Appendix 5

Sustainable Urban Extensions – Preferred Allocations

The following pages set out the various appraisals that have been undertaken for the preferred Boston, Spalding and Holbeach Sustainable Urban Extensions (SUE).

Boston
Land to the south of North Forty Foot SUE (Wes002)
South West Quadrant SUE (Sou006)

Spalding
Vernatts SUE (Pin045 and Pin024)

Holbeach
Holbeach West SUE (Hob048)

Boston

Land to the south of North Forty Foot Sustainable Urban Extension (Wes002)	
Sustainability Objective	Indicative development scenario: Total site area: 45.92ha Potential open space: 4.6ha Development area: 41.32ha Potential no of dwellings: 1,138
1. Housing	✓
	Overall the site has the potential to contribute towards the 6,111 dwellings proposed for Boston over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Boston and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.
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 (Stuart House Surgery), leisure centre (Princess Royal Sports Arena), open space and community centre are all outside the ideal walking distances. It is anticipated that the increase in population - approximately 2,504 people (2.2 occupants in each of the 1,138 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Boston area and this will be reviewed with the CCGs and National Health Service England. Overall Boston West does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing their overall quality. Based on the site area, about 4.6ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the masterplanning it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Boston West) showed that 91%

	of households owned at least one car and 48.6% travelled to work by car/van, above the Lincolnshire average of 42.1%. The site is well within the ideal short 7km driving distance to a big supermarket being around 1.9km from the Tesco store in Boston (New Hammond Beck Road). However, it is outside the ideal 1km walk of a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site. Large scale development such as this site can provide improved footpath, cycle and public transport links as well as a local centre with shopping facilities. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Boston should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. Development on this scale is likely to be capable of mitigating any such problems. Increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. The site is in extremely close proximity to the proposed route of the Boston Distributor Road and therefore it has the potential to contribute towards the delivery of this road. There are no bus stops within the ideal 400m walking distance however, as mentioned previously, large scale development such as this can help facilitate improved public transport links which would have a positive impact on promoting sustainable transport use.
4. Socially Inclusive Communities	✓/x ONS statistics indicate that Boston West is not a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was below average (22.2% compared to 25.6%) as is the percentage of residents without access to a car (9% compared to 18%). Furthermore, statistics show that crime rate per 1000 is below the county average at 28.5 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Although many of the area's services, facilities and public transport links are outside the ideal walking distances, given the scale of the site, there is potential for the site to provide supporting infrastructure which will help promote social inclusion. As discussed in Objective 13 the nearest employment opportunities at Endeavour Park (460m) are within both the ideal 7km drive and 1km walk of the site. This would have a positive impact, providing good access for residents to local employment. There are also other potential employment opportunities within the ideal 7km drive elsewhere in Boston. Good design could have a positive effect upon crime by ensuring that the design of new housing 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.
5. Education	✓
	The development would be likely to accommodate 1,138 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 228 primary pupils and 216 secondary pupils. The nearest primary and secondary schools are: • Boston West Primary Academy is around 1.6km from the site • Boston Grammar School (with 6th Form) is approx. 3.8km away The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 4.2km away. The local education authority has indicated that there is currently no capacity available in Boston at primary and secondary level, as well as in the town's sixth forms, to accommodate the number of pupils new housing development is anticipated to generate. Overall there is a requirement for a new secondary school in Boston with sixth form capacity as well as additional primary capacity to be provided via a new school and extending existing primary schools; a site of this scale has the potential to incorporate such infrastructure. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The northern boundary of the site is adjacent to the North Forty Foot Drain and so development may have an effect on wildlife and their habitats and consequently biodiversity. It may be necessary to create a buffer between residential development and the Drain in order to minimalize any potential adverse effects. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
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 site is adjacent to the development limits of Boston, without the inclusion of the remaining land to its south as far as Boardsides, the site would have a poor relationship with the existing built-up area and would appear visually incongruous. Development of the site would therefore have an adverse impact on the character and appearance of the area. As the site relates poorly to the town's existing built form, mitigation such as structural landscaping would only have a limited impact in helping to integrate the site with the local environment.

	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 this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Boston area. 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. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage and water supply networks may require upgrading to serve the proposed growth or diversion of assets may be required. There is considered to be capacity available at Boston's Water Recycling Centre. However, 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. 45.92ha of Grade 2 agricultural land.
10. Sustainable use of Land and Waste	x
	The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing 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 household waste production. The proposal would lead to the permanent loss of approx. 45.92ha of greenfield land. This site is not within a Mineral Safeguarding Area.
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 a mix of danger for all and danger for most in terms of flood

	hazard, with flood depths mainly between 0.5-2.0m. 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, particularly given the level of housing need that must be met in the locality. This means that – given the vulnerability of the proposed use - the Exception Test should be applied. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Boston for the plan period and its ability to provide supporting infrastructure. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area 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. Mitigation as outlined in the SFRA will need to be incorporated into the design of the detailed proposal. 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. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	✓/x
	The majority of the areas facilities, services and 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. As identified in Objective 3 and Objective 4, travel to work use by car and car ownership is above average for the county, although there is the potential for development of this scale to incorporate supporting infrastructure which will help minimise the need to travel elsewhere. Nonetheless, it is likely that the anticipated increase in 2,504 people would generate a considerable number of new car journeys and hence carbon emissions. New dwellings lead 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 homes built will be significantly more energy efficient than the older homes in the Boston 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 and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Boston will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site would be important to the delivery of the settlement hierarchy as it is likely that new development could have a positive impact on the local economy by bringing 2,504 people within the ideal 7km drive and 1km walk of local employment with Endeavour Park approx. 460m from the site. There are also other potential employment opportunities within the ideal 7km drive elsewhere in Boston. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (2,504 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network and at junctions does not worsen and is detrimental to the economy

South West Quadrant Sustainable Urban Extension (Sou006)	
Sustainability Objective	Indicative development scenario: Total site area: 63.31ha Potential open space: 6.33ha Development area: 56.98ha Potential no of dwellings: 1,515
1. Housing	✓
	Overall the site has the potential to contribute towards the 6,111 dwellings proposed for Boston over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Boston and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.
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, open space, sports facilities and community centre are all outside the ideal walking distances. It is anticipated that the increase in population - approximately 3,333 people (2.2 occupants in each of the 1,515 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Boston area and this will be reviewed with the CCGs and National Health Service England. Overall Boston South does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing their overall quality. Based on the site area, about 6.33ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the masterplanning it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Boston South) showed that 89.7% of households owned at least one car and 48.5% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.

	The site is well within the ideal short 7km driving distance to a big supermarket being around 1.9km from the Tesco store in Boston (New Hammond Beck Road). However, it is outside the ideal 1km walk of a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site. Large scale development such as this site can provide improved footpath, cycle and public transport links as well as a local centre with shopping facilities. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Boston 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. The site is in extremely close proximity to the proposed route of the Boston Distributor Road and therefore it has the potential to contribute towards the delivery of this road. There are no bus stops within the ideal 400m walking distance however, as mentioned previously, large scale development such as this can help facilitate improved public transport links which would have a positive impact on promoting sustainable transport use.
4. Socially Inclusive Communities	✓/x ONS statistics indicate that Boston South is not a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was below average (21.4% compared to 25.6%) as is the percentage of residents without access to a car (10.3% compared to 18%). Furthermore, statistics show that crime rate per 1000 is below the county average at 36.3 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Although many of the area's services, facilities and public transport links are outside the ideal walking distances, given the scale of the site, there is potential for the site to provide supporting infrastructure which will help promote social inclusion. As discussed in Objective 13 the nearest employment opportunities at the Endeavour Park (1.9km) are within the ideal 7km drive. However, they are outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local employment. There are also other potential employment opportunities within the ideal 7km drive elsewhere in Boston. Good design could have a positive effect upon crime by ensuring that the design of new housing 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.
5. Education	✓
	The development would be likely to accommodate 1,515 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 303 primary pupils and 216 secondary pupils. The nearest primary and secondary schools are: • Boston West Primary Academy is around 2.6km from the site • Boston Grammar School (with 6th Form) is approx. 3.1km away The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 3.5km away. The local education authority has indicated that there is currently no capacity available in Boston at primary and secondary level, as well as in the town's sixth forms, to accommodate the number of pupils new housing development is anticipated to generate. Overall there is a requirement for a new secondary school in Boston with sixth form capacity as well as additional primary capacity to be provided via a new school and extending existing primary schools; a site of this scale has the potential to incorporate such infrastructure. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for resident's particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The site is in close proximity to a protected site (approx. 470m from the South Forty Foot Drain 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 a development will have an impact. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
7. Heritage	xx
	Boston Borough Council's Consultant Architect has commented that this site borders onto a Scheduled Ancient Monument located on Wyberton West Road (a medieval moated site) which is located in an urban area which has developed close to the south side of the South Forty Foot Drain. Although there are houses to each side of and opposite the Monument, the land to its south is largely free from development apart from some low level bungalows which form a U shaped block. The open area behind the bungalows is a sports ground. The rest of the area to the south and west of the Monument is currently agricultural/grassed land and it is this area which is the proposed local plan site. Scheduled Ancient Monuments are of national importance and the setting of this Monument will be affected by urban development on its west side. In order to retain the rural character of this Ancient Monument site it will be important to ensure that the development of Sou006 is screened by the trees which are already present and that these are added to. Tall buildings (three storey or over) should not be located close to the southern and western boundaries of the Monument. White bargeboards also need to be avoided as these can be very jarring and intrusive.
8. Landscape and	X

Townscape	Although the site is adjacent to the development limits of Boston and is surrounded by the town's built-up area on three sides, its southern boundary has no 'natural' defining end. Furthermore, its scale means that it would inevitably have major impacts upon the character and appearance of the area. However, development on this scale also offers opportunities to mitigate such. Good quality, sensitive design, incorporating structural landscaping could help reduce the visual impact any development might have on the local 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 upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore increase traffic impact in the Boston area. 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. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage and water supply networks may require upgrading to serve the proposed growth or diversion of assets may be required. There is considered to be capacity available at Boston's Water Recycling Centre. However, 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. Water mains, sewers and a pumping station may be affected by development on this site - these must remain accessible. The design of the site should take this into consideration. The proposal would lead to the permanent loss of approx. 63.31ha of Grade's 1 and 2 agricultural land.
10. Sustainable use of Land and Waste	x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing 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 household waste production.

	The proposal would lead to the permanent loss of approx. 63.31ha of predominantly greenfield land. This site is not within a Mineral Safeguarding Area.
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 predominantly '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, particularly given the level of housing need that must be met in the locality. This means that – given the vulnerability of the proposed use - the Exception Test should be applied. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Boston for the plan period and its ability to provide supporting infrastructure. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area 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. Mitigation as outlined in the SFRA will need to be incorporated into the design of the detailed proposal. 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. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	✓/x
	The majority of the areas facilities, services and 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. As identified in Objective 3 and Objective 4, travel to work use by car and car

	ownership is above average for the county, although there is the potential for development of this scale to incorporate supporting infrastructure which will help minimise the need to travel elsewhere. Nonetheless, it is likely that the anticipated increase in 3,333 people would generate a significant number of new car journeys and hence carbon emissions. New dwellings lead 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 homes built will be significantly more energy efficient than the older homes in the Boston 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 and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Boston will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site would be important to the delivery of the settlement hierarchy as it is likely that new development could have a positive impact on the local economy by bringing 3,333 people within the ideal 7km drive of local employment with Endeavour Park approx. 1.9km from the site. However, it is outside the ideal 1km walk. There are also other potential employment opportunities within the ideal 7km drive elsewhere in Boston. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (3,333 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network and at junctions does not worsen and is detrimental to the economy

Spalding

The Vernatts Sustainable Urban Extension comprises of two sites: Pin045 and Pin024. Pin045 forms the eastern part of the urban extension and it is anticipated that this part of the extension will be delivered in Phases 1 and 2, during the Plan period. Pin024 is a larger site lying to the west of Pin045 and it is expected that a relatively small proportion of this will be delivered during the Plan period (as part of Phase 2 of the urban extension), with the remainder being developed post-2036 as part of Phase 3 of the urban extension.

For clarity, it should be noted that Pin045 is the collective reference for a number of sites included within the South East Lincolnshire Strategic Housing Land Availability Assessment. These are: Pin001, Pin016, Pin020, Pin031, Pin040 and Pin045.

Below are the individual appraisals of sites Pin045 and Pin024 as well as an assessment of Phases 1 and 2 combined (which is to be delivered during the Plan period) and Phases 1, 2 and 3 combined.

Vernatts Sustainable Urban Extension (Pin045)	
Sustainability Objective	Indicative development scenario: Total site area: 22.53ha Potential no of dwellings: 676
1. Housing	✓
	Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Spalding and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Well-being	x
	The nearest medical facility is the Johnson Community Hospital approx. 570m from the site. However, the majority of the 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 open space (near Mill Green Level Crossing) and playing field (off Rotten Row) and Pinchbeck Village Hall are all outside the ideal walking distances. It is anticipated that the increase in population – approximately 1,487 people (2.2 occupants in each of the 676 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near to, or within, the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England. Overall, Pinchbeck and Surfleet does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space, reducing their overall quality. Based on the site area, about 3.15ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the masterplanning it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health. Furthermore, the railway line runs through part of the site. This line is likely to experience increased traffic in light of the recent upgrade to the line. Structural landscaping such as trees of mixed provenance, may be necessary to help mitigate any noise and air pollution as well as helping to minimise the visual impact generated through proximity to the rail network.
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Pinchbeck and Surfleet)

	showed that 89.3% of households owned at least one car and 47.2% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The site is within the ideal short driving (7km) distance to a big supermarket being around 1.5km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site. Large scale development such as this site can provide improved footpath, cycle and public transport links as well as a local centre with shopping facilities. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Spalding 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. The Northern Section of the Spalding Western Relief Road is proposed to run through Pin045 and development of this site will help facilitate the delivery of this road. There are no bus stops within the ideal 400m walking distance however, as mentioned previously, large scale development such as this can help facilitate improved public transport links which would have a positive impact on promoting sustainable transport use.
4. Socially Inclusive Communities	✓/x ONS statistics indicate that Pinchbeck and Surfleet is not a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was below average (23.9% compared to 25.6%). Furthermore, statistics show that the percentage of residents without access to a car is less than average (10.7% compared to 18%) and that crime rate per 1000 is also well below the county average at 35.6 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Although many of the area's services, facilities and public transport links are outside the ideal walking distances, given the scale of the site, there is potential for the site to provide supporting infrastructure which will help promote social inclusion. However, as discussed in Objective 13, the nearest employment opportunities at Wardentree Lane (370m) are within the ideal 7km drive and 1km walk of the site. There are also other employment opportunities in the rest of the Spalding, within driving distance. This would have a positive impact, providing good access for residents to local employment.

	Good design could have a positive effect upon crime by ensuring that the design of new housing 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.
5. Education	✓
	The development would be likely to accommodate 676 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 135 primary pupils and 128 secondary pupils. The nearest primary and secondary schools are: • Pinchbeck East Church of England Primary School approx. 2km away • Spalding Grammar School is approx. 2.8km away The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.3km away at the Red Lion Quarter. The local education authority has indicated that there is currently no capacity available in Spalding at primary level to accommodate the number of pupils new housing development is anticipated to generate. It is considered that capacity is available in the short term at secondary level and in the town's sixth forms but this is projected to be filled shortly after. Overall there is a requirement for a new primary, as well as a new secondary school (in the second phase of the plan); a site of this scale has the potential to incorporate such infrastructure. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The site is adjacent to the Vernatt's Drain LWS and it also borders Blue Gowt Drain. Due to the scale of the site, these are likely to be affected by increased recreational activity from a significantly increased local population. However, given that the Spalding Western Relief Road is proposed to run between residential development on the site and the Vernatt's Drain LWS, this may limit recreational footfall on the LWS. However, it may be necessary to create a buffer between residential development and Blue Gowt Drain in order to minimalize the likelihood of any adverse effects on wildlife and habitats. There are also drainage channels running through the site. Development of the site will likely 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. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
7. Heritage	x

	The significance of the site is in its contribution to the agricultural setting of Yew Tree Farmhouse (a Grade II listed farmhouse). The site is an extensive area of open land to the rear of Yew Tree Farmhouse. Its boundary abuts the curtilage of Yew Tree Farmhouse. Its southern boundary is along Vernatts Drain which is a key historic frontage in respect of the setting of Yew Tree. Due to its scale and proximity, development of the site would constitute harm to the significance of the Farmhouse. Development of the Spalding Western Relief Road will, however, provide a potential limit to development southwards which would go some way to addressing the potential impact. Potential mitigation – the setting is a tradition open Fenland setting. Mitigation would require the protection of a significant amount of open space around Yew Tree Farmhouse including along the waterfront; Potential enhancement – none.
8. Landscape and Townscape	x Although the site is adjacent to defined settlement limits its development would undermine the separate identities of Pinchbeck and Spalding by joining the two settlements together. The impact on the visual amenity of neighbours would be significant if the whole site was developed and it would completely change the character 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 upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Pinchbeck/Spalding area. 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. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. South Holland District Council's contaminated land register indicates that there is some filled land near 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. Water mains and sewers cross the site and must remain accessible. The design of the site should take this into consideration. The proposal would lead to the permanent loss of approx. 22.53ha of Grade 1 agricultural land.
10. Sustainable use	x

of Land and Waste	The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing 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 household waste production. The proposal would lead to the permanent loss of approx. 22.53ha of greenfield land. This site is not within a Mineral Safeguarding Area.
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 in Flood Zone 3a and is identified within the SFRA as mostly 'danger for most', followed by 'danger for some' in terms of flood hazard. Flood depths vary across the site from 'no depth' to 1.0-2.0m, with much of the site being either 0.25-0.5m or 0.5-1m. 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, particularly given the level of housing need that must be met in the locality. Furthermore, given the housing need identified, the allocation of the other sites alone would be insufficient to meet this need. This means that – given the vulnerability of the proposed use - the Exception Test should be applied. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Spalding for the plan period and its ability to provide supporting infrastructure. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area 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. Mitigation as outlined in the SFRA will need to be incorporated into the design of the detailed proposal. 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.

	Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	✓/x
	Some of the areas facilities, services and public transport links are outside the ideal walking distances from the site meaning that there may be less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the county, although there is the potential for development of this scale to incorporate supporting infrastructure which will help minimise the need to travel elsewhere. However, it is likely that the anticipated increase in 1,487 people would generate new car journeys and hence carbon emissions. New dwellings lead 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 homes built will be significantly more energy efficient than the older homes in the Pinchbeck/Spalding 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 and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Spalding will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing 1,487 people within the ideal 7km drive and 1km walk of local employment. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (1,487 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

Vernatts Sustainable Urban Extension (Pin024)	
Sustainability Objective	Indicative development scenario: Total site area: 161.39ha Potential open space: 22.6ha Development area: 139ha Potential no of dwellings: 4,842
1. Housing	✓
	Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Spalding and SE Lincolnshire it will have a positive impact on this objective. However, housing sites detached from development limits would, in general, be contrary to the principles of the settlement hierarchy.
2. Health and Well-being	x
	The majority of the 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 (The Surgery in Pinchbeck), open space (off Kelly Close) and playing field (off Rotten Row) and Pinchbeck Village Hall are all outside the ideal walking distances It is anticipated that the increase in population – approximately 10,652 people (2.2 occupants in each of the 4,842 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England. Overall, Pinchbeck and Surfleet ward does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space, reducing their overall quality. Based on the site area, about 22.6ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the masterplanning it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Pinchbeck and Surfleet) showed that 89.3% of households owned at least one car and 47.2% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%.

	The site is within the ideal short driving (7km) distance to a big supermarket being around 4km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the relatively isolated nature of the site may deter residents from walking or cycling to reach facilities and services. Large scale development such as this site can provide improved footpath, cycle and public transport links as well as a local centre with shopping facilities. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Spalding 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. The Northern Section of the Spalding Western Relief Road is proposed to run through Phases 2 and 3 of the Vernatts Sustainable Urban Extension and development in this location will help facilitate the delivery of this road. There are no bus stops within the ideal 400m walking distance however, as mentioned previously, large scale development such as this can help facilitate improved public transport links which would have a positive impact on promoting sustainable transport use.
4. Socially Inclusive Communities	✓/x ONS statistics indicate that Pinchbeck and Surfleet is not a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was below average (23.9% compared to 25.6%). Furthermore, statistics show that the percentage of residents without access to a car is less than average (10.7% compared to 18%) and that crime rate per 1000 is also well below the county average at 35.6 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. The majority of the area's services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion. However, development of this scale would be capable of providing its own services and facilities as well as new crossings of the railways line and Vernatt's Drain which would improve its relationship with, and access to, Spalding's existing facilities and built-up area. As discussed in Objective 13 the nearest employment opportunities at Wardentree Lane (3.5km) are within the ideal 7km drive of the site. However it is outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local employment, especially given that the site is not particularly well related to the existing built-up area. Good design could have a positive effect upon crime by ensuring that the design of new housing 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.
5. Education	x The development would be likely to accommodate 4,842 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 968 primary pupils and 920 secondary pupils. The nearest primary school is: • Pinchbeck East Church of England Primary School approx. 2.6km away However, all secondary schools and post 18 education providers are outside 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 there is currently no capacity available in Spalding at primary level to accommodate the number of pupils new housing development is anticipated to generate. It is considered that capacity is available in the short term at secondary level and in the town's sixth forms but this is projected to be filled shortly after. Overall there is a requirement for a new primary, as well as a new secondary school (in the second phase of the plan); a site of this scale has the potential to incorporate such infrastructure. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x The site is adjacent to the Vernatt's Drain LWS and it also borders Blue Gowt Drain. Due to the scale of the site, these are likely to be affected by increased recreational activity from a significantly increased local population. However, given that the Spalding Western Relief Road is proposed to run between residential development on the site and the Vernatt's Drain LWS, this may limit recreational footfall on the LWS. However, it may be necessary to create a buffer between residential development and Blue Gowt Drain in order to minimalize the likelihood of any adverse effects on wildlife and habitats. There are also some mature trees located within the site that may be affected by development. 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 are also drainage channels running through the site. Development of the site will likely 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.

	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
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 detached from defined settlement limits and does not relate particularly well with the existing built-up area as it is separated from it by Vernatt's Drain. Its development would create a large incongruous group of dwellings in the countryside which would have an impact on the character and appearance of the landscape. However, Wygate Park is visible from the site and so the area's character is beginning to change with the development of Spalding on the horizon. 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 this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Pinchbeck/Spalding area. 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. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. Water mains cross the site and must remain accessible. The design of the site should take this into consideration. The site wraps around a pottery that is indicated on South Holland District Council's contaminated land register 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. 161.39ha of predominantly Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x
	The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing 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 household waste production. The proposal would lead to the permanent loss of approx. 161.39ha of predominantly greenfield land. This site is not within a Mineral Safeguarding Area.
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 a combination predominantly 'low hazard', followed by 'no hazard' and 'danger for some'. Flood depths vary across the site from no depth to1.0-2.0m, although most of the site is 0-0.25m. 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. Furthermore, given the housing need identified, the allocation of the other sites alone would be insufficient to meet this need. However, given the vulnerability of the use, both parts of the Exception Test will need to be applied and passed. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Spalding for the plan period, and other benefits including generating employment during the construction period (thereby providing some protection to the local economy) and its ability to provide supporting infrastructure. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area 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. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.

12. Climate Change	✓/x
	Most of the areas facilities, services and public transport links are outside the ideal walking distances from the site meaning that there may be less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the county, although there is the potential for development of this scale to incorporate supporting infrastructure which will help minimise the need to travel elsewhere. Nonetheless, it is likely that the anticipated increase in 10,652 people would generate a considerable number of new car journeys and hence carbon emissions. New dwellings lead 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 homes built will be significantly more energy efficient than the older homes in the Pinchbeck/Spalding 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. Western Power Distribution considers that, in terms of the electricity network, there is very limited capacity in Spalding but they reinforcing the network over the short and mid-term which 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 and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Spalding will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing 10,652 people within the ideal 7km drive of local employment. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (10,652 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

Vernatts Sustainable Urban Extension: Phases 1 and 2	
Sustainability Objective	Indicative development scenario: Total site area: 50ha (approx.) Potential no of dwellings: 1,000
1. Housing	✓
	Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Spalding and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Well-being	x
	The nearest medical facility is the Johnson Community Hospital approx. 760m from the site. However, the majority of the 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 open space (near Mill Green Level Crossing) and playing field (off Rotten Row) and Pinchbeck Village Hall are all outside the ideal walking distances. It is anticipated that the increase in population – approximately 2,200 people (2.2 occupants in each of the 1,000 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near to, or within, the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England. Overall, Pinchbeck and Surfleet does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space, reducing their overall quality. Based on the site area, about 7ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the masterplanning it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health. Furthermore, the railway line runs through part of the site and is likely to experience increased traffic in light of the recent upgrade to the line. Phases 1 and 2 of the Vernatts Sustainable Urban Extension will also incorporate the Northern Section of the Spalding Western Relief Road which may have an adverse impact on the amenities that would be enjoyed by new dwellings in this location. Structural landscaping, such as trees of mixed provenance, may be necessary to help mitigate any noise and air pollution as well as helping to minimise the visual impact generated through proximity to the rail and road networks.

3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Pinchbeck and Surfleet) showed that 89.3% of households owned at least one car and 47.2% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The site is within the ideal short driving (7km) distance to a big supermarket being around 1.7km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site. Large scale development such as this site can provide improved footpath, cycle and public transport links as well as a local centre with shopping facilities. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Spalding 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. The Northern Section of the Spalding Western Relief Road is proposed to run through Phases 1 and 2 of the Vernatts Sustainable Urban Extension and development in this location will help facilitate the delivery of this road. There are no bus stops within the ideal 400m walking distance however, as mentioned previously, large scale development such as this can help facilitate improved public transport links which would have a positive impact on promoting sustainable transport use.
4. Socially Inclusive Communities	✓/x
	ONS statistics indicate that Pinchbeck and Surfleet is not a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was below average (23.9% compared to 25.6%). Furthermore, statistics show that the percentage of residents without access to a car is less than average (10.7% compared to 18%) and that crime rate per 1000 is also well below the county average at 35.6 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Although many of the area's services, facilities and public transport links are outside the ideal walking distances, given the scale of the site, there is potential for the site to provide supporting infrastructure which will help promote social inclusion. However, as discussed in Objective 13, the nearest employment opportunities at Wardentree Lane (580m) are within the ideal 7km drive

	and 1km walk of the site. There are also other employment opportunities in the rest of the Spalding, within driving distance. This would have a positive impact, providing good access for residents to local employment. Good design could have a positive effect upon crime by ensuring that the design of new housing 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.
5. Education	✓
	The development would be likely to accommodate 1,000 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 200 primary pupils and 190 secondary pupils. The nearest primary and secondary schools are: • Pinchbeck East Church of England Primary School approx. 2.2km away • Spalding Grammar School is approx. 2.9km away The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.4km away at the Red Lion Quarter. The local education authority has indicated that there is currently no capacity available in Spalding at primary level to accommodate the number of pupils new housing development is anticipated to generate. It is considered that capacity is available in the short term at secondary level and in the town's sixth forms but this is projected to be filled shortly after. Overall there is a requirement for a new primary, as well as a new secondary school (in the second phase of the plan); a site of this scale has the potential to incorporate such infrastructure. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The site is adjacent to the Vernatt's Drain LWS and it also borders Blue Gowt Drain. Due to the scale of the site, these are likely to be affected by increased recreational activity from a significantly increased local population. However, given that the Spalding Western Relief Road is proposed to run between residential development on the site and the Vernatt's Drain LWS, this may limit recreational footfall on the LWS. However, it may be necessary to create a buffer between residential development and Blue Gowt Drain in order to minimalize the likelihood of any adverse effects on wildlife and habitats. There are also drainage channels running through the site. Development of the site will likely 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.

	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
7. Heritage	x
	The significance of the site is in its contribution to the agricultural setting of Yew Tree Farmhouse (a Grade II listed farmhouse). The site is an extensive area of open land to the rear of Yew Tree Farmhouse. Its boundary abuts the curtilage of Yew Tree Farmhouse. Its southern boundary is along Vernatts Drain which is a key historic frontage in respect of the setting of Yew Tree. Due to its scale and proximity, development of the site would constitute harm to the significance of the Farmhouse. Development of the Spalding Western Relief Road will, however, provide a potential limit to development southwards which would go some way to addressing the potential impact. Potential mitigation – the setting is a tradition open Fenland setting. Mitigation would require the protection of a significant amount of open space around Yew Tree Farmhouse including along the waterfront; Potential enhancement – none.
8. Landscape and Townscape	x
	Although the site is adjacent to defined settlement limits its development would undermine the separate identities of Pinchbeck and Spalding by joining the two settlements together. The impact on the visual amenity of neighbours would be significant if the whole site was developed and it would completely change the character 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 upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Pinchbeck/Spalding area. 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. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. South Holland District Council's contaminated land register indicates that there is some filled land near 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. Water mains and sewers cross the site and must remain accessible. The design of the site should take this into consideration.

	The proposal would lead to the permanent loss of approx. 50ha of Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing 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 household waste production. The proposal would lead to the permanent loss of approx. 50ha of greenfield land. This site is not within a Mineral Safeguarding Area.
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 in Flood Zone 3a and is identified within the SFRA as a combination of 'danger for most', 'danger for some', 'low hazard' and 'no hazard' in terms of flood hazard. Flood depths vary across the site from 'no depth' to 1.0-2.0m, with much of the site being either 0.25-0.5m or 0.5-1m. 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, particularly given the level of housing need that must be met in the locality. Furthermore, given the housing need identified, the allocation of the other sites alone would be insufficient to meet this need. This means that – given the vulnerability of the proposed use - the Exception Test should be applied. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Spalding for the plan period and its ability to provide supporting infrastructure. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area 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. Mitigation as outlined in the SFRA will need to be incorporated into the design of the detailed proposal. 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. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	✓/x
	Some of the areas facilities, services and public transport links are outside the ideal walking distances from the site meaning that there may be less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the county, although there is the potential for development of this scale to incorporate supporting infrastructure which will help minimise the need to travel elsewhere. However, it is likely that the anticipated increase in 2,200 people would generate new car journeys and hence carbon emissions. New dwellings lead 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 homes built will be significantly more energy efficient than the older homes in the Pinchbeck/Spalding 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 and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Spalding will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing 2,200 people within the ideal 7km drive and 1km walk of local employment. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (2,200 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

Vernatts Sustainable Urban Extension: Phases 1, 2 and 3	
Sustainability Objective	Indicative development scenario: Total site area: 190ha (approx.) Potential no of dwellings: 4,000
1. Housing	✓
	Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Spalding and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.
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 closest medical facility (the Johnson Community Hospital), open space (near Mill Green Level Crossing) and playing field (off Rotten Row) and Pinchbeck Village Hall are all outside the ideal walking distances. It is anticipated that the increase in population – approximately 8,800 people (2.2 occupants in each of the 4,000 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near to, or within, the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England. Overall, Pinchbeck and Surfleet does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space, reducing their overall quality. Based on the site area, about 27ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the masterplanning it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health. Furthermore, the railway line runs through part of the site and is likely to experience increased traffic in light of the recent upgrade to the line. Phases 1, 2 and 3 of the Vernatts Sustainable Urban Extension will also incorporate the Northern Section and the first stage of the Central Section of the Spalding Western Relief Road which may have an adverse impact on the amenities that would be enjoyed by new dwellings in this location. Structural landscaping, such as trees of mixed provenance, may be necessary to help mitigate any noise and air pollution as well as helping to minimise the visual impact generated through proximity to the rail and road networks.

3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Pinchbeck and Surfleet) showed that 89.3% of households owned at least one car and 47.2% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The site is within the ideal short driving (7km) distance to a big supermarket being around 3km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site. Large scale development such as this site can provide improved footpath, cycle and public transport links as well as a local centre with shopping facilities. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Spalding 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. The Northern Section and first stage of the Central Section of the Spalding Western Relief Road is proposed to run through Phases 1, 2 and 3 of the Vernatts Sustainable Urban Extension and development in this location will help facilitate the delivery of this road. There are no bus stops within the ideal 400m walking distance however, as mentioned previously, large scale development such as this can help facilitate improved public transport links which would have a positive impact on promoting sustainable transport use.
4. Socially Inclusive Communities	✓/x
	ONS statistics indicate that Pinchbeck and Surfleet is not a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was below average (23.9% compared to 25.6%). Furthermore, statistics show that the percentage of residents without access to a car is less than average (10.7% compared to 18%) and that crime rate per 1000 is also well below the county average at 35.6 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Although many of the area's services, facilities and public transport links are outside the ideal walking distances, given the scale of the site, there is potential for the site to provide supporting infrastructure which will help promote social inclusion. However, as discussed in Objective 13, the nearest employment opportunities at Wardentree Lane (1.9km) are within the ideal 7km drive

	of the site. However, it is outside the ideal 1km walk. There are also other employment opportunities in the rest of the Spalding, within driving distance. This would have a positive impact, providing good access for residents to local employment. Good design could have a positive effect upon crime by ensuring that the design of new housing 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.
5. Education	✓
	The development would be likely to accommodate 4,000 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 800 primary pupils and 760 secondary pupils. The nearest primary and secondary schools are: • Pinchbeck East Church of England Primary School approx. 3.4km away • Spalding Grammar School is approx. 4.5km away The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.9km away at the Red Lion Quarter. The local education authority has indicated that there is currently no capacity available in Spalding at primary level to accommodate the number of pupils new housing development is anticipated to generate. It is considered that capacity is available in the short term at secondary level and in the town's sixth forms but this is projected to be filled shortly after. Overall there is a requirement for a new primary, as well as a new secondary school (in the second phase of the plan); a site of this scale has the potential to incorporate such infrastructure. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The site is adjacent to the Vernatt's Drain LWS and it also borders Blue Gowt Drain. Due to the scale of the site, these are likely to be affected by increased recreational activity from a significantly increased local population. However, given that the Spalding Western Relief Road is proposed to run between residential development on the site and the Vernatt's Drain LWS, this may limit recreational footfall on the LWS. However, it may be necessary to create a buffer between residential development and Blue Gowt Drain in order to minimalize the likelihood of any adverse effects on wildlife and habitats. There are also drainage channels running through the site. Development of the site will likely 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.

	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
7. Heritage	x
	The significance of the site is in its contribution to the agricultural setting of Yew Tree Farmhouse (a Grade II listed farmhouse). The site is an extensive area of open land to the rear of Yew Tree Farmhouse. Its boundary abuts the curtilage of Yew Tree Farmhouse. Its southern boundary is along Vernatts Drain which is a key historic frontage in respect of the setting of Yew Tree. Due to its scale and proximity, development of the site would constitute harm to the significance of the Farmhouse. Development of the Spalding Western Relief Road will, however, provide a potential limit to development southwards which would go some way to addressing the potential impact. Potential mitigation – the setting is a tradition open Fenland setting. Mitigation would require the protection of a significant amount of open space around Yew Tree Farmhouse including along the waterfront; Potential enhancement – none.
8. Landscape and Townscape	x
	Although the site is adjacent to defined settlement limits its development would undermine the separate identities of Pinchbeck and Spalding by joining the two settlements together. The impact on the visual amenity of neighbours would be significant if the whole site was developed and it would completely change the character 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 upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Pinchbeck/Spalding area. 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. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. South Holland District Council's contaminated land register indicates that there is some filled land near 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. Water mains and sewers cross the site and must remain accessible. The design of the site should take this into consideration.

	The proposal would lead to the permanent loss of approx. 190ha of Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing 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 household waste production. The proposal would lead to the permanent loss of approx. 190ha of greenfield land. This site is not within a Mineral Safeguarding Area.
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 in Flood Zone 3a and is identified within the SFRA as a combination of 'danger for most', 'danger for some', 'low hazard' and 'no hazard' in terms of flood hazard. Flood depths vary across the site from 'no depth' to 1.0-2.0m, with much of the site being either 0.25-0.5m or 0.5-1m. 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, particularly given the level of housing need that must be met in the locality. Furthermore, given the housing need identified, the allocation of the other sites alone would be insufficient to meet this need. This means that – given the vulnerability of the proposed use - the Exception Test should be applied. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Spalding for the plan period and its ability to provide supporting infrastructure. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area 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. Mitigation as outlined in the SFRA will need to be incorporated into the design of the detailed proposal. 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. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	✓/x
	Most of the areas facilities, services and public transport links are outside the ideal walking distances from the site meaning that there may be less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the county, although there is the potential for development of this scale to incorporate supporting infrastructure which will help minimise the need to travel elsewhere. However, it is likely that the anticipated increase in 8,800 people would generate new car journeys and hence carbon emissions. New dwellings lead 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 homes built will be significantly more energy efficient than the older homes in the Pinchbeck/Spalding 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 and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Spalding will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing 8,800 people within the ideal 7km drive of local employment. However, it is outside the ideal 1km walk. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (8,800 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

Holbeach

Holbeach West Sustainable Urban Extension (Hob048)	
Sustainability Objective	Indicative development scenario: Total site area: 41.95ha Potential open space: 5.87ha Development area: 36.08ha Potential no of dwellings: 839
1. Housing	✓
	Overall the site has the potential to contribute towards the 2,202 dwellings proposed for Holbeach over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Holbeach and SE Lincolnshire it will have a positive impact on this objective. Housing sites within development limits would, in general, be more important to the delivery of the settlement hierarchy.
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 open space and playing field (off Farmers Gate), health centre (Holbeach Medical Centre) and Holbeach Community Centre are all outside the ideal walking distances. It is anticipated that the increase in population - approximately 1,846 people (2.2 occupants in each of the 839 dwellings) – would place significant additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Overall, Holbeach does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. Based on the site area, about 5.87ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the masterplanning it would have a positive impact on this objective. Local air and noise pollution is likely to increase significantly with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health. Furthermore, the site is in close proximity to the A151 and A17 which may have an adverse impact on the amenities that would be enjoyed by new dwellings on the site. However, it is considered that development on this scale offers opportunities to mitigate such impacts effectively -

	Structural landscaping such as trees of mixed provenance, may be necessary along these boundaries to help mitigate any noise and air pollution as well as helping to minimise the visual impact generated through proximity to the road network.
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Holbeach Town) showed that 80.7% of households owned at least one car (below the Lincolnshire average of 82%) and 44.7% travelled to work by car/van (above the county average of 42.1%). The site is within the ideal short driving distance to a big supermarket being around 1.3km from the Tesco store in Holbeach (Boston Road South). The site is also just within the ideal 1km distance of the local shop from a housing site, being around 990m from the One Stop convenience store on West End. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs. Furthermore, large scale development such as this site can provide improved footpath, cycle and public transport links which would have a positive impact on promoting the use of sustainable modes of transport. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Holbeach 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. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. There are no bus stops within the ideal 400m walking distance however, as mentioned previously, large scale development such as this can help facilitate improved public transport links which would have a positive impact on promoting sustainable transport use.
4. Socially Inclusive Communities	✓/x
	ONS statistics depict a varied picture in relation to the deprivation of Holbeach Town: Compared with the Lincolnshire average, its long term unemployment rate was above average (37.5% compared to 25.6%). Statistics also show that the percentage of residents without access to a car is above average (19.3% compared to 18%). However, crime rate per 1000 is below the county average at 36.5 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Some of the area's services and facilities are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion.

	As discussed in Objective 13, the nearest potential employment opportunities at Fleet Road Industrial Estate (2.4km) are within the ideal 7km drive of the site. However they are not within the ideal 1km walk, although they could be cycled to. Spalding, with its more extensive employment opportunities, is further away. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised. Development of the site might result in the loss of some allotments. There is currently a deficit of allotments in South East Lincolnshire – development of the site could have a negative impact on residents ability to access green infrastructure for recreation as identified in Objective 6 and grow food locally which may have an indirect negative impact on carbon emissions identified in Objective 12, through the generation of more food miles and trips to shops for produce. Although it is not known whether they will be retained or moved, the site is large enough to accommodate them.
5. Education	✓
	The development would be likely to accommodate 839 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 168 primary pupils and 159 secondary pupils. The nearest education facilities are: • William Stukeley Church of England Primary School around 890m from the site • University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 1.5km away 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. At primary level, there is currently some capacity available, although the provision of a new primary school and extension of two existing primary schools is planned over the life of the proposed developments in the town, including beyond the plan period; a site of this scale has the potential to incorporate such infrastructure. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	x
	Development may lead to the loss of allotments on the site and could have an adverse impact on some mature trees as well as two ponds located there. Drainage channels also run through the site and along the western and northern boundaries. Mitigation would likely be required to offset any potential harm identified but this will depend upon implementation. There may be some opportunities to make local improvements to these features, by using a mix of species and provenance in the structural landscaping, particularly along the north and western boundaries in mitigating the impacts arising from the site's close proximity to the road network. 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 a development will have an impact.

	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
7. Heritage	xx
	The site has considerable heritage significance as it comprises the immediate and wider setting of The Old Cottage (Grade II listed) in all directions. This very large site represents the continuing extension of Holbeach westwards along Northons Lane. Development of the site will complete the expansion to the A17 bypass and A151. The impact of the site will be to extend the urbanisation of the frontage on both sides of Northons Lane, effectively subsuming The Old Cottage. Although the existing residential expansion along the north side of Northons Lane that includes Oakwood Glade, has already impacted on the rural setting of the The Old Cottage, the scale of the site completely removes any sense of the historic setting. A wide buffer would preserve some of the setting from the impact of urbanisation. A landscape buffer would not however protect the characteristic openness of its fenland setting. The sites development is therefore likely to have a very negative impact. Potential mitigation – due to the scale of the site, mitigation through layout and landscaping would be limited in its effectiveness; Potential enhancement – none.
8. Landscape and Townscape	✓
	The site is entirely within the development limits of Holbeach and is bordered by residential development to the east and the A151 to the west. Although the site's development would greatly increase the perceived extent of the settlement's built-up area it would provide a natural extension to the development form of the town up to the A151. The 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 this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees and loss of green infrastructure. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Holbeach area. 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. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage and water supply networks may require upgrading to serve the proposed growth or diversion of assets may be required. There is considered to be capacity available at Holbeach's Water Recycling Centre. However, 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. In addition, the site falls within the encroachment advisory zone for a water recycling centre which relates to smell, noise and space for expansion. Although developing this site would not restrict the physical expansion of these facilities there is the potential for noise and odour impacts. Water mains and sewers cross the site and a pumping station is located just outside the site at the south - these must remain accessible. The design of the site should take this into consideration. South Holland District Council's contaminated land register indicates that there is some 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. 41.95ha of predominantly Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x
	The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing 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 household waste production. The proposal would lead to the permanent loss of approx. 41.95ha of greenfield land. This site is not within a Mineral Safeguarding Area.
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 a mix of danger for some/most and low/no hazard in terms of flood hazard, with flood depths between 0-1.0m and small areas of no hazard and 1.0-2.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. The site is currently identified as undevelopable in the SHLAA. Nonetheless, if the site was to be brought forward, the Exception Test should be applied. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Holbeach for the plan period; and protection of the quality and character of landscape and townscape. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area 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. Mitigation as outlined in the SFRA will need to be incorporated into the design of the detailed proposal. 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. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	✓/x
	As identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the County, although there is the potential for development of this scale to incorporate supporting infrastructure which will help minimise the need to travel elsewhere. Nonetheless, its is likely that the anticipated increase in 1,846 people would generate a considerable number of new car journeys and hence carbon emissions. New dwellings lead 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 homes built will be significantly more energy efficient than the older homes in the Holbeach 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. Western Power Distribution considers that, in terms of the electricity network, the primary transformers in Holbeach are currently approaching capacity and so any substantial load increase would trigger reinforcement. The inclusion of landscaping within the development should 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 settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that a focus on increasing housing and accompanying appropriate employment development in Holbeach – as a main service centre - will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. Given this, it is likely that new development could have a positive impact on the local economy by bringing 1,846 people within the ideal 7km drive of local employment with Fleet Road Industrial Estate approx. 2.4km from the site. Spalding, with its more extensive employment opportunities, is further away.

	Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (1,846 people) will generate a significant amount of additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network and at junctions (particularly along the A17) do not worsen and are detrimental to the economy.

Sustainable Urban Extensions – Reasonable Alternatives

The following pages set out the appraisals that have been undertaken of the reasonable alternatives to the preferred Boston and Spalding Sustainable Urban Extensions (SUE). No reasonable alternatives were identified in Holbeach as there are no alternative sites that would constitute a significant level of development to form an alternative urban extension.

Boston
East of Boston – Option 1 (Fis017)
East of Boston – Option 2 (Fis013, Fis014, Fis015, Fis018, Fis023, Fis024, Fis025, Fis031 and Fis033)

Spalding
South-East of Spalding (Stm005, Stm009, Stm015, Stm016, Stm017, Stm018, Stm019, Stm021, Stm025, Stm029 and Stm030)

West of Spalding (Mon001, Mon004, Mon005, Mon007, Mon008, Mon010, Mon011, Mon012 Mon013, Mon014, Mon015, Mon016, Mon017, Mon019, Mon020 and Mon021)

Boston

East of Boston – Option 1 (Fis017)	
Sustainability Objective	Indicative development scenario: Total site area: 76.81ha Potential open space: 7.69ha Development area: 69.12ha Potential no of dwellings: 2,300
1. Housing	✓
	Overall, the site has the potential to contribute towards the 6,111 dwellings proposed for the Boston area over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the South East Lincolnshire Plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Boston and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to Boston's settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
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. There is no health centre, open space, leisure centre/publically accessible playing pitches or community centre/village hall within the ideal walking distance. It is anticipated that the increase in population - approximately 5,060 people (2.2 occupants in each of the 2,300 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. There may be opportunities to include these within the site due to its scale. The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Boston area and this will be reviewed with the CCGs and National Health Service England. Overall, Fishtoft and the majority of Boston town does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing their overall quality. Based on the site area, about 7.69ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the masterplanning it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health. The northern part of the site is adjacent to the A52 which may have an adverse impact on the amenities that would be enjoyed by new dwellings. However, development of this scale offers opportunities to mitigate such impacts effectively, such as through careful layout and design. Structural

	landscaping such as trees of mixed provenance, may be necessary along the northern boundary to help mitigate any noise and air pollution as well as helping to minimise the visual impact generated through proximity to the road network.
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Fishtoft) showed that 84.9% of households owned at least one car and 46.9% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively. The site is well within the ideal short 7km driving distance to a big supermarket being around 2.5km from the Morrisons store in Boston (Horncastle Road). However, it is outside the 1km ideal walk to a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site. Large scale development such as this site can provide improved footpath, cycle and public transport links as well as a local centre with shopping facilities. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Boston/Fishtoft should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. Development on this scale is likely to be capable of mitigating any such problems. Increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. There are no bus stops within the ideal 400m walking distance however, as mentioned previously, large scale development such as this can help facilitate improved public transport links which would have a positive impact on promoting sustainable transport use.
4. Socially Inclusive Communities	✓/x
	ONS statistics indicate that Fishtoft, in general, is not a deprived ward: Compared with the Lincolnshire average, its long term unemployment rate was below average (19.6% compared to 25.6%) as was its crime rate per 1000 at 28.5 compared to 49.7. Furthermore, the percentage of residents without access to a car is below the county average (15.1% compared to 18%). The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Although many of the area's services, facilities and public transport links are outside the ideal walking distances, given the scale of the site, there is potential for the site to provide supporting infrastructure which will help promote social inclusion.

	As discussed in Objective 13 the nearest employment opportunities in the General Business Area (2.4km) are within the ideal 7km drive of the site, although they are outside the ideal 1km walking distance. There are also other employment opportunities at employment sites around Boston. Good design could have a positive effect upon crime by ensuring that the design of new housing 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.
5. Education	✓
	The development would be likely to accommodate 2,300 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 460 primary pupils and 437 secondary pupils. The nearest primary and secondary schools are: • St Mary's Roman Catholic Primary School is around 2km from the site • Boston High School is approx. 1.4km away The site is also just within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 4.7km away. The local education authority has indicated that there is currently no capacity available in Boston at primary and secondary level, as well as in the town's sixth forms, to accommodate the number of pupils new housing development is anticipated to generate. Overall there is a requirement for a new secondary school in Boston with sixth form capacity as well as additional primary capacity to be provided via a new school and extending existing primary schools. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for resident's particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The biodiversity interest on the site is limited and it does not include any statutory designated sites. There is no geodiversity at this site - it is unlikely that a development will have an impact. However, European and national environmental designations at The Wash are about 4.9km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.
7. Heritage	✓/x
	Development of the site may have an adverse impact on nearby historic assets – Grade I listed Rochford Tower, Grade II listed Rochford Tower House and the Rochford Tower SAM (Scheduled Ancient Monument). However, due to the scale of the site, any potential impacts could be mitigated by careful design and layout.

8. Landscape and Townscape	✓
	Development of this scale would inevitably have a major impact on the character and appearance of the area. However, it is located adjacent to the development limits of Boston and relates well to the existing settlement. The site is well contained by the A52 to the north, Rochford Tower Lane to the east and residential development to the south and west. 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 this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore increase traffic impact in the Boston/Fishtoft area. 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. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. Sewers cross the site and must remain accessible. The design of the site should take this into consideration. The proposal would lead to the permanent loss of approx. 76.81ha of grade 2 agricultural land, although some of this land might be retained within the development as public open space or 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
	The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing 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 household waste production. This site is not within a Mineral Safeguarding Area.
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 predominantly 'danger for most' in terms of flood hazard, with flood depths of between '0.5-2.0m'. 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.
12. Climate Change	✓/x
	Some local facilities and services are outside the ideal walking distances from the site meaning that there is less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the county, although there is the potential for development of this scale to incorporate supporting infrastructure which will help to minimise the need to travel elsewhere. Nonetheless, It is likely that the anticipated increase in 5,060 people would generate new car journeys and hence carbon emissions. New dwellings lead 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 homes built will be significantly more energy efficient than the older homes in the Boston 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 and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Boston will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing 5,060 people within the ideal 7km drive of employment opportunities in Boston. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (5,060 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

East of Boston – Option 2 (Fis013, Fis014, Fis015, Fis018, Fis023, Fis024, Fis025, Fis031 and Fis033)	
Sustainability Objective	Indicative development scenario: Total site area: 66.22ha Potential open space: 6.62 Development area: 59.6ha Potential no of dwellings: 1,987
1. Housing	✓
	Overall, the site has the potential to contribute towards the 6,111 dwellings proposed for the Boston area over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the South East Lincolnshire Plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Boston and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to Boston's settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
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. There is no health centre, open space (except for some allotments), leisure centre/publically accessible playing pitches or community centre/village hall within the ideal walking distance. It is anticipated that the increase in population – approximately 4,371 people (2.2 occupants in each of the 1,987 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. There may be opportunities to include these within the site due to its scale. The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Boston area and this will be reviewed with the CCGs and National Health Service England. Overall, Fishtoft and the majority of Boston town does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing their overall quality. Based on the site area, about 6.62ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the masterplanning it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health. However, development of this scale offers opportunities to mitigate such impacts effectively, such as through careful layout and design. Structural landscaping such as trees of mixed provenance may be necessary along the Toot Lane boundary to help mitigate any noise and air pollution as well as helping to minimise the visual impact generated through proximity to the road network.

3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Fishtoft) showed that 84.9% of households owned at least one car and 46.9% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively. The site is well within the ideal 7km driving distance to a big supermarket being around 3Km from the Morrisons store in Boston (Horncastle Road). It is also inside the 1km ideal walk to a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site. Large scale development such as this site can provide improved footpath, cycle and public transport links as well as a local centre with shopping facilities. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Boston/Fishtoft should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. Development on this scale is likely to be capable of mitigating any such problems. Increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. There are no bus stops within the ideal 400m walking distance however, as mentioned previously, large scale development such as this can help facilitate improved public transport links, as bus routes serve areas to the north and west, which would have a positive impact on promoting sustainable transport use.
4. Socially Inclusive Communities	✓/x
	ONS statistics indicate that Fishtoft, in general, is not a deprived ward: Compared with the Lincolnshire average, its long term unemployment rate was below average (19.6% compared to 25.6%) as was its crime rate per 1000 at 28.5 compared to 49.7. Furthermore, the percentage of residents without access to a car is below the county average (15.1% compared to 18%). The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Although many of the area's services, facilities and public transport links are outside the ideal walking distances, given the scale of the site, there is potential for the site to provide supporting infrastructure which will help promote social inclusion. As discussed in Objective 13 the nearest employment opportunities in the General Business Area (2.8km) are within the ideal 7km drive

	of the site, although they are outside the ideal 1km walking distance. There are also other employment opportunities at employment sites around Boston. Good design could have a positive effect upon crime by ensuring that the design of new housing 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.
5. Education	✓/x
	The development would be likely to accommodate 1,987 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 397 primary pupils and 284 secondary pupils. The nearest primary and secondary schools are: • Hawthorne Tree Corner Primary School is adjacent the site • Boston Grammar School and Boston Haven High are approx. 2.4km away The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 1.96km away. The local education authority has indicated that there is currently no capacity available in Boston at primary and secondary level, as well as in the town's sixth forms, to accommodate the number of pupils new housing development is anticipated to generate. Overall there is a requirement for a new secondary school in Boston with sixth form capacity as well as additional primary capacity to be provided via a new school and extending existing primary schools. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for resident's particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	The biodiversity interest on the site is limited and it does not include any statutory designated sites. There is no geodiversity at this site - it is unlikely that a development will have an impact. However, European and national environmental designations at The Wash are about 4.0km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓
	Development of this scale would inevitably have a major impact on the character and appearance of the area. However, it is located adjacent to the development limits of Boston and relates well to the existing settlement. 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 this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore increase traffic impact in the Boston/Fishtoft area. 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. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. A surface water sewers crosses part of the site and must remain accessible. The design of the site should take this into consideration. The proposal would lead to the permanent loss of approx. 66.22 of grade 1 agricultural land, although some of this land might be retained within the development as public open space or 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
	The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing 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 household waste production. This site is not within a Mineral Safeguarding Area.
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 predominantly 'danger for all' in terms of flood hazard, with flood depths of between '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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.
12. Climate Change	✓/x

	Some local facilities and services are outside the ideal walking distances from the site meaning that there is less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the county, although there is the potential for development of this scale to incorporate supporting infrastructure which will help to minimise the need to travel elsewhere. Nonetheless, It is likely that the anticipated increase in 4,371 people would generate new car journeys and hence carbon emissions. New dwellings lead 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 homes built will be significantly more energy efficient than the older homes in the Boston 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 and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Boston will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing 4,371 people within the ideal 7km drive of employment opportunities in Boston. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (4,371 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

Spalding

South-East of Spalding (inclusive of Stm005, Stm009, Stm015, Stm016, Stm017, Stm018, Stm019, Stm021, Stm025, Stm029 and Stm030)	
Sustainability Objective	Indicative development scenario: Total site area: 105ha Potential open space: 14.7ha Development area: 90.3ha Potential no of dwellings: 2,709
1. Housing	✓
	Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Spalding and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Well-being	x
	Access to the recreational route along the River Welland is around 550m 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. Spalding Common Community Hall, the closest playing field (Monk's House Playing Field) and health centre (Beechfield Medical Centre) are all outside the ideal walking distances. It is anticipated that the increase in population - approximately 5,960 people (2.2 occupants in each of the 2,709 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near to, or within, the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England. Overall Spalding St Mary's does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing their overall quality. Based on the site area, about 14.7ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the masterplanning it would have a positive impact on this objective. Local air and noise pollution is likely to increase considerably with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health. Part of the eastern boundary adjoins a scrapyard which may have an impact on the amenities that would be enjoyed by new dwellings. However, development of this scale offers opportunities to mitigate such an impact effectively by creating a buffer, for example through

	landscaping, open space and/or SuDS.
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Spalding St Mary's) showed that 78.2% of households owned at least one car (below the county average of 82%) and 42.9% travelled to work by car/van (just above the Lincolnshire average of 42.1%). The site is well within the ideal short driving (7km) distance to a big supermarket being around 2km from the Aldi store in Spalding (St Thomas's Road). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site. Large scale development such as this site can provide improved footpath, cycle and public transport links as well as a local centre with shopping facilities. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Spalding 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. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. There are no bus stops within the ideal 400m walking distance however, as mentioned previously, large scale development such as this can help facilitate improved public transport links which would have a positive impact on promoting sustainable transport use.
4. Socially Inclusive Communities	✓/x
	ONS statistics depict a varied picture in relation to the deprivation of Spalding St Mary's: Compared with the Lincolnshire average, its long term unemployment rate was above average (35.3% compared to 25.6%). Furthermore, statistics show that the percentage of residents without access to a car is above average (21.8% compared to 18%). However, crime rate per 1000 is just below the county average at 48.8 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Although many of the area's services, facilities and public transport links are outside the ideal walking distances, given the scale of the site, there is potential for the site to provide supporting infrastructure which will help promote social inclusion. The nearest employment site - Clay Lake Industrial Estate – is adjacent to the site, and is therefore within the ideal 7km drive and 1km

	walk of the site. There are also other employment opportunities in the rest of the Spalding, within driving distance. This would have a positive impact, providing good access for residents to local employment. Good design could have a positive effect upon crime by ensuring that the design of new housing 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.
5. Education	✓
	The development would be likely to accommodate 2,709 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 542 primary pupils and 515 secondary pupils. The nearest primary and secondary schools are: • St John the Baptist Church of England Primary School is around 1.7km from the site • Spalding Grammar School (with 6th Form) is approx. 1.8km away The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.3km away at the Red Lion Quarter. The local education authority has indicated that there is currently no capacity available in Spalding at primary level to accommodate the number of pupils new housing development is anticipated to generate. It is considered that capacity is available in the short term at secondary level and in the town's sixth forms but this is projected to be filled shortly after. Overall there is a requirement for a new primary, as well as a new secondary school (in the second phase of the plan); a site of this scale has the potential to incorporate such infrastructure. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	x
	The site is adjacent to the Coronation Channel LWS and is in close proximity to the River Welland LWS and New River LWS. Due to the scale of the site, these are likely to be affected by increased recreational activity from a significantly increased local population. There will likely be an effect on habitats and BAP species and consequently biodiversity. It may be necessary to create a buffer between residential development and the Coronation Channel in order to minimalize the likelihood of any adverse effects on wildlife and habitats. Development may have an adverse impact on some mature trees on 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 through green infrastructure, for example. There are drainage channels running through the site and Exeter Drain borders the eastern boundary. Development of the site will likely 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. The site falls within a SSSI Impact Risk Zone for the Cowbit Wash SSSI. Upon receiving any planning application to develop the site for 100 dwellings or more, the local planning authority must consult Natural England for advice on how impacts might be avoided or mitigated. 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 adjacent to the existing built-up area of Spalding and relates well to its built form. Public views into the site from Barrier Bank and Cowbit Road are fairly limited, with the site being screened mostly by frontage development and trees. However, the site is highly visible when viewed from Spalding Drove and Burr Lane, and there are more long distance views from the A16. Development of the site will increase the perceived extent of the built-up area, however development of this scale also offers opportunities to mitigate such impacts (such as through structural landscaping). 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 this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Spalding area. 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. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction

	could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. South Holland District Council's contaminated land register indicates that the site contains a former railway 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. 105ha of grade 2 agricultural land, although some of this greenfield land might be retained within the development as public open space or landscaping. By selecting an almost 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
	The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing 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 household waste production. This site is not within a Mineral Safeguarding Area.
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 the majority of the site is identified within the SFRA as 'danger for most' and 'danger for all'. The vast majority of the site has 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.
12. Climate Change	✓/x
	Some of the areas facilities, services and public transport links are outside the ideal walking distances from the site meaning that there may be less potential to reduce the need to travel by car. However, as identified in Objective 3 and Objective 4, car ownership is lower here than for the rest of the county and there is the potential for development of this scale to incorporate supporting infrastructure which will help to minimise the need to travel elsewhere. Nonetheless, the anticipated increase in population (5,960 people) that development of this site is likely to generate means that new car journeys will be generated along with an increase in carbon emissions. New dwellings lead 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 homes built will be significantly more energy efficient than the older homes in the Spalding 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. Western Power Distribution considers that, in terms of the electricity network, there is very limited capacity in Spalding but they reinforcing the network over the short and mid-term which 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 and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Spalding will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing 5,960 people within the ideal 7km drive and 1km walk of local employment. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (5,960 people) will generate considerable additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network and at junctions (particularly along the A16) do not worsen and are detrimental to the economy.

West of Spalding (inclusive of Mon001, Mon004, Mon005, Mon007, Mon008, Mon010, Mon011, Mon012 Mon013, Mon014, Mon015, Mon016, Mon017, Mon019, Mon020 and Mon021)	
Sustainability Objective	Indicative development scenario: Total site area: 174.82ha Potential open space: 24.47ha Development area: 150.35ha Potential no of dwellings: 5,245
1. Housing	✓
	Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Spalding and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.
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 open space (off Kimblewick

	Lane) and playing field (Monk's House Playing Field), health centre (Pennygate Health Centre) and community centre (St Norbert's Community Hall) are all outside the ideal walking distances. It is anticipated that the increase in population - approximately 11,539 people (2.2 occupants in each of the 5,245 dwellings) – would place considerable additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England. Overall Spalding Monkshouse does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing their overall quality. Based on the site area, about 24.47ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the masterplanning it would have a positive impact on this objective. Local air and noise pollution is likely to increase considerably with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health. Furthermore, the Spalding Western Relief Road will run through the site which may have an adverse impact on the amenities that would be enjoyed by new dwellings on the site in the future. Structural landscaping, such as trees of mixed provenance, may be necessary to help mitigate any noise and air pollution as well as helping to minimise the visual impact generated through proximity to the road network.
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Spalding Monk's House) showed that 85.7% of households owned at least one car and 50.4% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The site is well within the ideal short driving (7km) distance to a big supermarket being around 2.4km from the Aldi store in Spalding (St Thomas's Road). However, the site is outside the ideal 1km walking distance from a local shop (Premier store on Pennygate). The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site. Large scale development such as this site can provide improved footpath, cycle and public transport links as well as a local centre with shopping facilities. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Spalding 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. The Central Section of the Spalding Western Relief Road is proposed to run through this site and development in this location will help facilitate the delivery of this road. There are no bus stops within the ideal 400m walking distance however, as mentioned previously, large scale development such as this can help facilitate improved public transport links which would have a positive impact on promoting sustainable transport use.
4. Socially Inclusive Communities	✓/x
	ONS statistics indicate that Spalding Monk's House is not a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was below average (13.2% compared to 25.6%). Furthermore, statistics show that the percentage of residents without access to a car is less than average (14.3% compared to 18%) and that crime rate per 1000 is also well below the county average at 28.2 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Although many of the area's services, facilities and public transport links are outside the ideal walking distances, given the scale of the site, there is potential for the site to provide supporting infrastructure which will help promote social inclusion. As discussed in Objective 13 the nearest employment opportunities in Spalding Town Centre (2.4km) are within the ideal 7km drive of the site. However, it is well outside the ideal 1km walking distance. This could have a negative impact by potentially excluding access for some residents to local employment, although development of this scale has the potential to facilitate improved footpath, cycle and public transport links. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised. Development of the site might result in the loss of some allotments. There is currently a deficit of allotments in South East Lincolnshire – development of the site could have a negative impact on residents ability to access green infrastructure for recreation as identified in Objective 6 and grow food locally which may have an indirect negative impact on carbon emissions identified in Objective 12, through the generation of more food miles and trips to shops for produce. However, it is likely that development of the site would be able to accommodate allotments.
5. Education	✓

	The development would be likely to accommodate 5,245 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1,049 primary pupils and 997 secondary pupils. The nearest primary and secondary schools are: • St John the Baptist Church of England Primary School is around 2km from the site • Spalding Grammar School (with 6th Form) is approx. 2.7km away The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.8km away at the Red Lion Quarter. The local education authority has indicated that there is currently no capacity available in Spalding at primary level to accommodate the number of pupils new housing development is anticipated to generate. It is considered that capacity is available in the short term at secondary level and in the town's sixth forms but this is projected to be filled shortly after. Overall there is a requirement for a new primary, as well as a new secondary school (in the second phase of the plan). Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	x
	The site adjoins the Vernatt's Drain LWS and is in close proximity to the South Drove Drain LWS. Due to the scale of the site, these are likely to be affected by increased recreational activity from a significantly increased local population. It may be necessary to create a buffer between residential development and the Vernatt's Drain in order to minimalize the likelihood of any adverse effects on wildlife and habitats. There are also mature trees that border the northern and western boundaries of Mon008 which may have value for wildlife (a quality assessment can determine this). Furthermore, there are some drainage channels which run through the site and development could 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. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
7. Heritage	0
	Built heritage assets (including Historic Parks and Gardens) - Horseshoe Bridge, a grade II listed structure and Pode Hole, a grade II listed building, are located in close proximity to the site. By virtue of the scale of the site, the character of the locality as a whole would be significantly altered. The immediate setting of Pode Hole however no longer reflects its historic setting. With regard to Horseshoe Bridge, as a means of enabling movement and thereby eventually growth and development, it could be argued that the setting of a bridge in this location may be expected to change over time and to be eventually impacted on by urbanisation with the growth of Spalding as a sub-

	regional centre. On balance the impact on heritage assets at this location is considered minor. 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 adjacent to the existing built-up area of Spalding and is well contained by the Vernatt's Drain to the north-west, South Drove Drain to the south-west and the Holland Park development will abut the southern boundary once built-out. Given the scale of the site, it is inevitable that the character of the area will change and significant landscaping may be necessary along the north-western and south-western boundaries. However, the site would form a natural extension to Spalding. 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 this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Spalding area. 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. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. Water mains and sewers cross the site and must remain accessible at all times. The design of the site should take this into consideration. There is also a pumping station in close proximity to the site. South Holland District Council's contaminated land register indicates that there is some unknown filled land on the site and a former railway 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. Although some of the site is previously developed, the vast majority is grade 1 agricultural land.

10. Sustainable use of Land and Waste	x
	The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing 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 household waste production. The proposal would lead to the permanent loss of a significant amount of greenfield land. This site is not within a Mineral Safeguarding Area.
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 mostly 'no hazard' and 'low hazard' with some 'danger for some' and 'danger for most' in terms of flood hazard. Most of the site is classified as 'no depth' and 0m-0.25m in terms of flood depth, however some of the site ranges from 0.25m-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, there are very few reasonably available sites within the local area with a lower probability of flooding than this site. However, given the vulnerability of the use, both parts of the Exception Test will need to be applied and passed. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Spalding for the plan period, and other benefits including acceptable impact upon the landscape and generating employment during the construction period and thereby providing some protection to the local economy. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area 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.

	Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	✓/x
	The majority of the areas facilities, services and 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. As identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the county. It is therefore likely that the anticipated increase in 11,539 people would generate new car journeys and hence carbon emissions. New dwellings lead 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 homes built will be significantly more energy efficient than the older homes in the Spalding 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. Western Power Distribution considers that, in terms of the electricity network, there is very limited capacity in Spalding but they reinforcing the network over the short and mid-term which 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 and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Spalding will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing 11,539 people within the ideal 7km drive of local employment. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (11,539 people) will generate a considerable amount of additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.