considered that there may need to be some upgrading to Sutton Bridge's Water Recycling Centre and the water supply network to serve the proposed growth. Across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. Development of the site would secure the redevelopment of 14.2ha of previously-developed land, which could reduce the loss of best and most versatile agricultural land elsewhere.
10. Sustainable use of Land and Waste	✓ During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production.

	The proposal would involve the reuse of approx. 14.2ha of brownfield land. This may mean that there is the loss of less greenfield land elsewhere. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard and '1-2m' in terms of flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is at least a 25/30 minute walk to most local facilities, services and transport links and so travel to work by car (53.2%) is likely to remain higher than the rest of the County (42.1%) and for England (36.9%). It is likely that the development of 14.2ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development on site. The extent of the impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the 40% most deprived neighbourhoods in the country. Development of the site is likely to create opportunities for new employment (unemployment is 1.10% of the South Holland working age population, Nov 2015) which may aid employment deprivation, including through the development of technical skills and expertise amongst the local workforce, which can make the area's economy more robust.

	Development on this site will also generate employment during the construction period, which may be over the medium-term depending on the phasing of development, and this will contribute to the local economy. The site is within Spalding and has good links to the strategic road network – it is approx. 1.1km from the A16. This may help improve the use of local shops and services and make it easier for local labour to access the site, particularly by public and sustainable transport.

SB003: Sutton Bridge Port, Sutton Bridge	
Sustainability Objective	Indicative development scenario: Total site area: 24.6ha B Class Employment Provision: 9.6ha (B1/B2/B8 – port related)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	x
	Due to the proposed size, location and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. Moreover as bus stops are over the ideal 400m walk from the site, opportunities to minimise any adverse impact through public transport are limited. The site is potentially accessible by bicycle but there are no footpaths leading to the site which could deter residents from walking to work. The site would therefore have a limited impact in terms of promoting healthy lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health for residents and employees. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓/x
	It is likely that new uses will replicate existing patterns of car dependency – ONS 2011 census data showed that 39.2% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is within the Sutton Bridge settlement boundary so has good access to local labour, local shops and services, which could have a positive impact upon promoting sustainable travel options to the rest of the town. Cycling access (on road) is available, although there are no footpaths to the site; designing safe routes for pedestrians and cyclists from the available land to the existing network would help promote accessibility for employees/visitors. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the

	needs, role and function of each settlement. Sutton Bridge is a Main Service Centre and is expected to provide for additional housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel. The site is within 1km of the A17. Even so, there is expected to be additional traffic generated by the available land, individually and cumulatively; at peak times the Cross Keys Bridge can experience congestion which may prove problematic unless mitigation measures, such as sustainable transport options, are taken and promoted. Current site access is via West Bank (a local road) and access to the A17 involves passing through part of Sutton Bridge centre. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. Bus services operate to Spalding and King's Lynn; bus stops are over the ideal 400m from the site, meaning that access for employees and visitors is more limited. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓ Indices of Deprivation statistics (2015) indicate that the site is within the top 40% of most deprived neighbourhoods in the country. Policy 2 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy overall - additional employment development that provides for a range of business needs would, in general, support this approach and aid deprivation. There is likely to be a high level of new housing proposed nearby; it is therefore likely that access to employment will also improve. The promotion of additional employment land as an extension of the existing employment allocation seeks to support and enhance the economy of Sutton Bridge and South East Lincolnshire as a whole, which may provide direct regeneration benefits in the neighbourhood – such as reducing unemployment and securing higher incomes for residents, which may in the long term lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which may also provide benefits to the wider economy. As discussed in Objective 13 the site is within Sutton Bridge settlement boundary; it is likely that an element of the spatial strategy for South Holland will focus on increasing housing and complementary employment development in Sutton Bridge, in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed there; it is therefore likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.

	Superfast broadband is provided to Sutton Bridge. As the wider site is functioning as an employment site it is considered that an easy connection/extension could be made to the available land, which will enable businesses and residents to access or provide a range of facilities on line.
5. Education	✓
	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of business developed opportunities for training and apprenticeships may also be provided helping to improve opportunities for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European, national or local environmental designations are nearby. A line of protected mature trees run north-south through the site. A substantial depth tree belt provides the western boundary with the golf course. Drainage channels exist on the eastern boundary of the northern site. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the net available land means that any direct damage and disturbance should be mitigated, and betterment could be achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features
8. Landscape and Townscape	✓/x
	The available land lies within The Fens National Character Area; the flat, visually open, agricultural land is a typical landscape characteristic of the area. Built development in this location, of this size and scale would have an adverse impact on the landscape by extending the existing employment area north. The land may be visible in long and short views from the north. However the size of this site means that any adverse impact should be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of

	green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. The proposal would lead to the permanent loss of approx. 9.6ha of Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal would lead to the permanent loss of approx. 9.6ha of greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard, with a flood depth of '1.0-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.

12. Climate Change	✓/x
	This site is within a 25/30minute walk of most local facilities, services and transport links so travel to work by car (53.2%) is likely to remain higher than the rest of the County (42.1%) and for England (36.9%). It is likely that the development of 9.6ha would generate new car journeys, business movements and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development on site. The extent of the impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas is expected to be available but electricity provision may need reinforcement to accommodate development on the available land. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the top 40% most deprived neighbourhoods in terms of income and employment deprivation. Development of the site could have a positive impact on this objective by creating opportunities for new employment, the development of technical skills and expertise amongst the local workforce which may also encourage people (potentially particularly young people) to stay and work in the area. It may also raise employment aspirations with higher-salaried jobs and diversify the area's economy, thereby making it more resilient. Development on this site will also generate employment during the construction period, which may be over the medium-term depending on the phasing of development. The site is adjacent to the existing built-up area of Sutton Bridge and has good links to the strategic road network (A17). This may help improve the use of local shops and services and make it easier for local labour to access the site.

SB014: Wingland Power Station B, Sutton Bridge	
Sustainability Objective	Indicative development scenario: Total site area: 14.4ha B Class Employment Provision: 14.2ha (B1/B2/B8 – power generation)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. Bus stops are over the ideal 400m of the site which is unlikely to help to mitigate the impact of increased traffic generated by new development. Although the site is potentially accessible by cycle (a dedicated off road cyclepath is

	in adjoining SB002), access by foot is likely to be more difficult given that the pedestrian route across Cross Keys Bridge from Sutton Bridge is on the opposite side of the busy A17. This could deter residents from walking to work. The site would therefore have a limited impact in terms of promoting healthy lifestyles. Given the proposed use of the site it is likely that there would be an increase in noise and air pollution; mitigation could be required to minimise any adverse impacts on physical and mental health. However, there are no residential properties within the immediate vicinity of the site, which could limit the impact its development would have. Employment is known to aid mental health and well-being; the development of the site could create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	x
	It is likely that new uses will replicate existing patterns of car dependency – ONS 2011 census data showed that 39.2% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is detached from Sutton Bridge's settlement boundary so has more limited access to local labour, local shops and services, which could have an adverse impact upon promoting sustainable travel options to the rest of the town. However, a dedicated cycle lane runs through the adjoining site (SB002) and cycle access is available elsewhere on road, although pedestrian access from Sutton Bridge is potentially problematic; designing safe routes for pedestrians and cyclists from the available land to the existing network would help promote accessibility for employees/visitors. There are no bus stops within the ideal 400m walking distance, meaning that public transport access for employees is more limited. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Sutton Bridge is a Main Service Centre and is expected to provide for additional housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed in Sutton Bridge; it is therefore likely that access to employment will improve locally and there will be opportunities to reduce the need to travel longer distances to work. The site is approx. 2.5km from the A17. Even so, there is expected to be additional traffic generated by the available land, individually and cumulatively; at peak times the Cross Keys Bridge can experience congestion which may prove problematic unless mitigation measures, such as sustainable transport options, are taken and promoted. The site would likely be accessed via Centenary Way. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area. Bus services operate to Spalding and King's Lynn; bus stops are over the ideal 400m from the site, meaning that access for employees and visitors is more limited.
4. Socially	✓✓

Inclusive Communities	Indices of Deprivation statistics (2015) indicate that the site is within the 40% most deprived neighbourhoods in the country. The provision of an employment generating use on the site could therefore have a positive impact on this objective by helping to improve current levels of employment in the area. Development of the site could also potentially secure higher incomes for residents in the area who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy. It is likely that an element of the spatial strategy for South Holland will focus on increasing housing and complementary employment development in Sutton Bridge in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed there. It is therefore likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Sutton Bridge. As the adjacent site (SB002) is functioning as an employment site it is considered that an easy connection/extension could be made to this site.
5. Education	✓
	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby. However, the site is approx. 360m from the Nene Bank Road Verges LWS. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment. Trees border part of the western and south-eastern facing boundaries of the site. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected. New development could potentially affect the water table and change the availability of ground water. However, the size of the site means that any direct damage and disturbance could be mitigated and betterment achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided within each plot to meet the needs of the development.

7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features
8. Landscape and Townscape	✓/x
	The site lies within The Fens National Character Area; the flat, visually open, agricultural land is a typical landscape characteristic of the area. Built development in this location, of this size and scale would have an adverse impact on the landscape by extending the existing employment area in a south-easterly direction. However, the size of this site means that any adverse impact should be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of a power station on this site would inevitably have an effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new development will increase traffic levels. With the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. It is also considered that there may need to be some upgrading to Sutton Bridge's Water Recycling Centre and the water supply network to serve the proposed growth. Across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. The proposal would lead to the permanent loss of approx. 14.2ha of Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.

	As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal would lead to the permanent loss of approx. 14.2ha of greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard, with a flood depth of greater then 2m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is around a 35/40 minute walk of most local facilities, services and transport links so travel to work by car (53.2%) is likely to remain higher than the rest of the County (42.1%) and for England (36.9%). It is likely that the development of 14.2ha would generate new car journeys, business movements and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development on site. The extent of the impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within a deprived neighbourhood in terms of income (50%) and employment (40%) deprivation. The Wingland area has been identified as important for the development of diverse and robust employment uses in South Holland. Creating opportunities for new employment (unemployment is 1.10% of the South Holland working age population, Nov 2015), may also encourage people (particularly young people) to stay and work in the area, and can lead to the

	development of technical skills and expertise amongst the local workforce, thereby making it more resilient. Development on this site will also generate employment during the construction period, which may be over the medium- term depending on the phasing of development, and this will contribute to the local economy. Although the site is detached from Sutton Bridge, it has good links to the strategic road network (A17).

Reasonable Alternatives

SP029: Land to the south of Childers South Drove, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 11.81ha B Class Employment Provision: 11.81ha (B1/B2/B8)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	x
	Due to the proposed size and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. Moreover as bus stops are over the ideal 400m walk from the site, opportunities to minimise any adverse impact through public transport are limited. The site is potentially accessible by cycle, but not by foot which may deter residents from walking to work. The site would therefore have a limited impact in terms of promoting healthy lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health for nearby residents and employees. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓/x
	It is likely that new uses will replicate existing patterns of car dependency – ONS 2011 census data showed that 39.2% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is detached but within 100m of the Spalding settlement boundary and so services, facilities and homes are potentially accessible by cycle which could have a positive effect upon promoting sustainable travel options to the rest of the town. However, the site would not be accessible by foot. Designing safe routes for pedestrians and cyclists from the available land to the existing network would help promote accessibility for employees/visitors. The nearest bus stops are over 400m from the site, meaning that public transport access for

	employees and visitors is more limited The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed near to the site; it is therefore likely that access to employment will improve locally and there will be opportunities to reduce the need to travel longer distances to work. The site adjoins the strategic road network (A16); even so there is expected to be additional traffic generated by the available land, individually and cumulatively. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. It is envisaged that the site would be accessed via a new spine road from the proposed employment site to the south. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓ Indices of Deprivation statistics (2015) indicate that the site is within the top 40% most deprived neighbourhoods in the country. Policy 2 of the Local Plan proposes more housing and employment development in the Sub-Regional Centres to contribute to a stronger local economy overall - additional employment development that provides for a range of business needs would, in general, support this approach and aid deprivation. It may provide direct regeneration benefits in the neighbourhood - by securing higher incomes or more jobs for local residents, which may in the long term lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which may also provide benefits to the wider economy. As discussed in Objective 13 the site is detached but within 100m of the Spalding settlement boundary; it is likely that a significant element of the spatial strategy for South Holland will focus on increasing housing and complementary employment development in Spalding, in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a significant level of new housing proposed near to the site; it is therefore likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Spalding. As the wider site is functioning as an employment site it is considered that an easy connection/extension could be made to the available land, which will enable businesses and residents to access or provide a range of facilities on line.

5. Education	✓
	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of business developed opportunities for training and apprenticeships may also be provided helping to improve opportunities for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby. However, the northern boundary of the site is approx. 10m from the Arnolds Meadow LNR and the Coronation Channel LWS adjoins the western boundary. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the recommendations of an ecological assessment. There are drainage channels which run across the site. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. Given the size of the site any direct damage and disturbance should be capable of being mitigated. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided within each plot to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features
8. Landscape and Townscape	✓/x
	Although the site is detached from Spalding's settlement boundary it is adjacent to existing industrial units to the south and is bounded by the Coronation Channel to the west and A16 to the east. Development of the site would extend industrial development northwards from the existing Clay Lake industrial area and the landscape and visual impact would be prevalent from the A16. However, the size of this site means that any adverse impact should be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept

	out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place additional pressure on water recycling centre capacity, the surface water network, the existing sewerage system and surface water network. Anglian Water may consider that upgrades will be required in order to accommodate the site. The proposal would lead to the permanent loss of approx. 11.81ha of Grade 2 agricultural land.
10. Sustainable use of Land and Waste	x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal would lead to the permanent loss of approx. 11.81ha of greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	√/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard, with a flood depth of '1.0-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x

	This site is within a 20/25 minute walk of most local facilities, services and transport links. Given that travel to work by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%) it is likely that the development of 11.81ha would generate new car journeys, business movements and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development on site. The extent of the impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity is expected to be available, although reinforcements may be required depending on the loads generated by the new development. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the top 40% most deprived neighbourhoods in terms of income and employment deprivation. Development of the site could have a positive impact on this objective by creating opportunities for new employment, the development of technical skills and expertise amongst the local workforce which may also encourage people (potentially particularly young people) to stay and work in the area. It may also raise employment aspirations with higher-salaried jobs and diversify the area's economy, thereby making it more resilient. Development on this site will also generate employment during the construction period, which may be over the medium-term depending on the phasing of development. The site is detached from Spalding but has good links to the strategic road network – it is adjacent to the A16. This may help improve the use of local shops and services and make it easier for local labour to access the site.

CR006: Crowland Garden Centre, Postland Road, Crowland	
Sustainability Objective	Indicative development scenario: Total site area:4.08ha B Class Employment Provision:3.26ha (B1/B2/B8)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-	✓/x

being	Due to the proposed size and land-use of the available land, it is likely that an increase in traffic would be generated which could have a negative impact on health and well-being. Bus stops are approx. 200m from this site which could help to mitigate the impact of increased traffic generated by new development. In addition, the site is potentially accessible by cycle and by foot which could help promote healthier lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health for residents and employees. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data showed that 39.2% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is adjacent to the Crowland settlement boundary so has good access to local labour, local shops and services, which could have a positive effect upon promoting sustainable travel options to the rest of the town. Services, facilities and homes are potentially accessible by cycle and by foot; designing safe routes for pedestrians and cyclists from the available land would help promote accessibility for employees/visitors. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Crowland is a Main Service Centre and is expected to provide for significant additional housing and accompanying employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a good level of new housing proposed in close proximity to the site with good public transport links (a bus stop is approx. 200 from the site); it is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel. The site is around 1.8km from the strategic road network (A16); there is expected to be some additional traffic generated by the available land, individually and cumulatively; schemes to address traffic impact in and around Crowland should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. If legible and safe pedestrian and cycle routes are provided from the site, it would have a positive effect upon promoting sustainable travel options and on residential amenity. Bus services operate to Spalding and Peterborough; the nearest bus stops are approx. 200m from the site, meaning that there is good access for residents. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially	✓

Inclusive Communities	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood. However Policy 2 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy - additional employment development that provides for a range of business needs would, in general, support this approach. As discussed in Objective 3 the site is adjacent to the Crowland settlement boundary; it is likely that a significant element of the spatial strategy for South Holland will focus on increasing housing and accompanying employment development in Crowland in order to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed in close proximity to the site; it is therefore likely that access to employment will improve. The site will provide employment for some sectors during the construction phase, which may in the longer-term help to provide indirect benefits to the wider economy. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Crowland. Connection should be made to the available land, which will enable employees and the business to access and provide a range of facilities on line.
5. Education	✓
	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of employment development proposed, opportunities could be provided for training and apprenticeships for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European, national or local environmental designations are nearby. There are a large number of mature trees within the site. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the available land means that overall any direct damage and disturbance could be mitigated and betterment achieved through the provision of structural landscaping, by using a mix of species, particularly of local provenance. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sustainable drainage will be expected to be provided to meet the needs of the development.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features.
8. Landscape and	✓

Townscape	The site is previously developed (currently in use as a garden centre) and is adjacent to Crowland's existing built-up area. The eastern boundary has some tree screening which will help minimise the visual impact of the site and will prevent it from protruding into the countryside. Its development would therefore be unlikely to have an adverse impact on the character and appearance of the landscape. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓
	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust and the release of emissions from construction vehicles. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new employment development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Demand from the site may place additional pressure on water recycling centre capacity, the surface water network, the existing sewerage system and surface water network. Anglian Water may consider that upgrades will be required in order to accommodate the site. Development of the site would secure the redevelopment of 3.26ha of previously-developed land, which could reduce the loss of best and most versatile agricultural land elsewhere.
10. Sustainable use of Land and Waste	✓
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. Development of the site would secure the redevelopment of 3.26ha of previously-developed land, which could reduce the loss of greenfield land elsewhere. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x

	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as mostly 'danger for all' and 'danger for most' in terms of flood hazard. Flood depths vary across the site but most is 1.0-2.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	This site is within a 25/30minute walk of most local facilities, services and transport links but as travel to work by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%) it is likely that the development of 3.26ha would generate new car journeys and traffic associated with the business and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than the existing development in the area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood in terms of income and employment deprivation. Even so, the available land could help make the area's economy more diverse and more robust by creating opportunities for new employment (unemployment is 1.10% of the South Holland working age population, Nov 2015), particularly the development of technical skills and expertise amongst the local workforce. As such, it could have a positive impact by raising average wage levels for South East Lincolnshire as a whole, encouraging people (particularly young people) to stay and work in the area by providing employment opportunities close to home, thereby making it more resilient. Development will also generate employment during the construction period and thereby provide some protection to the local economy.

	Development of the site would result in the loss of a commercial business, however the site is not currently identified for employment use (i.e. B Use development) and redevelopment would lead to additional floorspace being provided. The site is adjacent to Crowland's settlement boundary and is approx. 1.8km from the A16. This may help promote the use of local shops and services and make it easier for local labour to access the site.

WH004: Land to the north of Abbot's Garden, Whaplode	
Sustainability Objective	Indicative development scenario: Total site area: 2.51ha B Class Employment Provision: 2.51ha (B1/B2/B8)
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the available land, it is likely that an increase in traffic could be generated which could have a negative impact on health and well-being. Moreover as bus stops are over the ideal 400m walk from the site, opportunities to minimise any adverse impact through public transport are limited. However, the site is potentially accessible by cycle and on foot, meaning that it could help promote healthier lifestyles. New employment development may lead to additional noise and air pollution; green infrastructure could be required around the available land to minimise any adverse impacts on physical and mental health for nearby residents. The site is adjacent to residential properties which could be affected by noise, odour and light levels. Employment is known to aid mental health and well-being; the development of the available land could create additional employment which may generate positive impacts for unemployed, particularly the long term unemployed.
3. Transport	✓/x
	It is likely that new uses will replicate existing patterns of car dependency – ONS 2011 census data showed that 92.4% of households owned at least one car and 47.3% travelled to work by car/van, above the South Holland average of 45.8%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and trips to work. The site is adjacent to Whaplode's settlement boundary so has reasonable access to local labour, local shops and services, which could have a positive effect upon promoting sustainable travel options to the village. Services, facilities and homes are potentially accessible by cycle and by foot; ensuring safe access for pedestrians and cyclists from the available land would help promote accessibility for employees/visitors. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Whaplode is a Minor Service Centre and is expected to provide for additional housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely

	to be additional new housing proposed in close proximity to the site with reasonable sustainable transport links (the site is potentially accessible by cycle and by foot, although there are no bus stops nearby). It is therefore likely that access to employment will improve and there will be opportunities to reduce the need to travel. The site is approx. 80m from the strategic road network (A151), although it is 4.2km from the A17; there is expected to be some additional traffic generated by the available land, individually and cumulatively; this may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. If legible and safe pedestrian and cycle routes are provided from the site, it would have a positive effect upon promoting sustainable travel options. There is currently no direct access to the site meaning that a new access would need to be provided. This would need to come through the existing Whaplode Industrial Estate of the site to the north of Cobgate given that the nearby Abbot's Gardens and St Mary's Gardens are residential cul-de-sacs. Bus services operate to Spalding and King's Lynn; the nearest bus stops are over 400m from, meaning that public transport access from employees is more limited. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓ Indices of Deprivation statistics (2015) indicate that the site is within the 50% most deprived neighbourhoods in the country. Policy 2 of the Local Plan proposes more housing and employment development in Minor Service Centres to contribute to a stronger local economy - additional employment development that promotes the development of a local business(s) or brings new businesses to the area, and promotes additional job opportunities would, in general, support this approach. Employment opportunities could secure higher incomes for residents, which may in the long term lead to indirect benefits in terms of disposable income being spent in the area and could aid worklessness. The site will also provide employment for some sectors during the construction phase, which may also provide indirect benefits to the wider economy. As discussed in Objective 3, by promoting employment development in Whaplode where additional new housing is expected to be developed it is likely that access to employment will improve. Good design could also have a positive effect upon crime by ensuring that the design of new employment development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Whaplode. As the site is adjacent to existing built development in the village it is considered that an easy connection/extension could be made to the available land, to enable businesses and residents to access or provide a range of facilities on line.

5. Education	✓
	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of business developed, opportunities for training and apprenticeships may also be provided helping to improve opportunities for residents' particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European, national or local environmental designations are nearby. There are mature trees along the northern and southern boundaries of the site which separates the residential properties to the north and south from the site. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, the use of sustainable drainage would be beneficial to meet the needs of the development.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓
	The site is adjacent to the existing built-up area of Whaplode and adjoins an existing industrial site. There are also residential properties to the north and south. Its development would therefore not have an adverse impact on the character and appearance of the area.
9. Air, Soil and Water Resources	✓
	Development upon the available land would inevitably have some effect upon air quality. The construction would result in the generation of dust and the release of emissions from construction vehicles. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that the site could generate some additional traffic; with the current trend of car dependency likely to continue this could generate a slight negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need

	to be secured. Demand from the site may place additional pressure on water recycling centre capacity, the surface water network, the existing sewerage system and surface water network. Anglian Water may consider that upgrades will be required in order to accommodate the site. The proposal would lead to the permanent loss of approx. 2.51 ha of grade 1 agricultural land.
10. Sustainable use of Land and Waste	✓ During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The proposal would lead to the permanent loss of approx. 2.51 ha of greenfield land. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓ The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, there are very few reasonably available sites within the local area with a lower probability of flooding than this site. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x This site is within a 15/20 minute walk of most local facilities, services and transport links but as travel to work by car (47.3%) is higher than the rest of the County (42.1%) and for England (36.9%) it is likely that the development of 2.51ha would generate some new car journeys and other associated business movements and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new employees are more sustainable.

	New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that new development will be significantly more energy efficient than existing development on site. The extent of the impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity is expected to be available to the site, although reinforcements may be required to accommodate the loads from the new development. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓ Indices of Deprivation statistics (2015) indicate that the site is within the 50% most deprived neighbourhoods in terms of income and employment. This site will therefore play an important part in developing robust employment uses in Whaplode and South Holland. Creating opportunities for new employment, particularly the development of technical skills and expertise amongst the local workforce, is a key way in which this site can intensify and make the area's economy more robust. The development of available land in this location offers opportunities to create new jobs, reducing unemployment (it is 1.10% of the South Holland working age population, Nov 2015) and encouraging people (particularly young people) to stay and work in the area, and may also raise employment aspirations thereby making it more resilient. Development on this site will also generate employment during the construction period, and this will contribute to the local economy. The site is adjacent to Whaplode and has reasonable links to the strategic road network – it is approx. 80m from the A151, but 4.2km from the A17. This may help improve the use of local shops and services and make it easier for local labour to access the site, particularly by sustainable transport.

Appendix 11

Contents

Retail Allocation

SHR010: Springfields Retail and Exhibition Centre	
Sustainability Objective	Indicative development scenario: Total site area: 17.2ha Available land: 1.3ha Type of Business: A1
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Although a large part of the site is already in retail use, the expansion of the site for further retail is likely to result in an increase to the current levels of traffic generated, which could have a negative impact on health and well-being. However, there are currently good public transport links to the site (it has its own bus stopping point with services to/from the centre of Spalding and Kings Lynn) which may ease the impact of development by helping to minimise traffic increase. The site is also accessible by bicycle and on foot. Sustainable access is therefore possible which could help promote healthy lifestyles. As new retail development may lead to additional noise and air pollution, green infrastructure could be required in and around the site to minimise any adverse impacts on physical and mental health. However, employment is known to aid mental health and well-being. The further development of the site for retail purposes could therefore create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓
	It is likely that new retail development will generate levels of car use that replicates existing patterns of dependency – ONS 2011 census data (for South Holland) showed that 85.4% of households owned at least one car and 45.8% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys as well as trips to work and the local shops. The most south-westerly point of the site adjoins Spalding's development boundary and so the site can be considered to have good access to local labour, facilities and services. This could have a positive effect upon promoting sustainable travel options to/from the rest of the town. A dedicated cycle path runs in close proximity to the site along Holbeach Road and Queens Road and pedestrian access is available. Designing safe routes for pedestrians and cyclists from the site to the existing network could help promote accessibility for employees/shoppers. Furthermore, the site has its own dedicated stopping point for buses (with services to/from Spalding and Kings Lynn) meaning that there is good public transport access for employees and shoppers. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs,

	role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed nearby (which has access to sustainable transport). It is therefore likely that access to employment generating uses such as retail development will improve in Spalding and there will be opportunities to reduce the need to travel longer distances to work. This would have a positive impact on this objective. Although the site is in close proximity to the strategic road network (A16 and the A151; both provide links to the A17), there is expected to be additional traffic generated by the site's development. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. The site would likely be accessed off Camel Gate. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the 30% most deprived neighbourhood in the country in terms of employment and income deprivation and IMD overall. The provision of employment generating uses on the site would therefore likely have a positive impact on this objective by helping to improve current levels of employment in the area. Development of the site could also potentially secure higher incomes for residents in the area who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy. As discussed in Objective 3, Spalding is a Sub-Regional Centre and so there is likely to be a high level of new housing proposed nearby which has sustainable transport options. Access to employment may therefore improve. Good design could also have a positive effect upon crime by ensuring that the design of new retail development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Spalding. Connection should be made to the site to enable retailers to access or provide a range of facilities online.
5. Education	✓
	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of retail businesses that would be located on the site, opportunities for training and apprenticeships may also be provided. This would help to improve the skills and qualifications of residents (particularly young people).

6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby, although the south-western boundary of the site is adjacent to the protected Coronation Channel LWS. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment. There are a number of mature trees along the site's boundaries that further development may have an adverse impact upon. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	0
	Built heritage assets (including Historic Parks and Gardens) - The Springfields retail site is a significant development in terms of its scale and is in relatively close proximity to three listed buildings - Fulney Hall (Grade II), Church of St Paul and Schoolroom (Grade I) and Fulney Vicarage to Church (Grade II*). It forms part of their wider setting. The proposed site constitutes an expansion to the north of the Springfields site. It will not impact on the setting as it presently is and does not therefore have any significance in heritage terms. Archaeological assets – Archaeology was considered and dealt with when Springfields Outlet Shopping Centre was first built and so the County Council's Historic Environment Officer considers that no further archaeological input would be required here.
8. Landscape and Townscape	✓
	The site is in very close proximity to the existing built-up area of Spalding and is bordered by large mature trees to the north, west and south and a bund to the east. 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. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	The construction of more retail floorspace on site would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new retail development will increase traffic levels (resulting from employees, shoppers and deliveries). With the current trend of car dependency likely to continue, this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself, although this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured.

	Further development of the site would likely lead to the loss of greenfield land, although some of this land might be retained as landscaping. By selecting a site for retail development that is likely to involve construction on greenfield land it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	✓/x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As additional retail provision would be constructed on site it is inevitable that there will be an increase in commercial waste production. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard and '1-2m' in terms of flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	As discussed above, the site is in very close proximity to Spalding's existing built-up area and is accessible by a range of sustainable modes of transport. However, car ownership rates and the percentage of residents travelling to work by car in South Holland are higher than the Lincolnshire average. It is therefore likely that further development on this site would generate new car journeys and hence carbon emissions. Good design and complementary transport measures would be necessary to ensure that the travel patterns of new employees and shoppers are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. However, building regulations mean that new development will be significantly more energy efficient than older retail development. The extent of the overall impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity will need to be provided on site, although there is

	currently very limited capacity in Spalding's electricity network. Western Power Distribution has indicated that reinforcement of the network over the short and mid-term is likely to release capacity. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓
	Indices of Deprivation statistics (2015) indicate that the site is within a deprived neighbourhood in terms of income (top 30%) and employment (top 30%) deprivation. Consequently, the provision of employment generating uses on the site would likely have a positive impact on this objective by helping to increase current levels of employment in the area (unemployment is 1.10% of the South Holland working age population, Nov 2015). Development of the site may also provide opportunities for training and apprenticeships depending on the type of retail businesses to be located there and could encourage people (particularly young people) to stay and work in the area. Furthermore, development on this site will generate employment during the construction period, which may be over the medium-term depending on the phasing of development. This will contribute to the local economy. Additionally, the site has good links to the strategic road network being in close proximity to the A16 and A151 which both provide links to the A17. This would make it easier for local labour and shoppers who need to use the private car to access the shopping facilities on the site. It would also mean that delivery lorries would have good access to the shops they are servicing. However, the delivery of retail development outside the town centre could have negative impacts on the vitality and viability of the town centre. This would be contrary to the sustainability objectives of the Plan which aim to support the primacy of South East Lincolnshire's town centres.

Retail Reasonable Alternatives

SHR001: Land to the west of Winfrey Avenue, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 1.17ha Available land: 1.17ha Net Available Land: 1.17ha Type of Business: A1
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic would be generated which could have a negative impact on health and well-being. However, there is public transport within reasonable walking distance of the site which may ease the impact of an increase in traffic. The nearest bus stop (with services for around Spalding and into/from the centre of Boston and Kings Lynn) is approx. 350m away on Pinchbeck Road and the site would be accessible by bicycle and on foot given its central location. Sustainable access is therefore possible which could help promote healthy lifestyles. As new retail development may lead to additional noise and air pollution, green infrastructure could be required in and around the site to minimise any adverse impacts on physical and mental health. However, employment is known to aid mental health and well-being. The development of the site for retail purposes could therefore create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓
	It is likely that new retail development will generate levels of car use that replicates existing patterns of dependency – ONS 2011 census data (for South Holland) showed that 85.4% of households owned at least one car and 45.8% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys as well as trips to work and the local shops. The site is adjacent to Spalding's town centre boundary (as recommended in the 2013 Town Centre and Retail Study) and so has good access to local labour, facilities and services. This would likely have a positive effect upon promoting sustainable travel options to/from the rest of the town. A dedicated cycle path runs along part of Pinchbeck Road and pedestrian access is available. Designing safe routes for pedestrians and cyclists from the site to the existing network could help promote accessibility for employees/shoppers. Furthermore, the nearest bus stops for services around Spalding and into the centre of Boston and Kings Lynn are approx. 350m away (on Pinchbeck Road). The site is also in close proximity to Spalding Train Station (with services to Peterborough and Lincoln) meaning that there is good public transport access for employees and shoppers. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and

	complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed nearby (in addition to existing residential properties) with good public transport links. It is therefore likely that access to employment generating uses such as retail development will improve in Spalding and there will be opportunities to reduce the need to travel by car. This would have a positive impact on this objective. The site is approx. 2.7km from the strategic road network (the A16 which provides a link to the A17). Due to the nature of the proposed development, there is expected to be additional traffic generated by the site. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Site access would likely be via Winfrey Avenue. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓/x
	Indices of Deprivation statistics (2015) indicate that the site is within the 40% most deprived neighbourhoods in the country. The provision of employment generating uses on the site would therefore likely have a positive impact on this objective by helping to improve current levels of employment in the area. Development of the site could also potentially secure higher incomes for residents in the area who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy. As discussed in Objective 3, Spalding is a Sub-Regional Centre and so there is likely to be a high level of new housing proposed nearby which has sustainable transport options. Access to employment may therefore improve as a result. Good design could also have a positive effect upon crime by ensuring that the design of new retail development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. This would have a positive impact on this objective given that the site is within the 10% most deprived neighbourhoods in the country in terms of crime. Development of the site would result in the loss of Spalding Bus Station. This would have a negative impact on this objective by reducing the accessibility of the town centre, particularly for those who can only travel by bus. Provision would need to be made for the development of a new (equivalent or improved) bus station elsewhere in the town. Superfast broadband is provided to Spalding. Connection should be made to the site to enable retailers to access or provide a range of facilities online.
5. Education	✓

	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of retail businesses that would be located on the site, opportunities for training and apprenticeships may also be provided. This would help to improve the skills and qualifications of residents (particularly young people).
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby, although it is in close proximity to a protected local site being approx. 30m from the Land north of Spalding Station LWS. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment. Furthermore, development of the site would likely have an adverse impact on a number of mature trees within the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	?
	Built heritage assets (including Historic Parks and Gardens) - The consideration of impact in terms of the Spalding Conservation Area relates to the potential impact on its vitality. Depending on the size of the retail units, the expansion of retail floorspace away from the historic core (with its better accessibility compared with the traditional town centre locations) could result in diverting or competing with existing town centre retail uses. Although close to the town centre conservation area, there are no views of the conservation area from this site. Equally there are no views of the site from within the conservation area. The setting of the conservation area is not therefore an issue in respect of this site. The site has a strong visual relationship to the existing retail sites of Holland Market and Winfrey Avenue and as such consolidates the modern day 'retail site' form of town centre expansion at this location. Overall it is considered that the impact is uncertain with insufficient information on which to determine effect. Potential mitigation - in terms of the potential impact on the conservation area, the type of retail should complement that of the town centre uses as opposed to competing with them or attracting those existing uses out of their town centre location. A comprehensive landscaping scheme to better define and enhance pedestrian links to the town centre would help to spread the benefits of this location to those retailers in the traditional town centre locations. Potential enhancement - The potential enhancement brought by this site would be in attracting uses that complement the existing town centre retail offer and by so doing attract more people to visit/use the town centre overall. In this way the vitality of the town centre as a whole would be enhanced. Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and	✓

Townscape	The site is currently in use as Spalding's bus station and contains Anglian Water's Chatterton Water Tower. It is adjacent to an existing retail park and petrol station and is opposite the Sir Halley Stewart Playing Field. Given its location, redevelopment of the site would be unlikely to have an adverse impact on the character and appearance of the area. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓
	Development of the site for retail would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new retail development will increase traffic levels (resulting from employees, shoppers and deliveries). With the current trend of car dependency likely to continue, this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself, although this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. However this site would secure the redevelopment of approx. 1.17ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.
10. Sustainable use of Land and Waste	✓/x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a (no hazard, no depth). Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. However, there is no indication that this site is reasonably available for development and so it should be discounted.
12. Climate Change	✓/x
	As discussed above, the site is adjacent to Spalding's town centre boundary and is accessible by a range of sustainable modes of

	transport. However, car ownership rates and the percentage of residents travelling to work by car in South Holland are higher than the Lincolnshire average. It is therefore likely that the development of 1.17ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures would be necessary to ensure that the travel patterns of new employees and shoppers are more sustainable. An alternative location would need to be found for a new bus station in the town otherwise the redevelopment of this site would have a significant adverse impact on public transport access in Spalding. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. However, building regulations mean that new development will be significantly more energy efficient than older retail development. The extent of the overall impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity will need to be provided on site, although there is currently very limited capacity in Spalding's electricity network. Western Power Distribution has indicated that reinforcement of the network over the short and mid-term is likely to release capacity. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓ Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood in terms of income but is within the 50% most deprived neighbourhoods in the country in terms of employment. Consequently, the provision of employment generating uses on the site would likely have a positive impact on this objective by helping to increase current levels of employment in the area (unemployment is 1.10% of the South Holland working age population, Nov 2015). Development of the site may also provide opportunities for training and apprenticeships depending on the type of retail businesses to be located there and could encourage people (particularly young people) to stay and work in the area. Furthermore, development on this site will generate employment during the construction period, which may be over the medium-term depending on the phasing of development. This will contribute to the local economy. The site is approx. 2.7km from the strategic road network (the A16 which provides a link to the A17) but has good access to the local road network. This may make it easier for local labour and shoppers who need to use the private car to access the shopping facilities on the site. It would also mean that delivery lorries would have relatively good access to the shops they are servicing. The site is adjacent to the existing town centre boundary of Spalding and so its development would help support the vitality and viability of the town centre and could help mitigate against the pull of more regional centres. This would be in accordance with the sustainability objectives of the Plan which aim to support the primacy of South East Lincolnshire's town centres.

SHR002: Old Welland Hospital, Holbeach Road, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 1.4ha Available land: 1.4ha Net Available Land: 1.4ha Type of Business: A1
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic would be generated which could have a negative impact on health and well-being. However, there is public transport within reasonable walking distance of the site which may ease the impact of an increase in traffic. The nearest bus stop (with services into/from the centre of Spalding and Kings Lynn) is approx. 170m away on Holbeach Road and the site would be accessible by bicycle and on foot. Sustainable access is therefore possible which could help promote healthy lifestyles. As new retail development may lead to additional noise and air pollution, green infrastructure could be required in and around the site to minimise any adverse impacts on physical and mental health. However, employment is known to aid mental health and well-being. The development of the site for retail purposes could therefore create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓
	It is likely that new retail development will generate levels of car use that replicates existing patterns of dependency – ONS 2011 census data (for South Holland) showed that 85.4% of households owned at least one car and 45.8% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys as well as trips to work and the local shops. The site is within Spalding's existing built-up area and so has good access to local labour, facilities and services. This could have a positive effect upon promoting sustainable travel options to/from the rest of the town. A dedicated cycle path runs along part of Holbeach Road and Queens Road and pedestrian access is available. Designing safe routes for pedestrians and cyclists from the site to the existing network could help promote accessibility for employees/shoppers. Furthermore, the nearest bus stops for services into the centre of Spalding as well as Kings Lynn are approx. 170m away (on Holbeach Road) meaning that there is good public transport access for employees and shoppers. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed nearby (in addition to existing residential properties) with good public transport links. It is therefore likely that access to employment generating uses such as retail development will improve in Spalding and there will be opportunities to reduce the need to travel by car. This would have a positive impact on this objective.

	Although the site has good access to the strategic road network (approx. 650m from the A16 and the A151; both provide links to the A17), there is expected to be additional traffic generated by the site's development. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Site access would likely be via Holbeach Road or Roman Bank. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓ Indices of Deprivation statistics (2015) indicate that the site is within the 30% most deprived neighbourhood in the country. The provision of employment generating uses on the site would therefore likely have a positive impact on this objective by helping to improve current levels of employment in the area. Development of the site could also potentially secure higher incomes for residents in the area who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy. As discussed in Objective 3, Spalding is a Sub-Regional Centre and so there is likely to be a high level of new housing proposed nearby which has sustainable transport options. Access to employment may therefore improve as a result. Good design could also have a positive effect upon crime by ensuring that the design of new retail development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Spalding. Connection should be made to the site to enable retailers to access or provide a range of facilities online.
5. Education	✓ Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of retail businesses that would be located on the site, opportunities for training and apprenticeships may also be provided. This would help to improve the skills and qualifications of residents (particularly young people).
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x No European or national environmental designations are nearby, although it is in close proximity to a protected local site being approx. 40m from the River Welland LWS. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment.

	Furthermore, development of the site would likely have an adverse impact on mature trees within the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	0
	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site. Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	✓
	The site is vacant land within Spalding's existing built-up area and its redevelopment would be unlikely to have an adverse impact on the character and appearance of the area. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓
	Development of the site for retail would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new retail development will increase traffic levels (resulting from employees, shoppers and deliveries). With the current trend of car dependency likely to continue, this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself, although this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. However this site would secure the redevelopment of approx. 1.4ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.
10. Sustainable use of Land and Waste	✓/x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and

	provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for most' in terms of flood hazard, with a flood depth of '>1.5m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	As discussed above, the site is within Spalding's existing built-up area and is accessible by a range of sustainable modes of transport. However, car ownership rates and the percentage of residents travelling to work by car in South Holland are higher than the Lincolnshire average. It is therefore likely that the development of 1.4ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures would be necessary to ensure that the travel patterns of new employees and shoppers are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. However, building regulations mean that new development will be significantly more energy efficient than older retail development. The extent of the overall impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity will need to be provided on site, although there is currently very limited capacity in Spalding's electricity network. Western Power Distribution has indicated that reinforcement of the network over the short and mid-term is likely to release capacity. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓
	Indices of Deprivation statistics (2015) indicate that the site is within a deprived neighbourhood in terms of income (top 30%) and

	employment (top 30%) deprivation. Consequently, the provision of employment generating uses on the site would likely have a positive impact on this objective by helping to increase current levels of employment in the area (unemployment is 1.10% of the South Holland working age population, Nov 2015). Development of the site may also provide opportunities for training and apprenticeships depending on the type of retail businesses to be located there and could encourage people (particularly young people) to stay and work in the area. Furthermore, development on this site will generate employment during the construction period, which may be over the medium-term depending on the phasing of development. This will contribute to the local economy. Additionally, the site has good access to the strategic road network being approx. 650m from the A16 and A151 which both provide links to the A17. This would make it easier for local labour and shoppers who need to use the private car to access the shopping facilities on the site. It would also mean that delivery lorries would have good access to the shops they are servicing. However, the delivery of retail development outside the town centre could have negative impacts on the vitality and viability of the town centre. This would be contrary to the sustainability objectives of the Plan which aim to support the primacy of South East Lincolnshire's town centres.

SHR003: Land to the west of Spalding Road, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 3.65ha Available land: 3.65ha Net Available Land: 3.65ha Type of Business: A1
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic would be generated which could have a negative impact on health and well-being. However, there is public transport within reasonable walking distance of the site which may ease the impact of an increase in traffic. The nearest bus stop (with services into/from the centre of Spalding and Boston) is approx. 460m away on Spalding Road and the site would be accessible by bicycle and on foot. Sustainable access is therefore possible which could help promote healthy lifestyles. As new retail development may lead to additional noise and air pollution, green infrastructure could be required in and around the site to minimise any adverse impacts on physical and mental health. However, employment is known to aid mental health and well-being. The development of the site for retail purposes could therefore create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓/x
	It is likely that new retail development will generate levels of car use that replicates existing patterns of dependency – ONS 2011 census data (for South Holland) showed that 85.4% of households owned at least one car and 45.8% travelled to work by car/van, above the

	Lincolnshire average of 82% and 42.1%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys as well as trips to work and the local shops. The site is adjacent to Spalding's existing built-up area and so has reasonable access to local labour, facilities and services. This could have a positive effect upon promoting sustainable travel options to/from the rest of the town. There is a dedicated cycle route approx. 300m away which could help to provide access to the site from the centre of Spalding. Designing safe routes for pedestrians and cyclists from the site to the existing network could help promote accessibility for employees/shoppers. Furthermore, the nearest bus stops for services into the centre of Spalding as well as Boston are approx. 460m away (on Spalding Road) meaning that there is reasonably good public transport access for employees and shoppers. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed nearby (in addition to existing residential properties) with good public transport links. It is therefore likely that access to employment generating uses such as retail development will improve in Spalding and there will be opportunities to reduce the need to travel by car. This would have a positive impact on this objective. The site is approx. 2.4km from the strategic road network (the A16 which provides a link to the A17). Due to the nature of the proposed development, there is expected to be additional traffic generated by the site. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Site access would likely be via Spalding Road. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓ Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood. However, the provision of employment generating uses on the site would likely have a positive impact on this objective by helping to maintain and/or improve current levels of employment in the area. Furthermore, development of the site could also potentially secure higher incomes for residents in more deprived areas of South Holland who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy. As discussed in Objective 3, Spalding is a Sub-Regional Centre and so there is likely to be a high level of new housing proposed nearby which has sustainable transport options. Access to employment may therefore improve as a result. Good design could also have a positive effect upon crime by ensuring that the design of new retail development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised.

	No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Spalding. Connection should be made to the site to enable retailers to access or provide a range of facilities online.
5. Education	✓
	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of retail businesses that would be located on the site, opportunities for training and apprenticeships may also be provided. This would help to improve the skills and qualifications of residents (particularly young people).
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby, although it is in close proximity to a protected local site being approx. 270m from the Vernatt's Drain LWS. It is also approx. 480m from the Vernatt's Nature Reserve and around 630m from the Spalding Cemetery LWS. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment. Care should be taken to ensure no harm is caused to trees along the eastern and southern boundaries. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	0
	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site. Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	✓/x
	The site is adjacent to the development limits of Pinchbeck/Spalding and it adjoins existing development to the north. However, development of the site would change the character of the area given the site's topography and countryside views to the west. Nonetheless, it is partly screened by trees along the boundary with Spalding Road and so the retention of these trees could have a positive impact on this objective. Furthermore, development of the scale proposed would provide opportunities to mitigate the visual impact through landscaping and the incorporation of green infrastructure for example. The effect of the development on the quality and character of the landscape would therefore ultimately depend upon implementation. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and	X

Water Resources	Development of the site for retail would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new retail development will increase traffic levels (resulting from employees, shoppers and deliveries). With the current trend of car dependency likely to continue, this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself, although this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. The proposal would lead to the permanent loss of approx. 3.65ha of greenfield land, although some of this land might be retained within the development as landscaping. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	✓/x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for some' in terms of flood hazard, with a flood depth of '0.25-0.50m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6,

	other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	As discussed above, the site is adjacent to Spalding's existing built-up area and is reasonably accessible by public transport and by bicycle. However, car ownership rates and the percentage of residents travelling to work by car in South Holland are higher than the Lincolnshire average. It is therefore likely that the development of 3.65ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures would be necessary to ensure that the travel patterns of new employees and shoppers are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. However, building regulations mean that new development will be significantly more energy efficient than older retail development. The extent of the overall impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity will need to be provided on site, although there is currently very limited capacity in Spalding's electricity network. Western Power Distribution has indicated that reinforcement of the network over the short and mid-term is likely to release capacity. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood. Nonetheless, the provision of employment generating uses on the site would likely have a positive impact on this objective by helping to maintain and/or increase current levels of employment in the area (unemployment is 1.10% of the South Holland working age population, Nov 2015). Development of the site may also provide opportunities for training and apprenticeships depending on the type of retail businesses to be located there and could encourage people (particularly young people) to stay and work in the area. Furthermore, development on this site will generate employment during the construction period, which may be over the medium-term depending on the phasing of development. This will contribute to the local economy. The site is approx. 2.4km from the strategic road network (the A16 which provides a link to the A17) but has good access to the local road network. This may make it easier for local labour and shoppers who need to use the private car to access the shopping facilities on the site. It would also mean that delivery lorries would have relatively good access to the shops they are servicing. However, the delivery of retail development outside the town centre could have negative impacts on the vitality and viability of the town centre. This would be contrary to the sustainability objectives of the Plan which aim to support the primacy of South East Lincolnshire's town centres.

SHR004: Land to the south-west of Cowbit Road, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 2.9ha Available land: 2.9ha Net Available Land: 2.9ha Type of Business: A1
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic would be generated which could have a negative impact on health and well-being. Furthermore, there is no access to public transport within reasonable walking distance of the site (the nearest bus stops with regular departures to the centre of Spalding and Peterborough are on London Road, over 2km away) and there are poor pedestrian and cycling links to the rest of Spalding from the site. Bicycles would have to share the existing highway network with motorists which may discourage cycle use. This would mean that the car is likely to be the travel mode of choice for reaching this site. This could generate a negative impact on local air quality and subsequently the health and well-being of residents and workers. As new retail development may lead to additional noise and air pollution, green infrastructure could be required in and around the site to minimise any adverse impacts on physical and mental health. However, employment is known to aid mental health and well-being. The development of the site for retail purposes could therefore create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	x
	It is likely that new retail development will generate levels of car use that replicates existing patterns of dependency – ONS 2011 census data (for South Holland) showed that 85.4% of households owned at least one car and 45.8% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys as well as trips to work and the local shops. However, the site is detached from Spalding's development boundary and, given the location of the site, local services and facilities are not particularly accessible by foot or bicycle. As discussed in Objective 2, bicycles would have to share the existing highway network with motorists which may discourage cycle use. Furthermore, the nearest bus stops for services into the centre of town and Peterborough are over 2km away (on London Road) meaning that it is less likely that shoppers/employees would use public transport. Development of the site would therefore be unlikely to have a positive effect upon promoting sustainable travel options to/from the rest of the town. Safe routes for pedestrians and cyclists from the site to the existing network would need to be implemented in order to help promote accessibility for employees/shoppers. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed nearby (which has access to sustainable transport). It is therefore likely that access to

	employment generating uses such as retail development will improve in Spalding and there will be opportunities to reduce the need to travel longer distances to work. This would have a positive impact on this objective. Although the site is adjacent to the strategic road network (the A16 which provides a link to the A17), there is expected to be additional traffic generated by the site's development. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Site access would likely be via the existing access on Barrier Bank. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the 40% most deprived neighbourhood in the country. The provision of employment generating uses on the site would therefore likely have a positive impact on this objective by helping to improve current levels of employment in the area. Development of the site could also potentially secure higher incomes for residents in the area who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy. As discussed in Objective 3, Spalding is a Sub-Regional Centre and so there is likely to be a high level of new housing proposed nearby which has sustainable transport options. Access to employment may therefore improve although, as previously discussed, the site has poor pedestrian and cycling links to the rest of Spalding which may deter residents from accessing the site by bicycle or on foot. Good design could also have a positive effect upon crime by ensuring that the design of new retail development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Spalding. Connection should be made to the site to enable retailers to access or provide a range of facilities online.
5. Education	✓
	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of retail businesses that would be located on the site, opportunities for training and apprenticeships may also be provided. This would help to improve the skills and qualifications of residents (particularly young people).
6. Biodiversity, Geodiversity and	✓/x
	There are no European environmental designations nearby. However, the site is approx. 200m from the Cowbit Wash SSSI and the River

Green Infrastructure	Welland Corridor LWS lies around 490m to the west of the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment. Furthermore, there are drainage channels along the site's boundaries. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected as new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance should be mitigated, and betterment could be achieved through the provision of structural landscaping, green infrastructure and sustainable drainage. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	0
	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site. Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	x
	The site lies within The Fens National Character Area - the flat, visually open, agricultural land is a typical landscape characteristic of the area. Built development in this location, of this size and scale, would have an adverse impact on the landscape by extending the existing built area south. The landscape and visual impact would be prevalent, particularly from the A16 and A151 and in short views from properties to the north and in long views from properties to the west. However, given the size of the site, it is likely that any adverse impact could be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However, the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design, although given its prominent position next to the A16 there is an opportunity to achieve significant positive impacts in terms of design and landscape quality.
9. Air, Soil and Water Resources	x
	Development of the site for retail would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new retail development will increase traffic levels (resulting from employees, shoppers and deliveries). With the current trend of car dependency likely to continue, this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself, although this could

	to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. The proposal would lead to the permanent loss of approx. 2.9ha of Grade 1 agricultural land. Some of this land might be retained as landscaping, although it is unlikely that it would be returned to agricultural use.
10. Sustainable use of Land and Waste	✓/x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'low hazard' in terms of flood hazard and '0-0.5m' in terms of flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	As discussed above, the site is poorly connected with the rest of Spalding in terms of public transport, walking and cycling. Furthermore, car ownership rates and the percentage of residents travelling to work by car in South Holland are higher than the Lincolnshire average. It is therefore likely that the development of 2.9ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures would be necessary to ensure that the travel patterns of new employees and shoppers are more sustainable.

	New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. However, building regulations mean that new development will be significantly more energy efficient than older retail development. The extent of the overall impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity will need to be provided on site, although there is currently very limited capacity in Spalding's electricity network. Western Power Distribution has indicated that reinforcement of the network over the short and mid-term is likely to release capacity. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓
	Indices of Deprivation statistics (2015) indicate that the site is within a deprived neighbourhood in terms of income (top 40%) and employment (top 40%) deprivation. Consequently, the provision of employment generating uses on the site would likely have a positive impact on this objective by helping to increase current levels of employment in the area (unemployment is 1.10% of the South Holland working age population, Nov 2015). Development of the site may also provide opportunities for training and apprenticeships depending on the type of retail businesses to be located there and could encourage people (particularly young people) to stay and work in the area. Furthermore, development on this site will generate employment during the construction period, which may be over the medium-term depending on the phasing of development. This will contribute to the local economy. Additionally, the site has good links to the strategic road network being adjacent to the A16 which provides a link to the A17. This would make it easier for local labour and shoppers who need to use the private car to access the shopping facilities on the site. It would also mean that delivery lorries would have good access to the shops they are servicing. However, delivery of a significant area of retail outside the town centre could have negative impacts on the vitality and viability of the town centre. This would be contrary to the sustainability objectives of the Plan which aim to support the primacy of South East Lincolnshire's town centres.

SHR005: Land to the north-east of Cowbit Road, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 18.35ha Available land: 18.35ha Net Available Land: 18.35ha Type of Business: A1
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic would be generated which could have a negative impact on health and well-being. Furthermore, there is no access to public transport within reasonable walking distance of the site (the nearest bus stops with regular departures to the centre of Spalding and Peterborough are on London Road, over 2km away) and there are

	poor pedestrian and cycling links to the rest of Spalding from the site. Bicycles would have to share the existing highway network with motorists which may discourage cycle use. This would mean that the car is likely to be the travel mode of choice for reaching this site. This could generate a negative impact on local air quality and subsequently the health and well-being of residents and workers. As new retail development may lead to additional noise and air pollution, green infrastructure could be required in and around the site to minimise any adverse impacts on physical and mental health. However, employment is known to aid mental health and well-being. The development of the site for retail purposes could therefore create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	x
	It is likely that new retail development will generate levels of car use that replicates existing patterns of dependency – ONS 2011 census data (for South Holland) showed that 85.4% of households owned at least one car and 45.8% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys as well as trips to work and the local shops. However, the site is detached from Spalding's development boundary and, given the location of the site, local services and facilities are not particularly accessible by foot or bicycle. As discussed in Objective 2, bicycles would have to share the existing highway network with motorists which may discourage cycle use. Furthermore, the nearest bus stops for services into the centre of town and Peterborough are over 2km away (on London Road) meaning that it is less likely that shoppers/employees would use public transport. Development of the site would therefore be unlikely to have a positive effect upon promoting sustainable travel options to/from the rest of the town. Safe routes for pedestrians and cyclists from the site to the existing network would need to be implemented in order to help promote accessibility for employees/shoppers. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed nearby (which has access to sustainable transport). It is therefore likely that access to employment generating uses such as retail development will improve in Spalding and there will be opportunities to reduce the need to travel longer distances to work. This would have a positive impact on this objective. Although the site is adjacent to the strategic road network (the A16 which provides a link to the A17), there is expected to be additional traffic generated by the site's development. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Site access would likely be via the existing access on Cowbit Road. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.

4. Socially Inclusive Communities	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the 40% most deprived neighbourhood in the country. The provision of employment generating uses on the site would therefore likely have a positive impact on this objective by helping to improve current levels of employment in the area. Development of the site could also potentially secure higher incomes for residents in the area who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy. As discussed in Objective 3, Spalding is a Sub-Regional Centre and so there is likely to be a high level of new housing proposed nearby which has sustainable transport options. Access to employment may therefore improve although, as previously discussed, the site has poor pedestrian and cycling links to the rest of Spalding which may deter residents from accessing the site by bicycle or on foot. Good design could also have a positive effect upon crime by ensuring that the design of new retail development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Spalding. Connection should be made to the site to enable retailers to access or provide a range of facilities online.
5. Education	✓
	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of retail businesses that would be located on the site, opportunities for training and apprenticeships may also be provided. This would help to improve the skills and qualifications of residents (particularly young people).
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	There are no European environmental designations nearby. However, the site is approx. 470m from the Cowbit Wash SSSI and the River Welland Corridor LWS lies around 680m to the west of the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment. Furthermore, drainage channels cross the site itself. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected as new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance should be mitigated, and betterment could be achieved through the provision of structural landscaping, green infrastructure and sustainable drainage. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	0

	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site. Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	x
	The site lies within The Fens National Character Area - the flat, visually open, agricultural land is a typical landscape characteristic of the area. Built development in this location, of this size and scale, would have an adverse impact on the landscape by extending the existing built area south. The landscape and visual impact would be prevalent, particularly from the A16 and in short views from properties to the north and in long views from properties to the west. However, given the size of the site, it is likely that any adverse impact could be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However, the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design, although given its prominent position next to the A16 there is an opportunity to achieve significant positive impacts in terms of design and landscape quality.
9. Air, Soil and Water Resources	x
	Development of the site for retail would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new retail development will increase traffic levels (resulting from employees, shoppers and deliveries). With the current trend of car dependency likely to continue, this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself, although this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. The proposal would lead to the permanent loss of approx. 18.35ha of Grade 1 agricultural land. Some of this land might be retained as landscaping, although it is unlikely that it would be returned to agricultural use.
10. Sustainable use of Land and Waste	✓/x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and

	provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for most' in terms of flood hazard, with a flood depth of '0.5-1.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	As discussed above, the site is poorly connected with the rest of Spalding in terms of public transport, walking and cycling. Furthermore, car ownership rates and the percentage of residents travelling to work by car in South Holland are higher than the Lincolnshire average. It is therefore likely that the development of 18.35ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures would be necessary to ensure that the travel patterns of new employees and shoppers are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. However, building regulations mean that new development will be significantly more energy efficient than older retail development. The extent of the overall impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity will need to be provided on site, although there is currently very limited capacity in Spalding's electricity network. Western Power Distribution has indicated that reinforcement of the network over the short and mid-term is likely to release capacity. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓
	Indices of Deprivation statistics (2015) indicate that the site is within a deprived neighbourhood in terms of income (top 40%) and

	employment (top 40%) deprivation. Consequently, the provision of employment generating uses on the site would likely have a positive impact on this objective by helping to increase current levels of employment in the area (unemployment is 1.10% of the South Holland working age population, Nov 2015). Development of the site may also provide opportunities for training and apprenticeships depending on the type of retail businesses to be located there and could encourage people (particularly young people) to stay and work in the area. Furthermore, development on this site will generate employment during the construction period, which may be over the medium-term depending on the phasing of development. This will contribute to the local economy. Additionally, the site has good links to the strategic road network being adjacent to the A16 which provides a link to the A17. This would make it easier for local labour and shoppers who need to use the private car to access the shopping facilities on the site. It would also mean that delivery lorries would have good access to the shops they are servicing. However, delivery of a significant area of retail outside the town centre could have negative impacts on the vitality and viability of the town centre. This would be contrary to the sustainability objectives of the Plan which aim to support the primacy of South East Lincolnshire's town centres.

SHR006: Land to the south of Holbeach Road, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 5.06ha Available land: 5.06ha Net Available Land: 5.06ha Type of Business: A1
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic would be generated which could have a negative impact on health and well-being. Furthermore, there is no access to public transport within reasonable walking distance of the site (the nearest bus stops with regular departures are at Springfields Outlet Shopping and Festival Garden Centre or on Holbeach Road, both approx. 750m away) and the A16 separates the land from the main built up area of Spalding. This would mean that the car is likely to be the travel mode of choice for reaching this site. This could generate a negative impact on local air quality and subsequently the health and well-being of residents and workers. As new retail development may lead to additional noise and air pollution, green infrastructure could be required in and around the site to minimise any adverse impacts on physical and mental health. However, employment is known to aid mental health and well-being. The development of the site for retail purposes could therefore create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	x
	It is likely that new retail development will generate levels of car use that replicates existing patterns of dependency – ONS 2011 census

	data (for South Holland) showed that 85.4% of households owned at least one car and 45.8% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys as well as trips to work and the local shops. The site is detached, but within 400m of Spalding's development boundary. However, given the location of the site, local services and facilities are not particularly accessible by foot or bicycle. Although a dedicated cycle path runs along part of nearby Holbeach Road and Queens Road, the busy A16/A151 junction has a severance effect and could therefore deter potential cyclists and walkers. Furthermore, the nearest bus stops for services into the centre of town are approx. 750m away (at Springfields Outlet Shopping and Festival Garden Centre or on Holbeach Road) meaning that it is less likely that shoppers/employees would use public transport. Development of the site would therefore be unlikely to have a positive effect upon promoting sustainable travel options to/from the rest of the town. However, designing safe routes for pedestrians and cyclists from the site to the existing network could help promote accessibility for employees/shoppers. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed nearby (which has access to sustainable transport). It is therefore likely that access to employment generating uses such as retail development will improve in Spalding and there will be opportunities to reduce the need to travel longer distances to work. This would have a positive impact on this objective. Although the site is adjacent to the strategic road network (A16 and the A151; both provide links to the A17), there is expected to be additional traffic generated by the site's development. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Site access would likely be via the A151 on the north-western boundary. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓ Indices of Deprivation statistics (2015) indicate that the site is within the 30% most deprived neighbourhood in the country. The provision of employment generating uses on the site would therefore likely have a positive impact on this objective by helping to improve current levels of employment in the area. Development of the site could also potentially secure higher incomes for residents in the area who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy. As discussed in Objective 3, Spalding is a Sub-Regional Centre and so there is likely to be a high level of new housing proposed nearby which has sustainable transport options. Access to employment may therefore improve although, as previously discussed, the A16 effectively severs the site from the rest of Spalding which may deter residents from accessing the site by bicycle or on foot.

	Good design could also have a positive effect upon crime by ensuring that the design of new retail development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Spalding. Connection should be made to the site to enable retailers to access or provide a range of facilities online.
5. Education	✓
	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of retail businesses that would be located on the site, opportunities for training and apprenticeships may also be provided. This would help to improve the skills and qualifications of residents (particularly young people).
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby, although it is in close proximity to a protected local site being approx. 300m from the Coronation Channel LWS. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment. Furthermore, development of the site would likely have an adverse impact on mature trees within the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	0
	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site. Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	x
	The site is detached from the existing built-up area of Spalding, being separated from it by the A16. Furthermore, the site is within The Fens National Character Area and there are open countryside views to the south/south-east. The flat, visually open, agricultural land is a typical landscape characteristic of the area. Development of this size and scale in this location would have an adverse impact on the landscape, particularly given its visual prominence from the A16. However, the size of the site means that any adverse impact should be

	minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However, the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site for retail would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new retail development will increase traffic levels (resulting from employees, shoppers and deliveries). With the current trend of car dependency likely to continue, this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself, although this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. South Holland District Council's contaminated land register indicates that there is some unknown filled land on the site meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance and protect soil resources. The proposal would lead to the permanent loss of approx. 5.06ha of predominantly greenfield land, although some of this land might be retained as landscaping in the development. By selecting a mostly greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	✓/x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for some' in terms of flood hazard, with a flood depth of '0.5-1.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it

	appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	As discussed above, the site is detached from Spalding's existing built-up area and is effectively severed from the town by the A16. Furthermore, car ownership rates and the percentage of residents travelling to work by car in South Holland are higher than the Lincolnshire average. It is therefore likely that the development of 5.06ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures would be necessary to ensure that the travel patterns of new employees and shoppers are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. However, building regulations mean that new development will be significantly more energy efficient than older retail development. The extent of the overall impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity will need to be provided on site, although there is currently very limited capacity in Spalding's electricity network. Western Power Distribution has indicated that reinforcement of the network over the short and mid-term is likely to release capacity. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓
	Indices of Deprivation statistics (2015) indicate that the site is within a deprived neighbourhood in terms of income (top 30%) and employment (top 30%) deprivation. Consequently, the provision of employment generating uses on the site would likely have a positive impact on this objective by helping to increase current levels of employment in the area (unemployment is 1.10% of the South Holland working age population, Nov 2015). Development of the site may also provide opportunities for training and apprenticeships depending on the type of retail businesses to be located there and could encourage people (particularly young people) to stay and work in the area. Furthermore, development on this site will generate employment during the construction period, which may be over the medium-term depending on the phasing of development. This will contribute to the local economy. Additionally, the site has good links to the strategic road network being adjacent to the A16 and A151 which both provide links to the A17. This would make it easier for local labour and shoppers who need to use the private car to access the shopping facilities on the site. It

	would also mean that delivery lorries would have good access to the shops they are servicing. However, delivery of a significant area of retail outside the town centre could have negative impacts on the vitality and viability of the town centre. This would be contrary to the sustainability objectives of the Plan which aim to support the primacy of South East Lincolnshire's town centres.

SHR007: Land to the north of Holbeach Road, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 17.3ha Available land: 17.3ha Net Available Land: 17.3ha Type of Business: A1
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic would be generated which could have a negative impact on health and well-being. Furthermore, there is no access to public transport within reasonable walking distance of the site (the nearest bus stops with regular departures are at Springfields Outlet Shopping and Festival Garden Centre or on Holbeach Road, both over 1km away) and the A16 separates the land from the main built up area of Spalding. This would mean that the car is likely to be the travel mode of choice for reaching this site. This could generate a negative impact on local air quality and subsequently the health and well-being of residents and workers. As new retail development may lead to additional noise and air pollution, green infrastructure could be required in and around the site to minimise any adverse impacts on physical and mental health. However, employment is known to aid mental health and well-being. The development of the site for retail purposes could therefore create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	x
	It is likely that new retail development will generate levels of car use that replicates existing patterns of dependency – ONS 2011 census data (for South Holland) showed that 85.4% of households owned at least one car and 45.8% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys as well as trips to work and the local shops. The site is detached, but within 400m of Spalding's development boundary. However, given the location of the site, local services and facilities are not particularly accessible by foot or bicycle. Although a dedicated cycle path runs along part of nearby Holbeach Road and Queens Road, the busy A16/A151 junction has a severance effect and could therefore deter potential cyclists and walkers. Furthermore, the nearest bus stops for services into the centre of town are over 1km away (at Springfields Outlet Shopping and Festival Garden Centre or on Holbeach Road) meaning that it is less likely that shoppers/employees would use public transport. Development of the site would therefore be unlikely to have a positive effect upon promoting sustainable travel options to/from the rest of

	the town. However, designing safe routes for pedestrians and cyclists from the site to the existing network could help promote accessibility for employees/shoppers. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed nearby (which has access to sustainable transport). It is therefore likely that access to employment generating uses such as retail development will improve in Spalding and there will be opportunities to reduce the need to travel longer distances to work. This would have a positive impact on this objective. Although the site is adjacent to the strategic road network (A16 and the A151; both provide links to the A17), there is expected to be additional traffic generated by the site's development. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Site access would likely be via the A151 on the south-eastern boundary. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓ Indices of Deprivation statistics (2015) indicate that the site is within the 30% most deprived neighbourhood in the country. The provision of employment generating uses on the site would therefore likely have a positive impact on this objective by helping to improve current levels of employment in the area. Development of the site could also potentially secure higher incomes for residents in the area who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy. As discussed in Objective 3, Spalding is a Sub-Regional Centre and so there is likely to be a high level of new housing proposed nearby which has sustainable transport options. Access to employment may therefore improve although, as previously discussed, the A16 effectively severs the site from the rest of Spalding which may deter residents from accessing the site by bicycle or on foot. Good design could also have a positive effect upon crime by ensuring that the design of new retail development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Spalding. Connection should be made to the site to enable retailers to access or provide a range of facilities online.
5. Education	✓

	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of retail businesses that would be located on the site, opportunities for training and apprenticeships may also be provided. This would help to improve the skills and qualifications of residents (particularly young people).
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The biodiversity interest on the site itself appears to be limited and no European or national environmental designations are nearby. However, it is in close proximity to a protected local site being approx. 370m from the Coronation Channel LWS. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	0
	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site. Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	x
	The site is detached from the existing built-up area of Spalding, being separated from it by the A16. Furthermore, the site is within The Fens National Character Area and there are open countryside views to the north and the east. The flat, visually open, agricultural land is a typical landscape characteristic of the area. Development of this size and scale in this location would have an adverse impact on the landscape, particularly given its visual prominence from the A16. However, the size of the site means that any adverse impact should be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However, the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site for retail would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new retail development will increase traffic levels (resulting from employees, shoppers and deliveries). With the current trend of car dependency likely to continue, this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself, although this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.

	New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. The proposal would lead to the permanent loss of approx. 17.3ha of Grade 1 agricultural land. Some of this land might be retained as landscaping, although it is unlikely that it would be returned to agricultural use. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	✓/x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard, with a flood depth of '1.0-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	As discussed above, the site is detached from Spalding's existing built-up area and is effectively severed from the town by the A16. Furthermore, car ownership rates and the percentage of residents travelling to work by car in South Holland are higher than the Lincolnshire average. It is therefore likely that the development of 17.3ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures would be necessary to ensure that the travel patterns of new employees and shoppers are more sustainable.

	New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. However, building regulations mean that new development will be significantly more energy efficient than older retail development. The extent of the overall impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity will need to be provided on site, although there is currently very limited capacity in Spalding's electricity network. Western Power Distribution has indicated that reinforcement of the network over the short and mid-term is likely to release capacity. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓
	Indices of Deprivation statistics (2015) indicate that the site is within a deprived neighbourhood in terms of income (top 30%) and employment (top 30%) deprivation. Consequently, the provision of employment generating uses on the site would likely have a positive impact on this objective by helping to increase current levels of employment in the area (unemployment is 1.10% of the South Holland working age population, Nov 2015). Development of the site may also provide opportunities for training and apprenticeships depending on the type of retail businesses to be located there and could encourage people (particularly young people) to stay and work in the area. Furthermore, development on this site will generate employment during the construction period, which may be over the medium-term depending on the phasing of development. This will contribute to the local economy. Additionally, the site has good links to the strategic road network being adjacent to the A16 and A151 which both provide links to the A17. This would make it easier for local labour and shoppers who need to use the private car to access the shopping facilities on the site. It would also mean that delivery lorries would have good access to the shops they are servicing. However, delivery of a significant area of retail outside the town centre could have negative impacts on the vitality and viability of the town centre. This would be contrary to the sustainability objectives of the Plan which aim to support the primacy of South East Lincolnshire's town centres.

SHR008: Land to the north of the A16, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 67.39ha Available land: 67.39ha Net Available Land: 67.39ha Type of Business: A1
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic would be generated which could have a negative impact on health and well-being. Furthermore, there is no access to public transport within reasonable walking distance of the site (the nearest bus stops with regular departures are on Spalding Road, over 2km away) and the A16 separates the land from the main built up

	area of Spalding. This would mean that the car is likely to be the travel mode of choice for reaching this site. This could generate a negative impact on local air quality and subsequently the health and well-being of residents and workers. As new retail development may lead to additional noise and air pollution, green infrastructure could be required in and around the site to minimise any adverse impacts on physical and mental health. However, employment is known to aid mental health and well-being. The development of the site for retail purposes could therefore create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	x
	It is likely that new retail development will generate levels of car use that replicates existing patterns of dependency – ONS 2011 census data (for South Holland) showed that 85.4% of households owned at least one car and 45.8% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys as well as trips to work and the local shops. The site is detached, but within 400m of Spalding's development boundary. However, given the location of the site, local services and facilities are not particularly accessible by foot or bicycle. Although dedicated cycle lanes run along the nearby Wardentree Lane and West Marsh Road, the busy A16 has a severance effect and could therefore deter potential cyclists and walkers. Furthermore, the nearest bus stops for services into the centre of town are over 2km away (on Spalding Road) meaning that it is less likely that shoppers/employees would use public transport. Development of the site would therefore be unlikely to have a positive effect upon promoting sustainable travel options to/from the rest of the town. However, designing safe routes for pedestrians and cyclists from the site to the existing network could help promote accessibility for employees/shoppers. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed nearby. It is therefore likely that access to employment generating uses such as retail development will improve in Spalding and there will be opportunities to reduce the need to travel longer distances to work. This would have a positive impact on this objective. Although the site adjoins the strategic road network (A16), there is expected to be additional traffic generated by the site's development. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Site access would likely be via the roundabout on the south-western boundary. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive	✓/x
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived area. However, the provision of employment

Communities	generating uses on the site would likely have a positive impact on this objective by helping to maintain and/or improve current levels of employment in the area. Furthermore, the site is near to deprived neighbourhoods and so development of the site could potentially secure higher incomes for residents in those areas who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy. As discussed in Objective 3, Spalding is a Sub-Regional Centre and so there is likely to be a high level of new housing proposed nearby which has public and sustainable transport options. Access to employment may therefore improve although, as previously discussed, the A16 effectively severs the site from the rest of Spalding which may deter residents from accessing the site by bicycle or on foot. Good design could also have a positive effect upon crime by ensuring that the design of new retail development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Spalding. Connection should be made to the site to enable retailers to access or provide a range of facilities online.
5. Education	✓
	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of retail businesses that would be located on the site, opportunities for training and apprenticeships may also be provided. This would help to improve the skills and qualifications of residents (particularly young people).
6. Biodiversity, Geodiversity and Green Infrastructure	x
	Development of the site may have an adverse impact on a number of trees within the site and along its boundaries. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Furthermore, Vernatt's Drain LWS runs through the middle of the site and so development may have an adverse effect on habitats and BAP species and consequently biodiversity. The site is also flanked by the River Welland on the south-eastern facing boundary and Blue Gowt Drain along the western boundary. Development may fragment interlinked habitats and affect the ecosystem present, by potentially affecting the water table and changing the availability of ground water. Unless carefully managed surface water pollution will be a problem. Disturbance due to development can result in the movement of species, therefore undermining their sustainability. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	0
	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site. Archaeological assets – The site is located within a significant Iron Age Romano British landscape, further information may be required

	dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	x
	The site is detached from the existing built-up area of Spalding, being separated from it by the A16. Furthermore, the site is within The Fens National Character Area and there are open countryside views to the north and the east. The flat, visually open, agricultural land is a typical landscape characteristic of the area. Development of this size and scale in this location would have an adverse impact on the landscape, particularly given its visual prominence from the A16. However, the size of the site means that any adverse impact should be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. However, the development would be visible in the short term until mitigation has time to establish. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site for retail would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new retail development will increase traffic levels (resulting from employees, shoppers and deliveries). With the current trend of car dependency likely to continue, this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself, although this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. The proposal would lead to the permanent loss of approx. 67.39ha of Grade 1 agricultural land. Some of this land might be retained as landscaping, although it is unlikely that it would be returned to agricultural use. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	✓/x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production.

	The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard, with a flood depth of '0.5-1.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	As discussed above, the site is detached from Spalding's existing built-up area and is effectively severed from the town by the A16. Furthermore, car ownership rates and the percentage of residents travelling to work by car in South Holland are higher than the Lincolnshire average. It is therefore likely that the development of 67.39ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures would be necessary to ensure that the travel patterns of new employees and shoppers are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. However, building regulations mean that new development will be significantly more energy efficient than older retail development. The extent of the overall impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity will need to be provided on site, although there is currently very limited capacity in Spalding's electricity network. Western Power Distribution has indicated that reinforcement of the network over the short and mid-term is likely to release capacity. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood in terms of income and employment deprivation. Nonetheless, the provision of employment generating uses on the site would likely have a positive impact on this objective by helping to maintain and/or increase current levels of employment in the area (unemployment is 1.10% of the South Holland working age population, Nov 2015). Development of the site may also provide opportunities for training and apprenticeships depending on the type of retail businesses to be located there and could encourage people (particularly young people) to stay and work in the area.

	Furthermore, development on this site will generate employment during the construction period, which may be over the medium-term depending on the phasing of development. This will contribute to the local economy. Additionally, the site has good links to the strategic road network being adjacent to the A16. This would make it easier for local labour and shoppers who need to use the private car to access the shopping facilities on the site. It would also mean that delivery lorries would have good access to the shops they are servicing. However, delivery of a significant area of retail outside the town centre could have negative impacts on the vitality and viability of the town centre. This would be contrary to the sustainability objectives of the Plan which aim to support the primacy of South East Lincolnshire's town centres.

SHR009: Land to the east of Winfrey Avenue, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 1.75ha Available land: 1.75ha Net Available Land: 1.75ha Type of Business: A1
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic would be generated which could have a negative impact on health and well-being. However, Spalding Bus Station is located opposite the site which may ease the impact of an increase in traffic. Furthermore, the site would be accessible by bicycle and on foot given its central location. Sustainable access is therefore possible which could help promote healthy lifestyles. As new retail development may lead to additional noise and air pollution, green infrastructure could be required in and around the site to minimise any adverse impacts on physical and mental health. Development of the site would result in the loss of Sir Halley Stewart Playing Field which is designated as open space in the South Holland Local Plan 2006. This would have a negative impact on this objective by reducing the open space available in Spalding town. Provision would need to be made for the development of a new (equivalent or improved) playing field elsewhere in the town. However, employment is known to aid mental health and well-being. The development of the site for retail purposes could therefore create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓
	It is likely that new retail development will generate levels of car use that replicates existing patterns of dependency – ONS 2011 census data (for South Holland) showed that 85.4% of households owned at least one car and 45.8% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%.

	The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys as well as trips to work and the local shops. The site is adjacent to Spalding's town centre boundary (as recommended in the 2013 Town Centre and Retail Study) and so has good access to local labour, facilities and services. This would likely have a positive effect upon promoting sustainable travel options to/from the rest of the town. A dedicated cycle path runs along part of Pinchbeck Road and pedestrian access is available. Designing safe routes for pedestrians and cyclists from the site to the existing network could help promote accessibility for employees/shoppers. Furthermore, there is good access from the site to bus services to/from the town as Spalding Bus Station is located opposite. The site is also in close proximity to Spalding Train Station (with services to Peterborough and Lincoln) meaning that there is good public transport access for employees and shoppers. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed nearby (in addition to existing residential properties) with good public transport links. It is therefore likely that access to employment generating uses such as retail development will improve in Spalding and there will be opportunities to reduce the need to travel by car. This would have a positive impact on this objective. The site is approx. 2.7km from the strategic road network (the A16 which provides a link to the A17). Due to the nature of the proposed development, there is expected to be additional traffic generated by the site. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Site access would likely be via Winfrey Avenue. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓ Indices of Deprivation statistics (2015) indicate that the site is within the 40% most deprived neighbourhoods in the country. The provision of employment generating uses on the site would therefore likely have a positive impact on this objective by helping to improve current levels of employment in the area. Development of the site could also potentially secure higher incomes for residents in the area who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy. As discussed in Objective 3, Spalding is a Sub-Regional Centre and so there is likely to be a high level of new housing proposed nearby which has sustainable transport options. Access to employment may therefore improve as a result. Good design could have a positive effect upon crime by ensuring that the design of new retail development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. This would have a positive impact on this objective given that the site is within the 10% most deprived neighbourhoods in the country in terms of crime.

	Superfast broadband is provided to Spalding. Connection should be made to the site to enable retailers to access or provide a range of facilities online.
5. Education	✓
	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of retail businesses that would be located on the site, opportunities for training and apprenticeships may also be provided. This would help to improve the skills and qualifications of residents (particularly young people).
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby, although it is in close proximity to a protected local site being approx. 80m from the Land north of Spalding Station LWS. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment. Furthermore, development of the site would likely have an adverse impact on a number of mature trees surrounding the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	?
	Built heritage assets (including Historic Parks and Gardens) – The part of the Spalding Conservation Area at this location is a relatively recent extension to include the Edwardian residential expansion of the town. The site abuts its western boundary which comprise the rear of properties fronting Pinchbeck Road. The brick wall that surrounds the site, characterises its Kings Road frontage. Its contribution to the setting of the conservation area is as much to do with its visual strength as with any views within or without which are very limited at this location. As such, the loss of the wall would have an impact on the setting of the Conservation area. The consideration of impact in terms of the conservation area also relates to the potential impact on its vitality. Depending on the size of the retail units, the expansion of retail floorspace away from the historic core (with its better accessibility compared with the traditional town centre locations) could result in diverting or competing with existing town centre retail uses. Potential mitigation - In terms of the potential impact on the conservation area, the type of retail should complement that of the town centre uses as opposed to competing with them or attracting those existing uses out of their town centre location. A comprehensive landscaping scheme to better define and enhance pedestrian links to the town centre would help to spread the benefits of this location to those retailers in the traditional town centre locations. The Kings Road frontage is a key frontage in terms of the setting of the Conservation area. The retention of the wall should be the prime consideration of any layout design; Potential enhancement - The potential enhancement brought by this site would be in attracting uses that complement the existing town centre retail offer and by so doing attract more people to visit/use the town centre overall. In this way the vitality of the town centre as a whole would be enhanced.

	Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	✓
	The site is currently in use as the home ground of Spalding United Football Club. It is adjacent to an existing retail park (to the south) and is opposite Spalding Bus Station (to the west) and residential development (to the north). The eastern boundary is flanked by residential properties. Given its location, redevelopment of the site would be unlikely to have an adverse impact on the character and appearance of the area. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development of the site for retail would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new retail development will increase traffic levels (resulting from employees, shoppers and deliveries). With the current trend of car dependency likely to continue, this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself, although this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. Development of the site would result in the permanent loss of predominantly greenfield land, although some of this land might be retained as landscaping in the development. By selecting a mostly greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	✓/x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	x

	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a (no hazard, no depth). Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. However, there is no indication that this site is reasonably available for development and so it should be discounted.
12. Climate Change	✓/x
	As discussed above, the site is adjacent to Spalding's town centre boundary and is accessible by a range of sustainable modes of transport. However, car ownership rates and the percentage of residents travelling to work by car in South Holland are higher than the Lincolnshire average. It is therefore likely that redevelopment of the site for retail use would generate new car journeys and hence carbon emissions. Good design and complementary transport measures would be necessary to ensure that the travel patterns of new employees and shoppers are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. However, building regulations mean that new development will be significantly more energy efficient than older retail development. The extent of the overall impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity will need to be provided on site, although there is currently very limited capacity in Spalding's electricity network. Western Power Distribution has indicated that reinforcement of the network over the short and mid-term is likely to release capacity. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood in terms of income but is within the 50% most deprived neighbourhoods in the country in terms of employment. Consequently, the provision of employment generating uses on the site would likely have a positive impact on this objective by helping to increase current levels of employment in the area (unemployment is 1.10% of the South Holland working age population, Nov 2015). Development of the site may also provide opportunities for training and apprenticeships depending on the type of retail businesses to be located there and could encourage people (particularly young people) to stay and work in the area. Furthermore, development on this site will generate employment during the construction period, which may be over the medium-term depending on the phasing of development. This will contribute to the local economy. The site is approx. 2.7km from the strategic road network (the A16 which provides a link to the A17) but has good access to the local road network. This may make it easier for local labour and shoppers who need to use the private car to access the shopping facilities on the site. It would also mean that delivery lorries would have relatively good access to the shops they are servicing. The site is adjacent to the existing town centre boundary of Spalding and so its development would help support the vitality and viability of

	the town centre and could help mitigate against the pull of more regional centres. This would be in accordance with the sustainability objectives of the Plan which aim to support the primacy of South East Lincolnshire's town centres.

SHR011: Land to the east of Marsh Road, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 1.14ha Available land: 1.14ha Net Available Land: 1.14ha Type of Business: A1
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic would be generated which could have a negative impact on health and well-being. Furthermore, there is no access to public transport within reasonable walking distance of the site (the nearest bus stop with regular departures is at Springfields Outlet Shopping and Festival Garden Centre approx. 780m away). In addition, the site is not particularly accessible by bicycle or on foot as the roads leading to the site are relatively narrow with no footpaths or provision for cycling which may discourage cycle use. This would mean that the car is likely to be the travel mode of choice for reaching this site. This could generate a negative impact on local air quality and subsequently the health and well-being of residents and workers. As new retail development may lead to additional noise and air pollution, green infrastructure could be required in and around the site to minimise any adverse impacts on physical and mental health. However, employment is known to aid mental health and well-being. The further development of the site for retail purposes could therefore create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	x
	It is likely that new retail development will generate levels of car use that replicates existing patterns of dependency – ONS 2011 census data (for South Holland) showed that 85.4% of households owned at least one car and 45.8% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys as well as trips to work and the local shops. However, the site is detached from the existing built-up area of Spalding and local services and facilities are not particularly accessible by foot or bicycle. Bicycles would have to share the existing highway network with motorists which may discourage cycle use. Furthermore, the nearest bus stop (with services to/from Spalding and Kings Lynn) is approx. 780m away meaning that it is less likely that shoppers/employees would use public transport. Development of the site would therefore be unlikely to have a positive effect upon promoting sustainable travel options to/from the rest of the town. Safe routes for pedestrians and cyclists from the site to the existing network would need to be implemented in order to help promote accessibility for employees/shoppers. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and

	complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed nearby (which has access to sustainable transport). It is therefore likely that access to employment generating uses such as retail development will improve in Spalding and there will be opportunities to reduce the need to travel longer distances to work. This would have a positive impact on this objective. The site is approx. 1.1km from the strategic road network (A16 and the A151; both provide links to the A17). Due to the nature of the proposed development, there is expected to be additional traffic generated by the site. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Site access would likely be via the existing access on Stumps Lane. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the 30% most deprived neighbourhoods in the country in terms of employment and income deprivation and IMD overall. The provision of employment generating uses on the site would therefore likely have a positive impact on this objective by helping to improve current levels of employment in the area. Development of the site could also potentially secure higher incomes for residents in the area who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy. As discussed in Objective 3, Spalding is a Sub-Regional Centre and so there is likely to be a high level of new housing proposed nearby which has sustainable transport options. Access to employment may therefore improve although, as previously discussed, there is currently poor pedestrian and cycle access to the site from the rest of Spalding which may deter residents from accessing the site by bicycle or on foot. Good design could have a positive effect upon crime by ensuring that the design of new retail development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal. Superfast broadband is provided to Spalding. Connection should be made to the site to enable retailers to access or provide a range of facilities online.
5. Education	✓
	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of retail businesses that would be located on the site, opportunities for training and apprenticeships may also be

	provided. This would help to improve the skills and qualifications of residents (particularly young people).
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby, although it is in close proximity to a protected local site being approx. 490m from the Coronation Channel LWS. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment. There are a number of mature trees along the eastern boundary of the site that development may have an adverse impact upon. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	0
	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site. Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	x
	The buildings (warehouses) currently on site are of little architectural merit and so contribute little to the quality and character of the landscape. Furthermore, they are very visible when viewed from Marsh Road due to the lack of screening. New retail development in this location would be out of character with the surrounding landscape which is fairly rural in character.
9. Air, Soil and Water Resources	✓/x
	The construction of retail floorspace on site would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new retail development will increase traffic levels (resulting from employees, shoppers and deliveries). With the current trend of car dependency likely to continue, this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself, although this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured.

	Development of the site would likely result in the loss of a combination of brownfield and greenfield land, although some of this land might be retained as landscaping. The reuse of brownfield land would have a positive impact on this objective as it would reduce the likelihood of greenfield land being utilised elsewhere.
10. Sustainable use of Land and Waste	✓/x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. It is likely that there will be an increase in commercial waste production associated with the site being in retail use. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	✓/x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard and '1-2m' in terms of flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. A Flood Risk Assessment will ensure that the flood risk in the area has been appropriately assessed and will ensure that opportunities are sought to reduce any identified risk from fluvial and surface water on-site and elsewhere. Appropriate mitigation and flood resilience measures will be expected to be incorporated into the design to ensure that any identified risk is reduced. Sustainable Drainage Systems (SuDS) would be a requirement. The benefits would depend on the type selected; permeable paving and green infrastructure would provide a positive impact on design quality and biodiversity, thereby helping to deliver Objective 6, other measures could reduce pollutants in run-off and help to deliver Objective 9.
12. Climate Change	✓/x
	As discussed above, the site is poorly connected with the rest of Spalding in terms of public transport, walking and cycling. Furthermore, car ownership rates and the percentage of residents travelling to work by car in South Holland are higher than the Lincolnshire average. It is therefore likely that further development on this site would generate new car journeys and hence carbon emissions. Good design and complementary transport measures would be necessary to ensure that the travel patterns of new employees and shoppers are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. However, building regulations mean that new development will be significantly more energy efficient than older retail development. The extent of the overall impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity will need to be provided on site, although there is

	currently very limited capacity in Spalding's electricity network. Western Power Distribution has indicated that reinforcement of the network over the short and mid-term is likely to release capacity. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓
	Indices of Deprivation statistics (2015) indicate that the site is within a deprived neighbourhood in terms of income (top 30%) and employment (top 30%) deprivation. Consequently, the provision of employment generating uses on the site would likely have a positive impact on this objective by helping to increase current levels of employment in the area (unemployment is 1.10% of the South Holland working age population, Nov 2015). Development of the site may also provide opportunities for training and apprenticeships depending on the type of retail businesses to be located there and could encourage people (particularly young people) to stay and work in the area. Furthermore, development on this site will generate employment during the construction period, which may be over the medium-term depending on the phasing of development. This will contribute to the local economy. Although the site is approx. only 1.1km from the strategic road network (A16 and A151 which both provide links to the A17), the surrounding roads are narrow lanes that would not be particularly suitable for use by delivery lorries and the likely large number of shoppers that would access the site by private car. The delivery of retail development outside the town centre could have negative impacts on the vitality and viability of the town centre. This would be contrary to the sustainability objectives of the Plan which aim to support the primacy of South East Lincolnshire's town centres.

SHR012: Broad Street Car Park, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 0.2ha Available land: 0.2ha Net Available Land: 0.2ha Type of Business: A1
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic would be generated which could have a negative impact on health and well-being. However, there is public transport within reasonable walking distance of the site which may ease the impact of an increase in traffic. The nearest bus stop (with services for around Spalding) is approx. 200m away on New Road and the site would be accessible by bicycle and on foot given its central location. Sustainable access is therefore possible which could help promote healthy lifestyles. As new retail development may lead to additional noise and air pollution, green infrastructure could be required in and around the site to minimise any adverse impacts on physical and mental health.

	However, employment is known to aid mental health and well-being. The development of the site for retail purposes could therefore create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓
	It is likely that new retail development will generate levels of car use that replicates existing patterns of dependency – ONS 2011 census data (for South Holland) showed that 85.4% of households owned at least one car and 45.8% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys as well as trips to work and the local shops. The site is almost adjacent to Spalding's town centre boundary (as recommended in the 2013 Town Centre and Retail Study) and so has good access to local labour, facilities and services. This would likely have a positive effect upon promoting sustainable travel options to/from the rest of the town. A dedicated cycle path runs along part of the River Welland towards the site and pedestrian access is available. Designing safe routes for pedestrians and cyclists from the site to the existing network could help promote accessibility for employees/shoppers. Furthermore, the nearest bus stops for services around Spalding are approx. 200m away (on New Road). Spalding Train Station (with services to Peterborough and Lincoln) is further away (around 640m from the site) meaning that there is reasonable public transport access for employees and shoppers. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed nearby (in addition to existing residential properties) with good public transport links. It is therefore likely that access to employment generating uses such as retail development will improve in Spalding and there will be opportunities to reduce the need to travel by car. This would have a positive impact on this objective. The site is approx. 2.3km from the strategic road network (the A16 which provides a link to the A17). Due to the nature of the proposed development, there is expected to be additional some traffic generated by the site. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the 40% most deprived neighbourhoods in the country. The provision of employment generating uses on the site would therefore likely have a positive impact on this objective by helping to improve current levels of employment in the area. Development of the site could also potentially secure higher incomes for residents in the area who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy.

	As discussed in Objective 3, Spalding is a Sub-Regional Centre and so there is likely to be a high level of new housing proposed nearby which has sustainable transport options. Access to employment may therefore improve as a result. Good design could also have a positive effect upon crime by ensuring that the design of new retail development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. This would have a positive impact on this objective given that the site is within the 10% most deprived neighbourhoods in the country in terms of crime. Superfast broadband is provided to Spalding. Connection should be made to the site to enable retailers to access or provide a range of facilities online.
5. Education	✓
	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of retail businesses that would be located on the site, opportunities for training and apprenticeships may also be provided. This would help to improve the skills and qualifications of residents (particularly young people).
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby, although it is in close proximity to a protected local site being approx. 30m from the River Welland in Spalding LWS. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment. Furthermore, development of the site would likely have an adverse impact on a number of mature trees within the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	xx
	Built heritage assets (including Historic Parks and Gardens) - The site has high heritage significance. At this location in the historic core of the town, it is highly likely that over the centuries a number of building(s) may have previously stood on the site. It is surrounded by a large number of listed buildings; 4 of which are II*. The site has two frontages; the Herring Street frontage has high architectural and historic significance as does the Broad Street frontage which has other listed buildings albeit further away from the site, as well as the buildings listed above. There are layers of consideration that would impact on the development potential of this site; archaeology, setting of a large number of listed buildings and townscape setting of the Spalding Conservation Area. Potential mitigation - Very complex; Potential enhancement – The present site could be said to have a neutral contribution with respect to the setting considerations. The case for enhancement would need to be balanced against the very strong potential for harm. Archaeological assets – The site is located in the heart of the medieval settlement, this site is very likely to contain complex archaeology,

	further information will be required.
8. Landscape and Townscape	✓
	The site is currently in use as a car park and is in very close proximity to Spalding Town Centre. It is surrounded by built development on all sides. Given its location, redevelopment of the site would be unlikely to have an adverse impact on the character and appearance of the landscape or townscape. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	✓
	Development of the site for retail would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new retail development will increase traffic levels (resulting from employees, shoppers and deliveries). With the current trend of car dependency likely to continue, this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself, although this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. However this site would secure the redevelopment of approx. 0.2ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.
10. Sustainable use of Land and Waste	✓/x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a (no hazard, no depth). Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. However, there is no indication that this site is reasonably available for development and so it should be discounted.

12. Climate Change	✓/x
	As discussed above, the site is almost adjacent to Spalding's town centre boundary and is accessible by a range of sustainable modes of transport. However, car ownership rates and the percentage of residents travelling to work by car in South Holland are higher than the Lincolnshire average. It is therefore likely that the development of 0.2ha would generate some new car journeys and hence carbon emissions. Good design and complementary transport measures would be necessary to ensure that the travel patterns of new employees and shoppers are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. However, building regulations mean that new development will be significantly more energy efficient than older retail development. The extent of the overall impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity will need to be provided on site, although there is currently very limited capacity in Spalding's electricity network. Western Power Distribution has indicated that reinforcement of the network over the short and mid-term is likely to release capacity. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood in terms of income but is within the 50% most deprived neighbourhoods in the country in terms of employment. Consequently, the provision of employment generating uses on the site would likely have a positive impact on this objective by helping to increase current levels of employment in the area (unemployment is 1.10% of the South Holland working age population, Nov 2015). Development of the site may also provide opportunities for training and apprenticeships depending on the type of retail businesses to be located there and could encourage people (particularly young people) to stay and work in the area. Furthermore, development on this site will generate employment during the construction period, which may be over the medium-term depending on the phasing of development. This will contribute to the local economy. However, development of the site would result in the loss of Broad Street Car Park. This could have a negative impact on this objective by reducing the availability of car parking in the town centre, which may have an impact on its vitality and viability. In contrast, given that the site is almost adjacent to the existing town centre boundary of Spalding its development could help support the vitality and viability of the town centre by providing more choice for shoppers and mitigating against the pull of more regional centres. The site is approx. 2.3km from the strategic road network (the A16 which provides a link to the A17) but has good access to the local road network. This may make it easier for local labour and shoppers who need to use the private car to access the shopping facilities on the site. It would also mean that delivery lorries would have relatively good access to the shops they are servicing.

SHR013: Land to the north-west of Kings Road, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 0.5ha Available land: 0.5ha Net Available Land: 0.5ha Type of Business: A1
1. Housing	0
	The site has no significant impacts upon this objective and sub-objectives.
2. Health and Well-being	✓/x
	Due to the proposed size and potential use of the site, it is likely that an increase in traffic would be generated which could have a negative impact on health and well-being. However, there is public transport within reasonable walking distance of the site which may ease the impact of an increase in traffic. The site is approx. 140m away from Spalding Bus Station (with services around Spalding and to Boston, Peterborough, Kings Lynn and further afield) and the site would be accessible by bicycle and on foot given its central location. Sustainable access is therefore possible which could help promote healthy lifestyles. As new retail development may lead to additional noise and air pollution, green infrastructure could be required in and around the site to minimise any adverse impacts on physical and mental health. However, employment is known to aid mental health and well-being. The development of the site for retail purposes could therefore create additional employment which may generate positive impacts for unemployed residents, particularly the long term unemployed.
3. Transport	✓
	It is likely that new retail development will generate levels of car use that replicates existing patterns of dependency – ONS 2011 census data (for South Holland) showed that 85.4% of households owned at least one car and 45.8% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys as well as trips to work and the local shops. The site is approx. 100m from Spalding's town centre boundary (as recommended in the 2013 Town Centre and Retail Study) and so has good access to local labour, facilities and services. This would likely have a positive effect upon promoting sustainable travel options to/from the rest of the town. There are no dedicated cycle paths to the site, the nearest being along Pinchbeck Road, although pedestrian access is available. Designing safe routes for pedestrians and cyclists from the site to the existing network could help promote accessibility for employees/shoppers. Furthermore, Spalding Bus Station (with services around Spalding and to Boston, Peterborough, Kings Lynn and further afield) is around. 140m away. Spalding Train Station (with services to Peterborough and Lincoln) is also within reasonable walking distance (around 300m from the site) meaning that there is good public transport access for employees and shoppers. The settlement hierarchy in the Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, role and function of each settlement. Spalding is a Sub-Regional Centre and is expected to provide for significant housing and complementary employment development to contribute to a stronger local economy within the area as a whole. As such, there is likely to be a high level of new housing proposed nearby (in addition to existing residential properties) with good public transport links. It is

	therefore likely that access to employment generating uses such as retail development will improve in Spalding and there will be opportunities to reduce the need to travel by car. This would have a positive impact on this objective. The site is approx. 2.7km from the strategic road network (the A16 which provides a link to the A17). Due to the nature of the proposed development, there is expected to be additional traffic generated by the site. This may prove problematic unless mitigation measures, such as sustainable transport options, are promoted. Specific site requirements will depend on implementation and the recommendation of Transport Assessments. The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	✓✓
	Indices of Deprivation statistics (2015) indicate that the site is within the 40% most deprived neighbourhoods in the country. The provision of employment generating uses on the site would therefore likely have a positive impact on this objective by helping to improve current levels of employment in the area. Development of the site could also potentially secure higher incomes for residents in the area who are able to access the opportunities available. In the long term this may lead to indirect benefits in terms of the availability of disposable income. The site will also provide employment for some sectors during the construction phase, which could also provide benefits to the wider economy. As discussed in Objective 3, Spalding is a Sub-Regional Centre and so there is likely to be a high level of new housing proposed nearby which has sustainable transport options. Access to employment may therefore improve as a result. Good design could also have a positive effect upon crime by ensuring that the design of new retail development promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. This would have a positive impact on this objective given that the site is within the 10% most deprived neighbourhoods in the country in terms of crime. Superfast broadband is provided to Spalding. Connection should be made to the site to enable retailers to access or provide a range of facilities online.
5. Education	✓
	Development on this site will generate employment during the construction period. Apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents. Depending on the type of retail businesses that would be located on the site, opportunities for training and apprenticeships may also be provided. This would help to improve the skills and qualifications of residents (particularly young people).
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	No European or national environmental designations are nearby, although it is in close proximity to a protected local site being located next to the Land North of Spalding Station LWS. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment.

	Furthermore, development of the site could have an adverse impact on a some mature trees bordering the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	0
	Built heritage assets (including Historic Parks and Gardens) – The site has no heritage significance. It does not form part of the immediate setting of the grade II listed Spalding Town Station which is due south of the site. Archaeological assets – No archaeological issues, further information may be required dependant on development.
8. Landscape and Townscape	✓
	The site is currently unused and is in close proximity to the retail facilities at Holland Market, as well as Chatterton Tower and Spalding Bus Station. It is bordered by the railway line on the western boundary. Given its location, redevelopment of the site would be unlikely to have an adverse impact on the character and appearance of the landscape or townscape. Given its current unused state, development of the site would likely have a positive impact on the townscape, although this will ultimately depend upon the quality of the design.
9. Air, Soil and Water Resources	✓
	Development of the site for retail would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new retail development will increase traffic levels (resulting from employees, shoppers and deliveries). With the current trend of car dependency likely to continue, this could generate a negative impact on local air quality. Development could also have some impact upon water quality during construction and through the development itself, although this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New development inevitably consumes water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would need to be secured. However this site would secure the redevelopment of approx. 0.5ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.
10. Sustainable use of Land and Waste	✓/x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.

	As the site would involve new development it is inevitable that there will be an increase in commercial waste production. The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
11. Flood Risk	x
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a (no hazard, no depth). Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding. However, there is no indication that this site is reasonably available for development and so it should be discounted.
12. Climate Change	✓/x
	As discussed above, the site is approx. 100m from Spalding's town centre boundary and is accessible by a range of sustainable modes of transport. However, car ownership rates and the percentage of residents travelling to work by car in South Holland are higher than the Lincolnshire average. It is therefore likely that the development of 0.5ha would generate new car journeys and hence carbon emissions. Good design and complementary transport measures would be necessary to ensure that the travel patterns of new employees and shoppers are more sustainable. New development leads to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. However, building regulations mean that new development will be significantly more energy efficient than older retail development. The extent of the overall impact is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Gas and electricity will need to be provided on site, although there is currently very limited capacity in Spalding's electricity network. Western Power Distribution has indicated that reinforcement of the network over the short and mid-term is likely to release capacity. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓
	Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood in terms of income but is within the 50% most deprived neighbourhoods in the country in terms of employment. Consequently, the provision of employment generating uses on the site would likely have a positive impact on this objective by helping to increase current levels of employment in the area (unemployment is 1.10% of the South Holland working age population, Nov 2015). Development of the site may also provide opportunities for training and apprenticeships depending on the type of retail businesses to be located there and could encourage people (particularly young people) to stay and work in the area. Furthermore, development on this site will generate employment during the construction period, which may be over the medium-term depending on the phasing of development. This will contribute to the local economy. The site is approx. 2.7km from the strategic road network (the A16 which provides a link to the A17) but has good access to the local road

	network. This may make it easier for local labour and shoppers who need to use the private car to access the shopping facilities on the site. It would also mean that delivery lorries would have relatively good access to the shops they are servicing. The site is approx. 100m from the existing town centre boundary of Spalding. The type of retail located on the site should complement that of the town centre uses as opposed to competing with them or attracting those existing uses out of their town centre location. This would help support the vitality and viability of the town centre and could help mitigate against the pull of more regional centres. This would be in accordance with the sustainability objectives of the Plan which aim to support the primacy of South East Lincolnshire's town centres.