

Appendix 6

Non-Strategic Housing Allocations

The following pages set out the appraisals for the non-strategic housing sites which have been allocated across the Plan area's Sub-Regional Centres, Main Service Centres and Minor Service Centres.

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Sub-Regional Centres: Boston

CEN001: Land to the north of Whitehorse Lane, Boston	
Sustainability Objective	Indicative development scenario: Total site area: 0.48ha Potential no of dwellings: 50
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 6,111 dwellings proposed for Boston over the plan period.</p> <p>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.</p> <p>Housing sites within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Open space (off St John's Road) and the nearest health centre (Liquorpond Surgery) are around 570m and 140m from the site respectively. The closest leisure centre (Boston Leisure Centre) is approx. 750m away. However, there are no community centres within the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 110 people (2.2 occupants in each of the 50 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.</p> <p>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.</p> <p>Overall Boston Central 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Boston to accommodate future residents.</p> <p>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 site is adjacent to the busy A16 which may have an adverse impact on the amenities that would be enjoyed by the residential properties on site. Any adverse affects should be appropriately mitigated through careful design and layout for example. Structural landscaping such</p>

	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	<p style="text-align: center;">✓</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Boston Central) showed that 58.2% of households owned at least one car and 30% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is well within the ideal short 7km driving distance to a big supermarket being around 630m from the Aldi store in Boston (Queen Street). The site is also within the 1km ideal walk to a local shop being approx. 460m from the Co-operative store on West Street. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential traffic generated by this site on its own is not significant, but any traffic impact may be exacerbated by the potential cumulative impact of an increased local population generated from this site in combination with other sites in the town. Any impact should be carefully managed to not restrict access to jobs and services, and promote safe, easy use for all.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stops around 120m from the site on High Street, within the ideal 400m walking distance. Buses run 7 times a day between Boston and Kirton (Monday-Saturday).</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Boston Central is a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was above average (29.8% compared to 25.6%) as is the percentage of residents without access to a car (41.8% compared to 18%). Furthermore, statistics show that crime rate per 1000 is above the county average at 260 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>The majority of the area's services, facilities and public transport links are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan.</p> <p>As discussed in Objective 13, the nearest employment opportunities in the General Business Area (180m) are within both the ideal 7km</p>

	<p>drive and 1km walk of the site. There are also other potential employment opportunities within the 7km drive elsewhere in Boston. This would have a positive impact, providing good access for residents to local employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 50 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 10 primary pupils and 10 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Boston Pioneers Free School is around 310m from the site • Boston Grammar School is approx. 350m away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 790m away.</p> <p>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.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 790m from South Forty Foot Drain LWS) and so development may have an affect on habitats and BAP species and consequently biodiversity.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">✓/x</p> <p>The site is within the Boston Conservation Area and there are Grade II listed buildings adjacent to the site (76 and 84 High Street). Consequently, development of the site may have an adverse impact on historic assets although any such impacts could be prevented by careful design and layout.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Boston and is bounded by the A16 to the north and the River Witham to the east. There is</p>

	<p>also residential development to the south and west. Consequently, development of the site is not likely to have an adverse impact on the character of the area. Although the site contains some highly prominent buildings, any adverse impacts could be prevented by careful design and layout, and the potential retention/conversion of existing buildings.</p> <p>The site is brownfield land (warehouses and yard) and so redevelopment is likely to have a positive impact on townscape, particularly in terms of reinstating a vibrant streetscene and development form in keeping with the residential properties to the south. Given the current use, the redevelopment is also likely to have a positive impact on the residential amenity of these properties. Such impact will, however, be dependent on implementation and design.</p>
<p>9. Air, Soil and Water Resources</p>	<p style="text-align: center;">✓</p> <p>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 vegetation 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.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Boston's Water Recycling Centre and in the water supply network to serve the proposed growth. 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. Sewers and water mains cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>However this site does secure the redevelopment of 0.48ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p>

	<p>However this site does secure the redevelopment of 0.48ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: right;">✓/x</p> <p>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 between '0.25-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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; links to sustainable transport modes; reuse of a brownfield site; and contribution to economic growth. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: right;">✓/x</p> <p>The majority of the area's services, facilities and public transport links are within the ideal walking distances which could help minimise</p>

	<p>the need to travel by car. Furthermore, as identified in Objective 3 and Objective 4, car ownership is lower here than for the rest of the county. This could potentially help to lessen the effects of additional residents in terms of the number of new car journeys generated and hence carbon emissions. However, given the anticipated increase in 110 people, it is likely that development of this site would generate new car journeys and hence carbon emissions.</p> <p>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.</p> <p>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.</p>
<p>13. Economy and Employment</p>	<p style="text-align: center;">✓</p> <p>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 110 people within both the ideal 7km drive and 1km walk of local employment. Although this will ensure that there is potentially an accessible workforce within the town catchment to continue to support businesses, the development of this site for housing would see the loss of allocated employment land. However, the site is not of strategic scale and the loss of 0.48ha would be unlikely to have adverse impacts on the potential for the local economy to provide jobs for local residents.</p> <p>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).</p> <p>The increased population (110 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.</p>

FEN001: Land to the west of Fenside Road, Boston	
Sustainability Objective	Indicative development scenario: Total site area: 1.83ha Potential open space: 0.18ha Development area: 1.65ha Potential no of dwellings: 55
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 nearest open space (Grange Wood) is approx. 200m from the site and Carlton Road playing pitch is around 560m away. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. However, the closest health centre (Stuart House Surgery) and community centre (Fenside Community Centre) are both outside the ideal walking distances. It is anticipated that the increase in population - approximately 121 people (2.2 occupants in each of the 55 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 Fenside 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 0.18ha 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 planning process 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 Fenside) showed that 64.5% of households owned at least one car and 33.5% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1% respectively.

	<p>The site is well within the ideal short 7km driving distance to a big supermarket being around 1.8km from the Asda store in Boston (Lister Way). However, it is just 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.</p> <p>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.</p> <p>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.</p> <p>The nearest bus stops around 760m from the site on Fenside Road, outside the ideal 400m walking distance. An intertown bus service runs in Boston with buses departing every hour, 12 times a day (Monday-Saturday).</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: right;">✓/x</p> <p>ONS statistics indicate that Boston Fenside is a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was above average (28.8% compared to 25.6%) as is the percentage of residents without access to a car (35.5% compared to 18%). Furthermore, statistics show that crime rate per 1000 is well above the county average at 86.9 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Some 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.</p> <p>As discussed in Objective 13 the nearest employment opportunities in Boston's General Business Area (1.8km) are within the ideal 7km drive of the site. However, they are outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local employment, especially given that the percentage of residents without access to a car is higher than the county average. There are also other potential employment opportunities within the 7km drive elsewhere in Boston.</p> <p>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.</p>

	No infrastructure will be lost on site as a consequence of this proposal.
5. Education	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 55 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 11 primary pupils and 10 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Carlton Road Academy is around 1.5km from the site • Boston Grammar School (with 6th Form) is approx. 2.1km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 2.5km away.</p> <p>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.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">x</p> <p>The site is in close proximity to a protected site (approx. 520m from Witham Way, Anton's Gowt to Boston LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. Furthermore, the site is adjacent to Grange Wood which is likely to provide space for multiple/various habitats supporting a range of species. Development of the site may 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. It may be necessary to create a buffer between residential development and the wood in order to minimize the likely adverse effects.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Boston. It does not have an open countryside character as it is visually contained by the existing built-up area and woodland. Consequently, development of the site would not have an adverse impact on the character and</p>

	appearance of the area.
	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	<p>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.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Boston's Water Recycling Centre and in the water supply network to serve the proposed growth. 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. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 1.83ha of Grade 2 agricultural land.</p>
10. Sustainable use of Land and Waste	x
	<p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.83ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	✓/x

	<p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as ‘danger for most’ in terms of flood hazard, with a flood depth of ‘0.5-2.0m’. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 potential contribution to protect the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Some of the areas facilities and services 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. This could potentially help to lessen the effects of additional residents in terms of the number of new car journeys generated and hence carbon emissions. However, given the anticipated increase in 121 people, it is likely that development of this site would generate new car journeys and hence carbon emissions.</p>

	<p>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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 121 people within the ideal 7km drive of local employment. However, it is outside the ideal 1km walk.</p> <p>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).</p> <p>The increased population (121 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</p>

FEN002: Land to the north of Langrick Road, Boston	
Sustainability Objective	<p>Indicative development scenario: Total site area: 1.16ha Potential open space: 0.12ha Development area: 1.04ha Potential no of dwellings: 35</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 6,111 dwellings proposed for Boston over the plan period.</p> <p>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.</p> <p>Housing sites within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">✓/x</p> <p>The nearest open space (off Punchbowl Lane) and Peter Paine Sports Centre are approx. 350m and 440m from the site respectively. Access to open space could be improved further if a new access were to be incorporated on the northern boundary of the site. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a</p>

	<p>community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre (Stuart House Surgery) and community centre (Fenside Community Centre) are both outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 77 people (2.2 occupants in each of the 35 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.</p> <p>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.</p> <p>Overall Boston Fenside 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 0.12ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Boston Fenside) showed that 64.5% of households owned at least one car and 33.5% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is well within the ideal short 7km driving distance to a big supermarket being around 1.4km from the Asda store in Boston (Lister Way). It is also within the ideal 1km walk of a local shop being approx. 630m from the Co-operative store on Argyle Street. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>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.</p> <p>The site is in close proximity (approx. 160m from the edge of the site) to the proposed route of the Boston Distributor Road and therefore it has the potential to contribute towards the delivery of this road.</p> <p>The nearest bus stops around 520m from the site on Fenside Road, outside the ideal 400m walking distance. An intertown bus service runs in Boston with buses departing every hour, 12 times a day (Monday-Saturday).</p>

<p>4. Socially Inclusive Communities</p>	<p style="text-align: right;">✓/x</p> <p>ONS statistics indicate that Boston Fenside is a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was above average (28.8% compared to 25.6%) as is the percentage of residents without access to a car (35.5% compared to 18%). Furthermore, statistics show that crime rate per 1000 is well above the county average at 86.9 compared to 49.7.</p> <p>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.</p> <p>Some 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.</p> <p>As discussed in Objective 13 the nearest employment opportunities in Boston's General Business Area (1.4km) are within the ideal 7km drive of the site. However, they are outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local employment, especially given that the percentage of residents without access to a car is higher than the county average. There are also other potential employment opportunities within the 7km drive elsewhere in Boston.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: right;">✓</p> <p>The development would be likely to accommodate 35 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 7 primary pupils and 7 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Boston West Primary Academy is around 860m from the site • Boston Grammar School (with 6th Form) is approx. 2.4km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 2.8km away.</p> <p>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</p>

	<p>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.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 800m from Witham Way, Anton's Gowt to Boston LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. Furthermore, the site is contained by mature trees on all sides. 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.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Boston and is visually contained by the surrounding trees. It is located behind frontage development on Langrick Road and so it would be largely hidden from public view. Consequently, development of the site would not have an adverse impact on the character and appearance of the area.</p> <p>Given the former use of the site (scrapyard) its development is likely to have a positive impact on townscape particularly in terms of creating a development form in keeping with the residential nature of the area. Such impact will, however, be dependent on implementation and design. The redevelopment is also likely to have a positive impact on residential amenity.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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.</p> <p>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.</p> <p>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</p>

	<p>new housing has an appropriate water supply.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Boston's Water Recycling Centre and in the water supply network to serve the proposed growth. 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. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>This site does secure the redevelopment of 1.16ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>This site does secure the redevelopment of 1.16ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard, with a flood depth of '1.0-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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; to contribute to the protection of the quality and character of landscape and townscape; and reuse of a brownfield site. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p>

	<p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	✓/x
	<p>Some of the areas facilities and services 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. This could potentially help to lessen the effects of additional residents in terms of the number of new car journeys generated and hence carbon emissions. However, given the anticipated increase in 77 people, it is likely that development of this site would generate new car journeys and hence carbon emissions.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	✓/x
	<p>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 77 people within the ideal 7km drive of local employment. However, it is outside the ideal 1km walk. There are also other potential employment opportunities within the 7km drive elsewhere in Boston.</p>

	<p>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).</p> <p>The increased population (77 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</p>
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FEN006: Land to the east of Fenside Road, Boston

Sustainability Objective	<p>Indicative development scenario: Total site area: 8ha Potential open space: 0.80ha Development area: 7.20ha Potential no of dwellings: 240</p>
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 6,111 dwellings proposed for Boston over the plan period.</p> <p>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.</p> <p>Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>The nearest open space (Grange Wood) is approx. 240m from the site and Carlton Road playing pitch is around 810m away. However other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre (Stuart House Surgery) and community centre (Fenside Community Centre) are both outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 528 people (2.2 occupants in each of the 240 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.</p> <p>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.</p> <p>Overall Boston Fenside 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 0.80ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through</p>

	<p>the masterplanning it would have a positive impact on this objective.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Boston Fenside) showed that 64.5% of households owned at least one car and 33.5% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is well within the ideal short 7km driving distance to a big supermarket being around 2.1km from the Asda store in Boston (Lister Way). 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.</p> <p>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.</p> <p>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.</p> <p>The nearest bus stops around 630m from the site on Shaw Road, outside the ideal 400m walking distance. An intertown bus service runs in Boston with buses departing every hour, 12 times a day (Monday-Saturday).</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Boston Fenside is a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was above average (28.8% compared to 25.6%) as is the percentage of residents without access to a car (35.5% compared to 18%). Furthermore, statistics show that crime rate per 1000 is well above the county average at 86.9 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Many of the area's services, facilities and public transport links are outside the ideal walking distances which may have an adverse</p>

	<p>impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest employment opportunities in Boston's General Business Area (2.2km) are within the ideal 7km drive of the site. However, they are outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local employment, especially given that the percentage of residents without access to a car is higher than the county average. There are also other potential employment opportunities within the 7km drive elsewhere in Boston.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 240 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 48 primary pupils and 46 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Carlton Road Academy is around 1.7km from the site • Boston Grammar School (with 6th Form) is approx. 3km away <p>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.</p> <p>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.</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 150m from Witham Way, Anton's Gowt to Boston LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. Additionally, the north-eastern boundary abuts the River Witham and it may be necessary to create a buffer between residential development and the river in order to minimize the likelihood of any adverse effects on wildlife and habitats.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>

7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Boston. Although the site has an open countryside character, it is well-related to the town's existing built-up area and is contained by strong western (Fenside Road) and north-eastern (River Witham) boundaries. Consequently, development of the site would not have an adverse impact on the character and appearance of the area.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Water mains and sewers cross the site - these must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 8ha of Grade 2 agricultural land</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p>

	<p>The proposal would lead to the permanent loss of approx. 8ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓/x</p> <p>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 most' and danger for some in terms of flood hazard, with flood depths between 0m to 1m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 potential contribution to the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Many of the areas facilities, services and public transport links are outside the ideal walking distances from the site meaning that there is</p>

	<p>less potential to reduce the need to travel by car. However, as identified in Objective 3 and Objective 4, travel to work use by car and car ownership is lower here than for the rest of the county. This may lessen the effects of additional residents in terms of the number of new car journeys generated and hence carbon emissions. However, given the anticipated increase in 528 people, it is likely that development of this site would generate new car journeys and hence carbon emissions.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	✓/x
	<p>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 528 people within the ideal 7km drive of local employment. However, it is outside the ideal 1km walk. There are also other potential employment opportunities within the 7km drive elsewhere in Boston.</p> <p>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).</p> <p>The increased population (528 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</p>

FIS001: Land to the east of Lindis Road, Boston	
Sustainability Objective	<p>Indicative development scenario: Total site area: 7.46ha Potential open space: 0.75ha Development area: 6.71ha Potential no of dwellings: 224</p>
1. Housing	✓
	<p>Overall, the site has the potential to contribute towards the 6,111 dwellings proposed for the Boston area over the plan period.</p> <p>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</p>

	<p>Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to Boston's settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">x</p> <p>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 open space (off Wellington Road) is approx. 900m from the site. However, there is no health centre, leisure centre/publically accessible playing pitches or community centre/village hall within the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 493 people (2.2 occupants in each of the 224 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.</p> <p>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.</p> <p>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 0.75ha 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.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">✓</p> <p>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.</p> <p>The site is well within the ideal short 7km driving distance to a big supermarket being around 1.5km from the Morrisons store in Boston (Horncastle Road). The site is also within the 1km ideal walk to a local shop being approx. 460m from the Co-operative store on Eastwood Road. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>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. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys.</p>

	<p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. The nearest bus stops around 290m away on Lindis Road, within the ideal 400m walking distance. An intertown bus service runs in Boston with buses departing every hour, 12 times a day (Monday-Saturday).</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>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%).</p> <p>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.</p> <p>Fis001 is outside the ideal walking distance of some services and facilities which may have an impact on social inclusion. This part of Fishtoft ward is not identified as a deprived area.</p> <p>As discussed in Objective 13 the nearest employment opportunities in the General Business Area (1.4km) 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.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 224 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 45 primary pupils and 43 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • St Nicholas Church of England Primary School is around 840m from the site • Boston Grammar School is approx. 1.8km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 2.1km away.</p>

	<p>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.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The biodiversity interest on the site is limited and it does not include any statutory designated sites. However, European and national environmental designations at The Wash are about 4.5km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>There is no geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. It is located adjacent to the development limits of Boston and relates well to the existing settlement being surrounded by residential development to the north, south and west.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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.</p> <p>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.</p> <p>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</p>

	<p>new housing has an appropriate water supply.</p> <p>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. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 7.46ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 7.46ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for most' in terms of flood hazard, with a flood depth of '1.0-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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; links to sustainable transport modes; and contribution to the protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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</p>

	<p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>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. It is likely that the anticipated increase in 493 people would generate new car journeys and hence carbon emissions.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 could have a positive impact on the local economy by bringing 493 people within the ideal 7km drive of employment opportunities in Boston.</p> <p>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).</p> <p>The increased population (493 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.</p>

FIS002: Land to the north-east Fishtoft Road, Boston	
Sustainability Objective	Indicative development scenario: Total site area: 0.41ha Potential no of dwellings: 12
1. Housing	✓
	<p>Overall, the site has the potential to contribute towards the 6,111 dwellings proposed for the Boston area over the plan period.</p> <p>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.</p> <p>Housing sites within Boston's settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>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 Rider Gardens) is approx. 640m from the site. However, there is no health centre, leisure centre/publically accessible playing pitches or community centre/village hall within the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 26 people (2.2 occupants in each of the 12 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.</p> <p>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.</p> <p>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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Boston to accommodate future residents.</p> <p>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.</p>
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%

	<p>respectively.</p> <p>The site is well within the ideal short 7km driving distance to a big supermarket being around 2.6km from the Morrisons store in Boston (Horncastle Road). The site is also within the 1km ideal walk to a local shop being approx. 940m from the One Stop store on Kingsway. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this and other sites in the area 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. Increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. An intertown bus service runs in Boston with buses departing every hour, 12 times a day (Monday-Saturday). However, the nearest bus stop is outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: right;">✓/x</p> <p>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%).</p> <p>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.</p> <p>Fis002 is outside the ideal walking distance of some services and facilities which may have an impact on social inclusion. This part of Fishtoft ward is not identified as a deprived area.</p> <p>As discussed in Objective 13 the nearest employment opportunities are located at the Boston Port Estate (1.3km) 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.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>

5. Education	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 12 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 2 primary pupils and 2 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • St Nicholas Church of England Primary School is around 1.2km from the site • Boston Grammar School is approx. 2km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 1.5km away.</p> <p>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.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 170m from the Havenside LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. Furthermore, European and national environmental designations at The Wash are about 3.1km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>Development of the site may have an adverse impact on some mature trees and hedging surrounding the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</p> <p>There is no geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. It is located within the development limits of Boston and relates well to the existing built-up area – the site is bordered by residential development to the north and east and Fishtoft Road to the south-west.</p>

	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	<p style="text-align: center;">✓/x</p> <p>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 vegetation 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.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Boston's Water Recycling Centre and in the water supply network to serve the proposed growth. 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. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The site is not agricultural land, although it is not previously developed either.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 0.41ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	✓/x

	<p>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 a flood depth of '0.5-1.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 contributing to the protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>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. It is likely that the anticipated increase in 26 people would generate new car journeys and hence carbon emissions.</p>

	<p>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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 26 people within the ideal 7km drive of employment opportunities in Boston.</p> <p>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).</p> <p>The increased population (26 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.</p>

FIS003: Land to the east of Whitehouse Lane, Boston	
Sustainability Objective	<p>Indicative development scenario: Total site area: 3.01ha Potential open space: 0.30ha Development area: 2.71ha Potential no of dwellings: 90</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall, the site has the potential to contribute towards the 6,111 dwellings proposed for the Boston area over the plan period.</p> <p>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.</p> <p>Housing sites adjacent to Boston's settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">x</p> <p>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 Rider Gardens) is approx. 790m from the site. However, there is no health centre, leisure centre/publically accessible playing pitches or</p>

	<p>community centre/village hall within the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 198 people (2.2 occupants in each of the 90 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.</p> <p>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.</p> <p>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 0.30ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓/x</p> <p>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.</p> <p>The site is well within the ideal short 7km driving distance to a big supermarket being around 2.6km from the Morrisons store in Boston (Horncastle Road). The site is also within the 1km ideal walk to a local shop being approx. 950m from the One Stop store on Kingsway. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents’ everyday shopping needs.</p> <p>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. Increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. An intertown bus service runs in Boston with buses departing every hour, 12 times a day (Monday-Saturday). However, the nearest bus stop is outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>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.</p>

	<p>Furthermore, the percentage of residents without access to a car is below the county average (15.1% compared to 18%).</p> <p>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.</p> <p>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.</p> <p>Fis003 is outside the ideal walking distance of some services and facilities which may have an impact on social inclusion. This part of Fishtoft ward is not identified as a deprived area.</p> <p>As discussed in Objective 13 the nearest employment opportunities are located at the Boston Port Estate (1.5km) 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.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 90 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 18 primary pupils and 17 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Hawthorn Tree Primary School is around 1.2km from the site • Boston Grammar School is approx. 2.2km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 1.7km away.</p> <p>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.</p>

	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	<p style="text-align: center;">✓/x</p> <p>The biodiversity interest on the site is limited. However, it is in close proximity to a protected site (approx. 660m from the Havenside LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. Furthermore, European and national environmental designations at The Wash are about 3.3km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>There is no geodiversity at this site - it is unlikely that a development will have an impact.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. It is located adjacent to the development limits of Boston, has strong boundaries and relates well to the existing built-up area – the site being surrounded by development on three sides.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>

	<p>terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. Sewers and water mains cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 3.01ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 3.01ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>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 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.</p> <p>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 contributing to the protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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</p>

	<p>proposal.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>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. It is likely that the anticipated increase in 198 people would generate new car journeys and hence carbon emissions.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 198 people within the ideal 7km drive of employment opportunities in Boston.</p> <p>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).</p> <p>The increased population (198 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.</p>

FIS033: Land to the west of Toot Lane, Boston	
Sustainability Objective	Indicative development scenario: Total site area: 18.98ha Potential open space: 1.90ha Development area: 17.08ha Potential no of dwellings: 570
1. Housing	✓
	<p>Overall, the site has the potential to contribute towards the 6,111 dwellings proposed for the Boston area over the plan period.</p> <p>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.</p> <p>Housing sites within/adjacent to Boston's settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>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 open space (off Wellington Road) is approx. 950m from the site. However, there is no health centre, leisure centre/publically accessible playing pitches or community centre/village hall within the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 1,252 people (2.2 occupants in each of the 570 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.</p> <p>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.</p> <p>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 1.90ha 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.</p> <p>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.</p>
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%

	<p>respectively.</p> <p>The site is well within the ideal short 7km driving distance to a big supermarket being around 2.7km 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.</p> <p>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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. An intertown bus service runs in Boston with buses departing every hour, 12 times a day (Monday-Saturday). However, the nearest bus stop is outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: right;">✓/x</p> <p>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%).</p> <p>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.</p> <p>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.</p> <p>Fis033 is outside the ideal walking distance of some services and facilities which may have an impact on social inclusion. This part of Fishtoft ward is not identified as a deprived area.</p> <p>As discussed in Objective 13 the nearest employment opportunities are located at the Boston Port Estate (1.6km) 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.</p> <p>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.</p>

	No infrastructure will be lost on site as a consequence of this proposal.
5. Education	✓
	<p>The development would be likely to accommodate 570 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 114 primary pupils and 108 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Hawthorn Tree Primary School is around 560m from the site • Boston Grammar School is approx. 2.4km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 1.9km away.</p> <p>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.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	<p>The biodiversity interest on the site is limited and it does not include any statutory designated sites. However, European and national environmental designations at The Wash are about 3.8km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>There is no geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓
	<p>Development of the site would not have an adverse impact on the character and appearance of the area. It is located partly within the development limits of Boston and relates well to the existing settlement. The site is well contained by residential development to the north and west and Toot Lane to the south-east.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>

9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Fishtoft's Water Recycling Centre and in the water supply network to serve the proposed growth. 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 cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 18.98ha of grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 18.98ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓/x</p> <p>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</p>

	<p>hazard, with flood depths 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.</p> <p>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 contribution to protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>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. It is likely that the anticipated increase in 1,252 people would generate new car journeys and hence carbon emissions.</p> <p>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.</p>

	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 could have a positive impact on the local economy by bringing 1,252 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 (1,252 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.

FIS038: Land to the west of Church Green Road, Boston	
Sustainability Objective	Indicative development scenario: Total site area: 1.76ha Potential open space: 0.18ha Development area: 1.58ha Potential no of dwellings: 35
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 77 people (2.2 occupants in each of the 35 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.

	<p>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.</p> <p>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 0.18ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>The site is well within the ideal short 7km driving distance to a big supermarket being around 3.3km from the Morrisons store in Boston (Horncastle Road). The site is also within the 1km ideal walk to a local shop being approx. 550m from the Spar store on Priory Road. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>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. Increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. An intertown bus service runs in Boston with buses departing every hour, 12 times a day (Monday-Saturday). However, the nearest bus stop is outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>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%).</p> <p>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.</p> <p>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</p>

	<p>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.</p> <p>Fis038 is outside the ideal walking distance of some services and facilities which may have an adverse impact on social inclusion and deprivation.</p> <p>As discussed in Objective 13 the nearest employment opportunities are located in Boston's General Business Area (2.7km) 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.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 35 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 7 primary pupils and 7 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Hawthorn Tree Primary School is around 890m from the site • Boston Grammar School is approx. 3.1km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 3km away.</p> <p>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.</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">✓/x</p> <p>The biodiversity interest on the site is limited and it does not include any statutory designated sites. However, European and national environmental designations at The Wash are about 3.8km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation</p>

	<p>There is no geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. It is located adjacent to the development limits of Boston and has a reasonably good relationship with the existing built-up area, adjoining residential development to the north-west and being bordered by Church Green Road to the east.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Fishtoft's Water Recycling Centre and in the water supply network to serve the proposed growth. 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.</p> <p>The proposal would lead to the permanent loss of approx. 1.76ha of grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p>

	<p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.76ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓/x</p> <p>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 between '0.25-1.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 contributing to the protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p>

	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
	<p>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. It is likely that the anticipated increase in 77 people would generate new car journeys and hence carbon emissions.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	✓/x
	<p>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 77 people within the ideal 7km drive of employment opportunities in Boston.</p> <p>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).</p> <p>The increased population (77 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.</p>

NOR006: Land to the west of Horncastle Road, Boston	
Sustainability Objective	Indicative development scenario: Total site area: 2.38ha Potential open space: 0.24ha Development area: 2.14ha Potential no of dwellings: 71
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 6,111 dwellings proposed for Boston over the plan period.</p> <p>The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and</p>

	<p>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.</p> <p>Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<p>2. Health and Well-being</p>	<p style="text-align: center;">x</p> <p>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/recreational opportunities (Witham Way Country Park), accessible playing pitches, health centre (Parkside Medical Centre) and community centre are situated outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 156 people (2.2 occupants in each of the 71 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.</p> <p>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.</p> <p>Overall Boston North 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 0.24ha 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 planning process it would have a positive impact on this objective.</p> <p>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 north-western corner of the site borders the Grantham to Skegness railway line which may have an adverse impact on the amenities that would be enjoyed by new dwellings on site. However, development of this scale offers opportunities to mitigate such impacts effectively. Structural landscaping, such as trees of mixed provenance, may be useful in helping mitigate any noise and air pollution as well as helping to minimise the visual impact generated through proximity to the rail network.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Boston North) showed that 84.5% of households owned at least one car, above the Lincolnshire average of 82%. However, the percentage of those travelling to work by car/van is below the county average of 42.1% at 38.5%.</p> <p>The site is well within the ideal short 7km driving distance to a big supermarket being around 1.4km from the Morrisons store in Boston (Horncastle 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</p>

	<p>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.</p> <p>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.</p> <p>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.</p> <p>The nearest bus stops approximately 720m from the site on Horncastle Road, outside the ideal 400m walking distance. A bus service runs between the centre of Boston and Horncastle two/three times a day (Monday-Saturday).</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Boston North: Compared with the Lincolnshire average, its long term unemployment rate was above average (29% compared to 25.6%) as was its crime rate per 1000 (51.1 compared to 49.7). However, the percentage of residents without access to a car is below the Lincolnshire average at 15.5% compared to 18%.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>As discussed in Objective 13 the nearest employment opportunities at Norprint (640m) are within 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.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p>

	<p>The development would be likely to accommodate 71 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 14 primary pupils and 13 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Boston Park Community Primary School is around 1.9km from the site • Haven High Technology College is approx. 1.8km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 1.5km away.</p> <p>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.</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">x</p> <p>The site is in close proximity to a protected site (approx. 90m from the Maud Foster Drain, Cowbridge to Boston LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>Additionally, the site's western boundary is lined by mature trees. 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.</p> <p>The site is mostly grassland which could provide space for the development (if not there at present) or enhancement (if already present) of multiple/various habitats which will support a range of species. Development of the site will 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.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
<p>7. Heritage</p>	<p style="text-align: center;">0</p> <p>Boston Borough Council's Consultant Architect has commented that site Nor006 sits behind the houses on the west side of Horncastle Road to the north of Boston cemetery. It also backs onto the rear of some gardens on the north side of Red Cap Lane. The southern side of this lane forms the northern edge of the historic cemetery. The potential site does not have a direct boundary with the cemetery, which is a registered historic garden site, grade II. The boundary of the Cemetery along Red Cap Lane comprises plain iron railings and trees</p>

	<p>as noted in the description of the Cemetery in the Site Description by English Heritage. The railings still exist, but the hedging along this boundary has grown extensively as have the trees. The only element which is visible is the boundary. There are no glimpses or views of the Cemetery itself from Red Cap Lane. This part of Horncastle Road is not in the Conservation Area. The Cemetery grounds are as much prized for their wildlife interest as for their memorials and so it seems unlikely that the trees along the boundary will be taken out unless they are found to be unsafe. Even if they are trimmed and pruned the Cemetery should not be compromised by the development of the site shown on Nor006. The location of this potential site is very unlikely to have any effect on the arcadian setting of the cemetery unless its development infers the widening of Red Cap Lane and thus the removal of the trees and hedging to the boundary of the cemetery. That seems unlikely as the map suggests that the access would be off Horncastle Road not off this narrow lane. It would be preferable for the development at the southern end of the site to be largely single storey to relate to the properties on Red Cap Lane. In terms of its mitigation a landscaping condition should be considered for any development here to the effect that the site should be surrounded by a traditional evergreen hedge such as green privet or hornbeam to help it to blend in to the background (not leylandii).</p>
<p>8. Landscape and Townscape</p>	<p style="text-align: center;">✓</p> <p>The site is adjacent to Boston's development limits and is located behind frontage development on Horncastle Road meaning that public views into the site are limited. It is largely enclosed by the town's built-up area, therefore development of the site would not have an adverse impact on the character and appearance of the area.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p>9. Air, Soil and Water Resources</p>	<p style="text-align: center;">✓/X</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Boston's Water Recycling Centre and in the water supply network to serve the proposed growth. 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. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p>

	The site is not agricultural land, but it is not previously developed either.
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 2.38ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓/x</p> <p>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 a flood depth of '0.5-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 contributing to the protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p>

	<p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>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. However, as identified in Objective 3 and Objective 4, travel to work use by car and car ownership is lower here than for the rest of the county. This may lessen the effects of additional residents in terms of the number of new car journeys generated and hence carbon emissions. However, given the anticipated increase in 156 people, development of the site would generate new car journeys and hence carbon emissions.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 156 people within the ideal 7km drive and 1km walk of local employment with Norprint approx. 640m from the site. There are also other potential employment opportunities within the ideal 7km drive elsewhere in Boston.</p> <p>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).</p> <p>The increased population (156 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.</p>

PIL002: Land to the south of Main Ridge East, Boston	
Sustainability Objective	Indicative development scenario: Total site area: 0.32ha Potential no of dwellings: 10
1. Housing	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 6,111 dwellings proposed for Boston over the plan period.</p> <p>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.</p> <p>Housing sites within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">✓</p> <p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Boston Leisure Centre is approx. 540m from the site and the nearest health centre (Parkside Medical Centre) is around 690m away. The closest open space (Central Park) is approx. 700m from the site. However, there are no community centres within the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 22 people (2.2 occupants in each of the 10 dwellings) – associated with this site, and cumulatively with other new development, could put some pressure on these facilities over the plan period. However given the size of the site, developer contributions are not able to be sought. Should additional/improved healthcare, sports facilities or open space be required, other funding sources would need to be used.</p> <p>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.</p> <p>Overall Boston Pilgrim 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Boston to accommodate future residents.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">✓</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Boston Pilgrim) showed that 63.1% of households owned at least one car and 30.2% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1%</p>

	<p>respectively.</p> <p>The site is well within the ideal short 7km driving distance to a big supermarket being around 710m from the Morrisons store in Boston (Horncastle Road). The site is also within the 1km ideal walk to a local shop being approx. 580m from the Co-operative store on Wide Bargate. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential traffic generated by this site on its own is not significant, but any traffic impact may be exacerbated by the potential cumulative impact of an increased local population generated from this site in combination with other sites in the town. Any impact should be carefully managed to not restrict access to jobs and services, and promote safe, easy use for all.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. The nearest bus stops around 350m away on Freiston Road, within the ideal 400m walking distance. Buses run hourly between Boston and Fishtoft (Monday-Saturday).</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: right;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Boston Pilgrim ward: Compared with the Lincolnshire average, its long term unemployment rate was just below average (25.5% compared to 25.6%). However, the percentage of residents without access to a car is above the county average (36.9% compared to 18%) as is the crime rate per 1000 at 239 compared to 49.7.</p> <p>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.</p> <p>Many of the area's services, facilities and public transport links are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan.</p> <p>As discussed in Objective 13 the nearest employment opportunities in the General Business Area (320m) 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.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>

5. Education	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 10 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 2 primary pupils and 2 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Boston Pioneers Free School is around 1km from the site • Boston Grammar School is approx. 720m away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 670m away.</p> <p>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.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site is within the 5km radius (4.9km) of The Wash Ramsar site (a Wetland of International Importance) and SAC. Mitigation may be required to offset any potential harm identified but this will depend upon implementation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is within the defined settlement limits of Boston and is bordered by Main Ridge East to the north, the Maud Foster Drain to the east, residential development to the south and west as well as a large warehouse.</p> <p>Consequently, development of the site is not likely to have an adverse impact on the character and appearance of the area.</p> <p>The site is brownfield land (disused former car sales and repairs premises) and so redevelopment is likely to have a positive impact on townscape, particularly in terms of reinstating a vibrant streetscene and development form in keeping with the nearby residential properties. Given the current dilapidated state of the site, redevelopment is also likely to have a positive impact on residential amenity. Such impact will, however, be dependent on implementation and design.</p>

9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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 vegetation 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.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Boston's Water Recycling Centre and in the water supply network to serve the proposed growth. 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.</p> <p>However this site does secure the redevelopment of 0.32ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>However this site does secure the redevelopment of 0.32ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓/x</p>

	<p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for most' in terms of flood hazard, with flood depths between '0.25-1.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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; improving health and well-being; links to sustainable transport modes; reuse of a brownfield site; and contribution to economic growth. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>Many of the area's services, facilities and public transport links are within the ideal walking distances which could help minimise the need to travel by car. Furthermore, as identified in Objective 3 and Objective 4, travel to work use by car and car ownership is lower here than for the rest of the county. This may lessen the effects of additional residents in terms of the number of new car journeys generated and hence carbon emissions.</p>

	<p>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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓</p> <p>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 22 people within both the ideal 7km drive and 1km walk of local employment with the General Business Area approx. 320m from the site. There are also other potential employment opportunities within the ideal 7km drive elsewhere in Boston.</p> <p>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).</p> <p>The increased population (22 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

PIL006: Boston Delivery Office, South End, Boston	
Sustainability Objective	<p>Indicative development scenario: Total site area: 0.48ha Potential no of dwellings: 19</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 6,111 dwellings proposed for Boston over the plan period.</p> <p>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.</p> <p>Housing sites within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">✓</p> <p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Open space (off St John's Road) and the</p>

	<p>nearest health centre (Greyfriars Surgery) are around 210m and 280m from the site respectively. The closest leisure centre (Boston Leisure Centre) is approx. 720m away. However there are no community centres within the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 42 people (2.2 occupants in each of the 19 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.</p> <p>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.</p> <p>Overall Boston Pilgrim 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Boston to accommodate future residents.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Boston Pilgrim) showed that 63.1% of households owned at least one car and 30.2% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is well within the ideal short 7km driving distance to a big supermarket being around 830m from the Aldi store in Boston (Queen Street). The site is also within the 1km ideal walk to a local shop being approx. 410m from the Co-operative store on Skirbeck Road. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents’ everyday shopping needs.</p> <p>The potential traffic generated by this site on its own is not significant, but any traffic impact may be exacerbated by the potential cumulative impact of an increased local population generated from this site in combination with other sites in the town. Any impact should be carefully managed to not restrict access to jobs and services, and promote safe, easy use for all.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. The nearest bus stops around 130m away outside the site on South End, within the ideal 400m walking distance. An intertown bus service runs in Boston with buses departing every hour, 12 times a day (Monday-Saturday).</p>
<p>4. Socially Inclusive</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Boston Pilgrim ward: Compared with the Lincolnshire average, its</p>

<p>Communities</p>	<p>long term unemployment rate was just below average (25.5% compared to 25.6%). However, the percentage of residents without access to a car is above the county average (36.9% compared to 18%) as is the crime rate per 1000 at 239 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Many of the area's services, facilities and public transport links are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan.</p> <p>As discussed in Objective 13 the nearest employment opportunities in the General Business Area (240m) 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.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 19 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. 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 4 primary pupils and 4 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Boston Pioneers Free School is around 460m from the site • Boston Grammar School is approx. 220m away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 380m away.</p> <p>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.</p>

	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	<p style="text-align: center;">✓/x</p> <p>The site is within the 5km radius (4.7km) of The Wash Ramsar site (a Wetland of International Importance) and SAC. Mitigation may be required to offset any potential harm identified but this will depend upon implementation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">✓/x</p> <p>The site is adjacent to the Boston Conservation Area and is located next to the grade II listed Quayside and Boston Grammar School buildings. Consequently, development of the site may have an adverse impact on historic assets although any such impacts could be prevented by careful design and layout.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Boston and is bordered by Boston Grammar School to the north, Boston College's grounds to the east, some residential development to the south and the A1138 (South End) to the west. Consequently, development of the site is not likely to have an adverse impact on the character of the area.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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 vegetation 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.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity</p>

	<p>available at Boston's Water Recycling Centre and in the water supply network to serve the proposed growth. 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. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>However this site does secure the redevelopment of 0.48ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>However this site does secure the redevelopment of 0.48ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>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 between 0-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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; improving health and well-being; links to sustainable transport modes; reuse of a brownfield site; and contribution to economic growth. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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</p>

	<p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Many of the area's services, facilities and public transport links are within the ideal walking distances which could help minimise the need to travel by car. Furthermore, as identified in Objective 3 and Objective 4, travel to work use by car and car ownership is lower here than for the rest of the county. This may lessen the effects of additional residents in terms of the number of new car journeys generated and hence carbon emissions.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓</p> <p>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 42 people within both the ideal 7km drive and 1km walk of local employment with the General Business Area approx. 240m from the site. There are also other potential employment opportunities within the ideal 7km drive elsewhere in Boston.</p> <p>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).</p>

	The increased population (42 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.
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WES001: Land to the west of Freshney Way, Boston	
Sustainability Objective	Indicative development scenario: Total site area: 0.37ha Potential no of dwellings: 11
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 6,111 dwellings proposed for Boston over the plan period.</p> <p>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.</p> <p>Housing sites within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>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 (Peter Paine Sports Centre) and community centre are all outside the ideal walking distances. However, the recreational route running along the South Forty Foot Drain is around 660m from the site.</p> <p>It is anticipated that the increase in population - approximately 24 people (2.2 occupants in each of the 11 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.</p> <p>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.</p> <p>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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Boston to accommodate future residents.</p> <p>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 site is adjacent to the railway line and so structural landscaping such as trees of mixed provenance, may be necessary along these boundaries</p>

	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	<p style="text-align: right;">✓/x</p> <p>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%.</p> <p>The site is well within the ideal short 7km driving distance to a big supermarket being around 400m 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.</p> <p>The potential traffic generated by this site on its own is not significant, but any traffic impact may be exacerbated by the potential cumulative impact of an increased local population generated from this site in combination with other sites in the town. Any impact should be carefully managed to not restrict access to jobs and services, and promote safe, easy use for all.</p> <p>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.</p> <p>The nearest bus stops around 240m from the site on Welland Road, within the ideal 400m walking distance. Buses run into the centre of Boston and to Spalding throughout the day.</p>
4. Socially Inclusive Communities	<p style="text-align: right;">✓/x</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Some of the area's services, facilities and public transport links are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, there are also a number that are further away which could have an adverse impact on social inclusion.</p>

	<p>As discussed in Objective 13 the nearest employment opportunities at Endeavour Park (630m) 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.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	✓
	<p>The development would be likely to accommodate 11 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 2 primary pupils and 2 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Boston West Primary Academy is around 860m from the site • Boston Grammar School (with 6th Form) is approx. 2.7km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 3.1km away.</p> <p>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.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	<p>The site is within approx. 50m of a protected site (South Forty Foot Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓
	The site is within the development limits of Boston and has a good relationship with the town's built-up area. It has residential

	<p>development to the north, east and west and is bounded by the railway line to the south. Consequently, development of the site is not likely to have an adverse impact on the character and appearance of the area.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p>9. Air, Soil and Water Resources</p>	<p style="text-align: center;">✓/x</p> <p>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 vegetation 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.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Boston's Water Recycling Centre and in the water supply network to serve the proposed growth. 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. Sewers and water mains cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The site is not agricultural land, but it is not previously-developed either.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 0.37ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>

11. Flood Risk	<p style="text-align: right;">✓/x</p> <p>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 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.</p> <p>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 contribute to the protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: right;">✓/x</p> <p>As identified in Objective 3 and Objective 4, travel to work use by car and car ownership is higher than for the rest of the county. It is likely that the anticipated increase in 24 people would generate some new car journeys and hence carbon emissions.</p> <p>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</p>

	<p>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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 24 people within the ideal 7km drive and 1km walk of local employment with Endeavour Park approx. 630m from the site. There are also other potential employment opportunities within the ideal 7km drive elsewhere in Boston.</p> <p>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).</p> <p>The increased population (24 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

WYB013: Land to the south of Swineshead Road, Boston	
Sustainability Objective	<p>Indicative development scenario: Total site area: 2.84ha Potential open space: 0.28ha Development area: 2.56ha Potential no of dwellings: 85</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall, the site has the potential to contribute towards the 6,111 dwellings proposed for Boston over the plan period.</p> <p>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.</p> <p>Housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">x</p> <p>The recreational route running along the South Forty Foot Drain is around 770m from the site. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre, leisure centre/accessible playing pitches and community centre/village hall are all outside the ideal walking distances.</p>

	<p>It is anticipated that the increase in population - approximately 187 people (2.2 occupants in each of the 85 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.</p> <p>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.</p> <p>Overall, Wyberton ward currently has enough open space to meet its resident’s needs, although 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 0.28ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Wyberton ward) showed that 85.3% of households owned at least one car and 49.5% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is within the ideal 7km driving and 1km walking distance of a supermarket/local shop being approx. 520m from the Tesco store in Boston. The car/van is likely to be the preferred mode of transport for the ‘weekly’ shop, although it will create a development where sustainable modes of transport can be used to meet residents everyday shopping needs.</p> <p>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.</p> <p>The site is in 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.</p> <p>The nearest bus stop is approx. 300m from the site on Swineshead Road, within the ideal 400m walking distance. Buses run between Spalding and Boston (Monday – Saturday) multiple times a day.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Wyberton ward is not generally a deprived area, for example: Compared with the Lincolnshire average, the percentage of residents without access to a car is below the county average (14.7% compared to 18%) and its crime rate per 1000 is</p>

	<p>also just below average at 47.2 compared to 49.7. However, its long term unemployment rate was above average (35.7% compared to 25.6%).</p> <p>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.</p> <p>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.</p> <p>Some of the area's facilities and services are outside the ideal walking distances which could have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Endeavour Park (1.1km) are within the preferred 7km driving distance. However, there are also other employment opportunities within the 7km drive in Boston. This would have a positive impact, providing good access for residents to local employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 85 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 17 primary pupils and 16 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Boston West Primary Academy is around 1.7km from the site • Boston Grammar School is approx. 3.7km away <p>The site is also just within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 4km away.</p> <p>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.</p>

	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	<p style="text-align: center;">✓/x</p> <p>The site itself appears to be relatively free of environmental constraints. However, it is in close proximity to the Westgate Wood and Meadow LWS (approx. 330m) meaning that development may have an effect on habitats and BAP species and consequently biodiversity. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>The site and surrounding area is not known to have any significant historic or culturally-significant features.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. The site is adjacent to the development limits of Boston and is located behind frontage development along Swineshead Road and Wortley's Lane, restricting public views of the site thereby minimising its visual impact.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 Frampton's Water Recycling Centre. However, across South East Lincolnshire Anglian Water have commented</p>

	<p>that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. Sewers and water mains cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>However this site would secure the redevelopment of 2.84ha of previously-developed land which could potentially see less best and most versatile land being developed elsewhere.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>However this site would secure the redevelopment of 2.84ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>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 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.</p> <p>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; links to sustainable transport modes; and reuse of a brownfield site. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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</p>

	<p>proposal.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Some of the area's 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. It is likely that the anticipated increase in 187 people would generate new car journeys and hence carbon emissions.</p> <p>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.</p> <p>It is likely that the electricity network in this area of Boston Borough would need to undergo reinforcement works to release new capacity to cope with new residential development in this area.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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. Given this, it is likely that new development could have a positive impact on the local economy by bringing 187 people within the ideal 7km drive of employment opportunities in Boston which will help support businesses.</p> <p>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).</p> <p>The increased population (187 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable</p>

	sustainable transport use will need to be considered in order to ensure that the impact on the local road network does not worsen and is detrimental to the economy.
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WYB033: Land to the north of Tytton Lane East, Boston	
Sustainability Objective	Indicative development scenario: Total site area: 8.33ha Potential open space: 0.83ha Development area: 7.5ha Potential no of dwellings: 256
1. Housing	✓
	<p>Overall, the site has the potential to contribute towards the 6,111 dwellings proposed for Boston over the plan period.</p> <p>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.</p> <p>Housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>The nearest open space (off Wyberton Low Road) is approx. 610m from the site. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre, leisure centre/accessible playing pitches and community centre/village hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 563 people (2.2 occupants in each of the 256 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.</p> <p>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.</p> <p>Overall, Wyberton ward currently has enough open space to meet its resident's needs, although 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 0.83ha 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.</p> <p>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 western boundary of</p>

	<p>the site is adjacent to the A16 which may have an adverse impact on the amenities that would be enjoyed by new dwellings on this part of the site. However, development of this scale would offer opportunities to mitigate such impacts effectively. Structural landscaping such as trees of mixed provenance may be necessary to help mitigate any noise and air pollution. Design and layout should be considered carefully.</p>
3. Transport	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Wyberton ward) showed that 85.3% of households owned at least one car and 49.5% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is within the ideal distance of a supermarket (7km) being approx. 2.9km from the Aldi store in Boston – the car/van is likely to be the preferred mode of transport for this purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the site is outside the ideal 1km walk of the nearest local shop (Spar store on Parthian Avenue, Wyberton).</p> <p>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.</p> <p>The site is in very 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.</p> <p>There are no bus stops within the ideal 400m walking distance which may deter residents on the site from using public transport.</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Wyberton ward is not generally a deprived area, for example: Compared with the Lincolnshire average, the percentage of residents without access to a car is below the county average (14.7% compared to 18%) and its crime rate per 1000 is also just below average at 47.2 compared to 49.7. However, its long term unemployment rate was above average (35.7% compared to 25.6%).</p> <p>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.</p> <p>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.</p> <p>Many of the area's facilities and services and public transport links are outside the ideal walking distances which could have an adverse impact on social inclusion.</p>

	<p>As discussed in Objective 13, the nearest potential employment opportunities at the Riverside Industrial Estate (1.3km) are within the preferred 7km driving distance. However, there are also other employment opportunities within the 7km drive in Boston. This would have a positive impact, providing good access for residents to local employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 256 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 51 primary pupils and 49 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • St Thomas' Church of England Primary School is around 990m from the site • Boston Grammar School is approx. 2.8km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 3.1km away.</p> <p>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.</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">✓/x</p> <p>European and national environmental designations at The Wash are about 3.8km from the site. Furthermore, the site is in close proximity to the South Forty Foot Drain LWS (approx. 760m) meaning that development may have an effect on habitats and BAP species and consequently biodiversity. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>Development may also have an impact on mature trees and hedging along the site's boundaries. 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.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>

	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features.
8. Landscape and Townscape	✓
	Development of the site would have little impact on the character and appearance of the area. The site relates reasonably well to the existing built-form of the town and is visually dominated by the existing neighbouring residential development. It does not have an open countryside character.
	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 Frampton'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 site is not agricultural land, but it is not previously developed.
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.

	<p>The proposal would lead to the permanent loss of approx. 8.33ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: right;">✓/x</p> <p>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 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.</p> <p>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 contribute to the protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: right;">✓/x</p> <p>Many of the area's facilities and services and public transport links are outside the ideal walking distances from the site meaning that</p>

	<p>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 likely that the anticipated increase in 563 people would generate new car journeys and hence carbon emissions.</p> <p>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.</p> <p>It is likely that the electricity network in this area of Boston Borough would need to undergo reinforcement works to release new capacity to cope with new residential development in this area.</p> <p>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.</p>
13. Economy and Employment	✓/x
	<p>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. Given this, it is likely that new development could have a positive impact on the local economy by bringing 563 people within the ideal 7km drive of employment opportunities in Boston which will help support businesses.</p> <p>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).</p> <p>The increased population (563 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 the impact on the local road network does not worsen and is detrimental to the economy.</p>

WYB041: 291-293 London Road, Boston	
Sustainability Objective	<p>Indicative development scenario: Total site area: 1.38ha Potential open space: 0.14ha Development area: 1.24ha Potential no of dwellings: 41</p>
1. Housing	✓
	<p>Overall, the site has the potential to contribute towards the 6,111 dwellings proposed for Boston over the plan period.</p> <p>The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and</p>

	<p>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.</p> <p>Housing sites within defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">✓</p> <p>The nearest open space (off Parthian Avenue) is opposite and Wyberton Parish Hall is adjacent to the site, well within the ideal 1km (600m for a community centre/village hall) walking distance of housing development. The closest playing field (Wyberton Playing Fields) is approx. 740m away. However, the nearest medical centre is well outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 90 people (2.2 occupants in each of the 41 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.</p> <p>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.</p> <p>Overall, Wyberton ward currently has enough open space to meet its resident's needs. However, the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing their overall quality.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">✓</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Wyberton ward) showed that 85.3% of households owned at least one car and 49.5% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is within the ideal distance of a supermarket (7km) being approx. 3km from the Tesco store in Boston – the car/van is likely to be the preferred mode of transport for this purpose. The site is also within the ideal 1km walk of the nearest local shop with the Spar store on Parthian Avenue approx. 370m away. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>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.</p> <p>The site is near (approx. 300m) to the proposed route of the Boston Distributor Road and therefore it has the potential to contribute</p>

	<p>towards the delivery of this road.</p> <p>There is currently a bus stop adjacent to the site and those on Parthian Avenue are also in close proximity, within the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: right;">✓/x</p> <p>ONS statistics indicate that Wyberton ward is not generally a deprived area. The percentage of residents without access to a car is below the Lincolnshire average (14.7% compared to 18%) as is its crime rate per 1000 (47.2 compared to 49.7). However, its long term unemployment rate was above average (35.7% compared to 25.6%).</p> <p>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.</p> <p>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.</p> <p>The majority of the area's facilities, services and public transport links are within the ideal walking distances which should have a positive impact on achieving social inclusion.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at the Redstone Industrial Estate (2.5km) are within the preferred 7km driving distance. However, there are also other employment opportunities within the 7km drive in Boston. This would have a positive impact, providing good access for residents to local employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: right;">✓</p> <p>The development would be likely to accommodate 41 dwellings. On average, every 5 homes of new housing generates 1 primary aged pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 8 primary pupils and 8 secondary pupils which are most likely to go to:</p> <ul style="list-style-type: none"> • Wyberton Primary School is around 740m from the site • Boston Grammar School is approx. 3.7km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 4km away.</p>

	<p>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.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>European and national environmental designations at The Wash are about 3.9km from the site. Furthermore, the site is in close proximity to the Westgate Wood and Meadow LWS (approx. 700m) meaning that development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>Large mature trees border the rear part of the site on all sides. 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.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>The site and surrounding area is not known to have any significant historic or culturally-significant features.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. It is located within the existing built-up area (including the defined settlement boundary) and is well screened by large mature trees to the rear.</p> <p>Given the current use of the site (a bus depot), its redevelopment would provide an opportunity to improve the townscape quality in this location, although it would ultimately depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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.</p> <p>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.</p> <p>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</p>

	<p>new housing has an appropriate water supply.</p> <p>However this site would secure the redevelopment of 1.38ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>However this site would secure the redevelopment of 1.38ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as ‘danger for most’ in terms of flood hazard, with a flood depth of ‘0.5-1.0m’. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 a number of wider sustainability benefits to the community through its ability to help meet the housing need identified for Boston for the plan period, its close proximity to key services and facilities, shopping facilities, employment opportunities and schools and the reuse of brownfield land.. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk. However, the use of a planning obligation may be necessary to help improve access to healthcare, sports facilities or open space.</p> <p>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</p>

	<p>proposal.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Most of the area's facilities, services and public transport links are within the ideal walking distances from the site which should help promote the use of more sustainable modes of transport. 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 likely that the anticipated increase in 90 people would generate a considerable number of new car journeys and hence carbon emissions.</p> <p>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.</p> <p>It is likely that the electricity network in this area of Boston Borough would need to undergo reinforcement works to release new capacity to cope with new residential development in this area.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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. Given this, it is likely that new development could have a positive impact on the local economy by bringing 90 people within the ideal 7km drive of employment opportunities in Boston which will help support businesses.</p> <p>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).</p> <p>The increased population (90 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable</p>

	sustainable transport use will need to be considered in order to ensure that the impact on the local road network does not worsen and is detrimental to the economy.
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Sub-Regional Centres: Spalding

MON005: Land to the south of Horseshoe Road, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 39.21ha Potential open space: 5.49ha Development area: 33.72ha Potential no of dwellings: 1176
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period.</p> <p>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.</p> <p>Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>The nearest open space (off Kimblewick Lane) is approx. 860m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest 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.</p> <p>It is anticipated that the increase in population - approximately 2,587 people (2.2 occupants in each of the 1176 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.</p> <p>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.</p> <p>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 5.49ha 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.</p>

	<p>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 site is in close proximity to the proposed route of the Spalding Western Relief Road which may have an adverse impact on the amenities that would be enjoyed by new dwellings on the site in the future. However, development of this scale offers opportunities to mitigate such impacts effectively.</p>
3. Transport	<p style="text-align: center;">✓/x</p> <p>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%.</p> <p>The site is well within the ideal short driving (7km) distance to a big supermarket being around 2.5km from the Aldi store in Spalding (St Thomas’s Road). However, the site is outside the ideal 1km walking distance from a local shop being 2.1km from the 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. However, bicycles would have to share the existing highway network with motorists which may discourage cycle use.</p> <p>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.</p> <p>The site is in close proximity (200m from the edge of the site) to the proposed route of the Spalding Western Relief Road and therefore it has the potential to contribute towards the delivery of this road.</p> <p>An intertown bus service runs in Spalding with buses departing every 90 minutes, 6/7 times a day (Monday-Saturday). However, the nearest bus stop is outside the ideal 400m walking distance.</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>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.</p> <p>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.</p> <p>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.</p>

	<p>Some 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.</p> <p>As discussed in Objective 13 the nearest employment site (Cradge Bank Industrial Estate) – at 2km away - is within the ideal 7km drive of the site. However, it is well outside the ideal 1km walking distance. This could have a negative impact, potentially excluding access for some residents to local employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 1176 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 235 primary pupils and 223 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • St John the Baptist Church of England Primary School is around 1.6km from the site • Spalding Grammar School (with 6th Form) is approx. 2.9km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.9km away at the Red Lion Quarter.</p> <p>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).</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">✓/x</p> <p>Part of the site falls within a SSSI Impact Risk Zone. 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.</p> <p>Hill's Drain runs along the south-eastern boundary of the site. Disturbance due to development can result in the movement of species, therefore undermining their sustainability. Mitigation may be required to offset any potential harm identified but this will depend upon implementation.</p>

	<p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>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.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Although there are open countryside views to the west, the site is adjacent to the development limits of Spalding and its existing built-up area. The site's development would act as a natural extension to the built up area of the town, particularly alongside Stm012 (urban extension with planning permission for 2,250 dwellings). The impact upon the character of the landscape would be acceptable.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Water mains and sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>South Holland District Council's contaminated land register indicates that the site is crossed by a former railway line meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance and</p>

	<p>protect soil resources.</p> <p>The proposal would lead to the permanent loss of approx. 39.21ha of grade 1 and 2 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 39.21ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 acceptable impact upon the landscape and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first</p>

	<p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Some 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 2,587 people would generate new car journeys and hence carbon emissions.</p> <p>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.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 2,578 people within the ideal 7km drive of local employment.</p> <p>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).</p> <p>The increased population (2,587 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.</p>

MON008: Land to the north of Bourne Road, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 54.21ha Potential open space: 7.59ha Development area: 46.62ha Potential no of dwellings: 1626
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period.</p> <p>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.</p> <p>Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest open space and playing field is Monk's House Playing Field around 540m from the site, whilst the closest health centre is Pennygate Health Centre situated around 980m away. Furthermore, if an access were incorporated at the north-western corner of the site this would bring Vernatts Drain within 590m of residents. However, the nearest community centre (St Norbert's Community Hall) is outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 3577 people (2.2 occupants in each of the 1626 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.</p> <p>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.</p> <p>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 7.59ha 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.</p>

	<p>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 site is in close proximity to the proposed route of the Spalding Western Relief Road which may have an adverse impact on the amenities that would be enjoyed by new dwellings on the site in the future. However, development of this scale offers opportunities to mitigate such impacts effectively.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓/x</p> <p>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%.</p> <p>The site is well within the ideal short driving (7km) distance to a big supermarket being around 2.2km from the Aldi store in Spalding (St Thomas’s Road). However, the site is outside the ideal 1km walking distance from a local shop being 1.2km from the 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. However, bicycles would have to share the A151 with motorists which may discourage cycle use.</p> <p>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.</p> <p>The site is in close proximity (approx. 110m from the edge of the site) to the proposed route of the Spalding Western Relief Road and therefore it has the potential to contribute towards the delivery of this road.</p> <p>An intertown bus service runs in Spalding with buses departing every 90 minutes, 6/7 times a day (Monday-Saturday). However, the nearest bus stop is outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>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.</p> <p>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.</p> <p>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.</p>

	<p>As discussed in Objective 13 the nearest employment opportunities in Spalding Town Centre (2.2km) 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, potentially excluding access for some residents to local employment, especially given that the nearest bus stop for buses into Spalding Town Centre is not particularly accessible by foot.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 1626 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 325 primary pupils and 309 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Monkshouse Primary School is around 710m from the site • Spalding Grammar School (with 6th Form) is approx. 2.6km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.6km away at the Red Lion Quarter.</p> <p>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).</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on mature trees along the northern and western boundaries and hedging along the southern boundary - To determine the value of these trees for wildlife, they should be subject to a quality assessment. However, due to the size of the site it is likely that any such impacts could be minimized by careful layout. Furthermore, the site is also within approx. 50m of a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>

7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>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.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Although there are primarily open countryside views to the north-west, the site is adjacent to the development limits of Spalding and its existing built-up area. Development of the site is not likely to have an adverse impact on the character and appearance of the landscape. The site's development (potentially alongside Mon020) could act as a natural extension to the built up area of the town.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Water mains and sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 54.21ha of grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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</p>

	<p>relating to the type and provenance of building materials, and building regulations governing developers.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 54.21ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓</p> <p>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 is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 not likely having an adverse impact on the character of the area and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>

12. Climate Change	<p style="text-align: right;">✓/x</p> <p>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 3,577 people would generate a considerable number of new car journeys and hence carbon emissions.</p> <p>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.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: right;">✓/x</p> <p>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 3,577 people within the ideal 7km drive of local employment.</p> <p>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).</p> <p>The increased population (3,577 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.</p>

PIN025: Land to the east of Spalding Road, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 0.37ha Potential no of dwellings: 11
1. Housing	<p style="text-align: right;">✓</p> <p>Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period.</p> <p>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.</p>

	Housing sites within development limits would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Well-being	<p style="text-align: center;">x</p> <p>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 Johnson Community Hospital is approx. 450m away. However, the nearest open space (off Burma Avenue), Pinchbeck playing field (off Guildhall Drive) and Pinchbeck Village Hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population – approximately 24 people (2.2 occupants in each of the 11 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.</p> <p>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.</p> <p>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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Pinchbeck to accommodate future residents.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">✓/x</p> <p>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%.</p> <p>The site is well within the ideal short driving (7km) distance to a big supermarket being around 1.4km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, it is outside the ideal 1km walking distance. 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.</p> <p>The potential traffic generated by this site on its own is not significant, but any traffic impact may be exacerbated by the potential cumulative impact of an increased local population generated from this site in combination with other sites in the town. Any impact</p>

	<p>should be carefully managed to not restrict access to jobs and services, and promote safe, easy use for all.</p> <p>The site is in very close proximity (100m from the edge of the site) to the proposed route of the Spalding Western Relief Road and therefore it has the potential to contribute towards the delivery of this road.</p> <p>The nearest bus stops around 380m from the site on Spalding Road, within the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Some of the area's services and facilities are outside the ideal walking distances which may have an adverse impact on social inclusion. However, as discussed in Objective 13, the nearest employment opportunities at Enterprise Park (250m) are well within the ideal 7km drive and 1km walk of the site. This would have a positive impact, providing good access for residents to local employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 11 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 2 primary pupils and 2 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Pinchbeck East Church of England Primary School is around 1.6km from the site • Spalding Grammar School is approx. 2.7km away <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.2km away at the Red Lion Quarter.</p>

	<p>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).</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 440m from Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. There is also a hedge along the eastern boundary which may have value for wildlife (a quality assessment can determine this). Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is within defined settlement limits and is largely located behind frontage development, reducing its visibility. Consequently, development of the site is not likely to have an adverse impact on the character and appearance of the landscape. Furthermore, planning permission has recently been granted for 169 dwellings on land to the east of the site. If this permission is implemented, the development of Pin025 would round off this area.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓/x</p> <p>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 vegetation 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.</p> <p>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.</p>

	<p>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.</p> <p>The site is previously-developed and so its developed would not result in the loss of best and most versatile agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>However this site does secure the redevelopment of 0.37ha of predominantly previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>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 'low hazard' and 'danger for some' in terms of flood hazard. Flood depth across the majority of the site is below 0.5m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p>

	<p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>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 likely that the anticipated increase in 24 people would generate new car journeys and hence carbon emissions.</p> <p>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.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 24 people within the ideal 7km drive and 1km walk of local employment.</p> <p>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).</p> <p>The increased population (24 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

PIN050: Spalding Lifestyle, Spalding Road, Spalding	
Sustainability Objective	Indicative development scenario: Total site area: 1.68ha Potential open space: 0.24ha Development area: 1.44ha Potential no of dwellings: 50
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period.</p> <p>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.</p> <p>Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>The nearest open space (near Mill Green level crossing) and the Johnson Community Hospital are approx. 750m and 70m away respectively. However, some 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 leisure centre (Castle Sports Complex) and Pinchbeck Village Hall are both outside the ideal walking distances.</p> <p>It is anticipated that the increase in population – approximately 110 people (2.2 occupants in each of the 50 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.</p> <p>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.</p> <p>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 0.24ha 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 planning process it would have a positive impact on this objective.</p> <p>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 site is adjacent to the Johnson Community Hospital as well as the Enterprise Park Industrial Estate. This may have an impact on the amenities that would be enjoyed by the residents of new dwellings. Industrial impact on residential development can be addressed by dwelling choice, layout and the use of open space. Additionally, structural landscaping such as trees of mixed provenance may be used to help mitigate any noise and air pollution.</p>

3. Transport	<p style="text-align: right;">✓/x</p> <p>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%.</p> <p>The site is well within the ideal short driving (7km) distance to a big supermarket being around 1.5km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, it is outside the ideal 1km walking distance. 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.</p> <p>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.</p> <p>The site is in close proximity (150m from the edge of the site) to the proposed route of the Spalding Western Relief Road and therefore it has the potential to contribute towards the delivery of this road. The nearest bus stops around 250m from the site at the Johnson Community Hospital, within the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p>
4. Socially Inclusive Communities	<p style="text-align: right;">✓/x</p> <p>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.</p> <p>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.</p> <p>Some of the area’s services and facilities are outside the ideal walking distances which may have an adverse impact on social inclusion. However, as discussed in Objective 13, the nearest employment opportunities at Enterprise Park (330m) are well within the ideal 7km drive and 1km walk of the site. This would have a positive impact, providing good access for residents to local employment.</p> <p>Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and</p>

	<p>inclusive communities where the opportunity for crime and anti social behaviour is minimised.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 50 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 10 primary pupils and 10 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Pinchbeck East Church of England Primary School is around 1.5km from the site • Spalding Grammar School is approx. 2.4km away <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 1.9km away at the Red Lion Quarter.</p> <p>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).</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 180m from Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. There are also trees within the site and a large coniferous hedge along part of the southern boundary which may have value for wildlife (a quality assessment can determine this). Development may have an adverse impact on them. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to</p>

	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	<p style="text-align: center;">✓</p> <p>The site is adjacent to defined settlement limits and is bordered by development on all sides. Consequently, development of the site is not likely to have an adverse impact on the character and appearance of the landscape. The impacts on the visual amenity of neighbours would be acceptable.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>However this site does secure the redevelopment of 1.68ha of predominantly previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>However this site does secure the redevelopment of 1.68ha of predominantly previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	✓

	<p>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 of mostly 'low hazard' and 'no hazard' in terms of flood hazard. Flood depths vary across the site from no depth to 1.0-2.0m, although the majority is below 0.5m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 acceptable impact on visual amenity, redevelopment of previously developed land and employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Some of the areas 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. It is therefore likely that the anticipated increase in 110 people would generate new car journeys and hence carbon emissions.</p> <p>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</p>

	<p>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.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 110 people within the ideal 7km drive and 1km walk of local employment.</p> <p>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).</p> <p>The increased population (110 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.</p>

STM004: Land to the east of Spalding Common, Spalding	
Sustainability Objective	<p>Indicative development scenario: Total site area: 4.66ha Potential open space: 0.65ha Development area: 4.01ha Potential no of dwellings: 140</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period.</p> <p>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.</p> <p>However, housing sites detached from development limits would, in general, be contrary to the principles of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">✓/x</p> <p>Some of the facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Access to the recreational route along</p>

	<p>the River Welland Green Corridor and Spalding Common Community Hall are approx. 240m and 490m from the site respectively. However, the nearest playing field (Monk's House Playing Field) and health centre (Pennygate Health Centre) are both outside the ideal walking distances. Development of the Holland Park Urban Extension (2,250 dwellings) to the west may improve the current situation by providing new accessible services and facilities.</p> <p>It is anticipated that the increase in population - approximately 308 people (2.2 occupants in each of the 140 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.</p> <p>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.</p> <p>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 0.65ha 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.</p> <p>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 site is in close proximity to the proposed route of the Spalding Western Relief Road which may have an adverse impact on the amenities that would be enjoyed by new dwellings on the site in the future. However, development of this scale offers opportunities to mitigate such impacts effectively. Also, owing to the height of the current planting on the eastern and southern boundaries, the likely rear gardens will be shaded from sunlight throughout the year. This may lead to health implications.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>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%).</p> <p>The site is well within the ideal short driving (7km) distance to a big supermarket being around 3.1km from the Aldi store in Spalding (St Thomas's Road). However, the site is outside the ideal 1km walking distance from a local shop and/or supermarket. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, bicycles would have to share the existing highway network with motorists which may discourage cycle use.</p> <p>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.</p>

	<p>The site is in close proximity (approx. 360m from the edge of the site) to the proposed route of the Spalding Western Relief Road and therefore it has the potential to contribute towards the delivery of this road.</p> <p>Bus services currently operate hourly into Spalding Town Centre and to Peterborough (via Cowbit and Crowland) and 5 times a day to Market Deeping; the nearest bus stops 570m from the site adjacent to Spalding Common Community Hall, outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Some 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.</p> <p>As discussed in Objective 13 the nearest employment site is Cradge Bank Industrial Estate (1.2km away) and is well within the ideal 7km drive of the site. However, it is outside the ideal 1km walking distance. This could have a negative impact, potentially excluding access for some residents to local employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 140 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 28 primary pupils and 27 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • St John the Baptist Church of England Primary School is around 2.8km from the site

	<ul style="list-style-type: none"> • Spalding Grammar School (with 6th Form) is approx. 2.9km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.4km away at the Red Lion Quarter.</p> <p>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).</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site falls within a SSSI Impact Risk Zone. 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.</p> <p>Development of the site may have an adverse impact on mature trees along the eastern and southern boundaries. 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. Furthermore, the site is in close proximity to a protected site – River Welland LWS (140m approx.) - and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Although the site is detached from the development limits of Spalding, the site is part of a row of frontage dwellings with depth development further to the north and south. Furthermore, in light of the planning permission for 2,250 dwellings to the west of the B1175 the site's development would become more appropriate.</p>

	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	<p style="text-align: center;">✓/x</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>This site is not agricultural land, but it is not previously- developed either.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 4.66ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓/x</p> <p>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 mostly in Flood Zone 2 and 3a, and is identified within the SFRA as danger for most in terms of flood hazard, with flood depths for the majority of the site between 0.5m – 1.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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</p>

	<p>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. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	✓/x
	<p>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. Nonetheless, the anticipated increase in population (308 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

13. Economy and Employment	✓/x
	<p>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 308 people within the ideal 7km drive of local employment.</p> <p>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).</p> <p>The increased population (308 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.</p>

STM010: Land to the west of Spalding Common, Spalding	
Sustainability Objective	<p>Indicative development scenario: Total site area: 2.09ha Potential open space: 0.29ha Development area: 1.8ha Potential no of dwellings: 63</p>
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period.</p> <p>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.</p> <p>Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>Some of the facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Open space (off Goodfellows Road) and Spalding Common Community Hall are approx. 560m and 460m from the site respectively. However, the nearest playing field (Monk's House Playing Field) and health centre (Pennygate Health Centre) are both outside the ideal walking distance. Development of the Holland Park Urban Extension (2,250 dwellings) to the west may improve the current situation by providing new accessible services and facilities.</p> <p>It is anticipated that the increase in population - approximately 139 people (2.2 occupants in each of the 63 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.</p>

	<p>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.</p> <p>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 0.29ha 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 planning process it would have a positive impact on this objective.</p> <p>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 site is in close proximity to the proposed route of the Spalding Western Relief Road which may have an adverse impact on the amenities that would be enjoyed by new dwellings on the site in the future. Consequently, structural landscaping such as trees of mixed provenance may be necessary along this boundary to help mitigate any noise and air pollution.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>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%).</p> <p>The site is well within the ideal short driving (7km) distance to a big supermarket being around 3.3km from the Aldi store in Spalding (St Thomas's Road). However, the site is outside the ideal 1km walking distance from a local shop and/or supermarket. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, bicycles would have to share the existing highway network with motorists which may discourage cycle use.</p> <p>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.</p> <p>The site is in close proximity (approx. 220m from the edge of the site) to the proposed route of the Spalding Western Relief Road and therefore it has the potential to contribute towards the delivery of this road.</p> <p>Bus services currently operate hourly into Spalding Town Centre and to Peterborough (via Cowbit and Crowland) and 5 times a day to Market Deeping; the nearest bus stops 520m from the site adjacent to Spalding Common Community Hall, outside the ideal walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>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</p>

	<p>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.</p> <p>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.</p> <p>Some 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.</p> <p>As discussed in Objective 13 the nearest employment site is Cradge Bank Industrial Estate (1.6km away) and is well within the ideal 7km drive of the site. However, it is outside the ideal 1km walking distance. This could have a negative impact, potentially excluding access for some residents to local employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 63 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 13 primary pupils and 12 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • St John the Baptist Church of England Primary School is around 2.9km from the site • Spalding Grammar School (with 6th Form) is approx. 3.2km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.6km away at the Red Lion Quarter.</p> <p>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).</p> <p>Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of</p>

	the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on some trees along the site's boundaries. 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.</p> <p>Fantail Mill Drain runs along the south-western facing boundary and the site is in close proximity to a protected site – South Drove Drain LWS (670m approx.) - and so development may have an effect on habitats and BAP species and consequently biodiversity. It may be necessary to create a buffer between residential development and Fantail Mill Drain in order to minimize the likelihood of any adverse effects.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Spalding and is also next to the planning permission for 2,250 dwellings to the west of the B1175. This will change the character of the area and so development of this site would become more appropriate.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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.</p>

	<p>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.</p> <p>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.</p> <p>The proposal would lead to the permanent loss of approx. 2.09ha of Grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 2.09ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>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 mostly in Flood Zone 3a, with some in Zones 1 and 2. The majority of the site is identified within the SFRA as 'danger for most' in terms of flood hazard, with some being 'danger for some' or low/no hazard. Flood depths vary across the site from 'no depth' to 1.0-2.0m, but the majority is 0.5-1m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Spalding for the plan period. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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</p>

	<p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>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. Nonetheless, the anticipated increase in population (139 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 139 people within the ideal 7km drive of local employment.</p> <p>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).</p>

	The increased population (139 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.
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STM028: The Elders, 98 Spalding Common, Spalding

Sustainability Objective	Indicative development scenario: Total site area: 3.6ha Potential open space: 0.50ha Development area: 3.1ha Potential no of dwellings: 108
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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
	Some of the facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Open space (off Goodfellows Road) and Spalding Common Community Hall are approx. 400m and 300m from the site respectively. The incorporation of a new access along the north-western facing boundary could have a positive effect on residents in terms of access to open space by bringing Goodfellows Road open space within around 90m of the site. However, the nearest playing field (Monk’s House Playing Field) and health centre (Pennygate Health Centre) are both outside the ideal walking distance. Development of the Holland Park Urban Extension (2,250 dwellings) to the west may improve the current situation by providing new accessible services and facilities. It is anticipated that the increase in population - approximately 238 people (2.2 occupants in each of the 108 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. 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 0.5ha 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 site is adjacent to a railway line and is in close proximity to the proposed route of the Spalding Western Relief Road which may have an adverse impact on the amenities that would be enjoyed by new dwellings on the site both now and in the future. However, development

	of this scale offers opportunities to mitigate such impacts effectively.
3. Transport	<p style="text-align: center;">✓/x</p> <p>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%).</p> <p>The site is well within the ideal short driving (7km) distance to a big supermarket being around 3.2km from the Aldi store in Spalding (St Thomas's Road). However, the site is outside the ideal 1km walking distance from a local shop and/or supermarket. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, bicycles would have to share the existing highway network with motorists which may discourage cycle use.</p> <p>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.</p> <p>The site is in close proximity (approx. 220m from the edge of the site) to the proposed route of the Spalding Western Relief Road and therefore it has the potential to contribute towards the delivery of this road.</p> <p>Bus services currently operate hourly into Spalding Town Centre and to Peterborough (via Cowbit and Crowland) and 5 times a day to Market Deeping; the nearest bus stops 380m from the site adjacent to Spalding Common Community Hall, within the ideal 400m walking distance.</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>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.</p> <p>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.</p> <p>Some of the area's services and facilities are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest employment site is Cradge Bank Industrial Estate (1.4km away) and is well within the ideal 7km drive of the site. However, it is outside the ideal 1km walking distance. This could have a negative impact, potentially excluding access</p>

	<p>for some residents to local employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 108 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 22 primary pupils and 21 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • St John the Baptist Church of England Primary School is around 2.8km from the site • Spalding Grammar School (with 6th Form) is approx. 3km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.5km away at the Red Lion Quarter.</p> <p>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).</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>Fantail Mill Drain runs along the south-western facing boundary and the site is in close proximity to a protected site – River Welland LWS (350m approx.) - and so development may have an effect on habitats and BAP species and consequently biodiversity. It may be necessary to create a buffer between residential development and the Drain in order to minimise the likelihood of any adverse effects. Development of the site may also have an adverse impact on some trees and shrubs along the eastern boundary. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p>

	<p>Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
<p>8. Landscape and Townscape</p>	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Spalding and is also near the planning permission for 2,250 dwellings to the west of the B1175. This will change the character of the area and so development of this site would become more appropriate.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p>9. Air, Soil and Water Resources</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The proposal would lead to the permanent loss of approx. 3.6ha of Grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 3.6ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>

11. Flood Risk	<p style="text-align: right;">✓/x</p> <p>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 the majority of it is identified within the SFRA as 'danger for most' in terms of flood hazard, with some being 'danger for some' or 'no/low hazard'. Flood depths vary across the site from 'no depth' to 1.0-2.0m, but the majority is 0.5-1m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: right;">✓/x</p> <p>Some of the areas facilities and services 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. Nonetheless, the anticipated increase in population (238 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.</p>

	<p>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.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	✓/x
	<p>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 238 people within the ideal 7km drive of local employment.</p> <p>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).</p> <p>The increased population (238 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.</p>

Main Service Centres – Crowland

CRO011: Land to the north of Barbers Drove North, Crowland	
Sustainability Objective	<p>Indicative development scenario: Total site area: 1.54ha Potential open space: 0.22ha Development area: 1.32ha Potential no of dwellings: 31</p>
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 524 dwellings proposed for Crowland over the plan period.</p> <p>However 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 can help deliver the housing need identified for Crowland and South East Lincolnshire it will have a positive impact on this objective.</p>

	Housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Well-being	<p style="text-align: center;">✓/x</p> <p>The majority of facilities that would help to maintain health and promote healthy lifestyles are within the ideal 1km walking distance of the site. The nearest open space off Stricklands drive is approx 810m away, whilst Abbeyview Health Centre and Snowden Playing Fields are around 650m and 800m away respectively. However, the closest community centre/village hall (the Royal British Legion Centre) is over the ideal 600m walking distance for this type of facility.</p> <p>It is anticipated that the increase in population - approximately 68 people (2.2 occupants in each of the 31 dwellings) - associated with this site would put 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.</p> <p>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.</p> <p>Overall, Crowland 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 0.22ha 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 planning process it would have a positive impact on this objective. However greater positive impacts for open space could be delivered if the site were to be developed in conjunction with Cro020 and Cro044; a larger space could be provided to provide for a range of open space needs to better meet future residents recreational needs.</p> <p>Increased traffic generated by the development, individually and cumulatively with other development is likely to increase local air and noise pollution which could have a negative impact on physical and mental health.</p> <p>The site adjoins James Road; the impacts from proximity to road traffic could generate adverse impacts for residents physical and mental health. Structural landscaping could help mitigate any identified impacts generated through proximity to the road network.</p>
3. Transport	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Crowland and Deeping St Nicholas) shows that 39.1% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%.</p> <p>The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. But the site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. However the site is within the ideal 1km walk from a local convenience store which could have a positive effect upon promoting sustainable travel to Crowland's shops and local facilities. Designing safe routes for pedestrians and cyclists from the site to</p>

	<p>Barbers Drove North would help promote accessibility for residents.</p> <p>The potential traffic generated by this site individually and cumulatively means that schemes to address traffic impact in and around Crowland should ensure that any increase in traffic does not restrict access to jobs and services, and promote safe, easy use for all. On the other hand, increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys.</p> <p>Bus services currently operate to Spalding and Peterborough; the nearest bus stops are within 330m of the site on Peterborough Road, meaning access for residents is good, and could increase demand for the service. There are no public rights of way A public right of way is within 590m of the site meaning that there is good access to the countryside for recreation for residents.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">x</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland & Deeping St Nicholas is not within a deprived area. Even so, Policies 2 and 8 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy - additional housing that provides for a range of needs would, in general, support this approach.</p> <p>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.</p> <p>As discussed in Objective 13, Horseshoe Yard (1.0km) is within the ideal 1km walk of the site and Harvester Way (1.2km) is within the ideal 7km drive distance of the new development. Good design will better enable residents to use sustainable transport from the site to access local employment; physical access by sustainable transport to local employment opportunities could be improved through development of the site.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p> <p>Superfast broadband is provided to Crowland; an upgrade may be required to enable easy connection for all homes, which will enable residents to access a range of facilities on line.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p>

	<p>The development would be likely to accommodate 31 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 6 primary pupils and 6 secondary pupils. The nearest primary schools is:</p> <ul style="list-style-type: none"> • Crowland South View Community Primary School: within 1.4km of the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that primary school provision in the town is limited and that an extension to the existing school is required to accommodate the number of pupils development in the area is anticipated to generate. Furthermore, the closest secondary school and sixth form facilities (The Deepings) are at capacity with additional capacity being required.</p> <p>Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">✓/x</p> <p>No European, national or local environmental designations are near to the site.</p> <p>Mature trees exist on site. Development may lead to their harm; good design could ensure any impacts are minimalised by careful layout or replacements planted through development. Care should be taken to ensure that no development occurs within the Root Protection Areas of the trees as calculated using British Standard 5837:2012.</p> <p>Greenbank Drain runs along the northern boundary and other vegetation exists on site. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance could be mitigated and betterment achieved through the provision of open space and/or structural landscaping, by using a mix of species, particularly of local provenance. However more significant positive impacts could be secured through by developing in conjunction with the adjoining Cro020 and Cro044, through for example a strategic green infrastructure scheme.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11 sustainable drainage would be expected to be provided to meet the needs of the development.</p>
<p>7. Heritage</p>	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological</p>

	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	<p style="text-align: center;">✓/x</p> <p>The site lies within The Fens National Character Area; the farm, flat paddock and agricultural field is characteristic of the landscape. Effectively this site would provide infilling between existing residential development to the north and south. As the perception is that James Road to the east provides a natural end to the built area, which taken with the adjoining built form means that this site would have minimal impact upon the landscape as James Road would also restrict views of the site from the wider landscape.</p> <p>The contribution, positive or negative, that the development could make to townscape, would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓/x</p> <p>Development would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new housing development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality.</p> <p>Development could have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.</p> <p>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.</p> <p>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 Crowland'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.</p> <p>Development of this site involves an area identified as a former road haulage site meaning that there are likely to be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance soil resources.</p> <p>The site is not agricultural land, but it is not previously-developed either.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">✓/x</p> <p>The development will lead to the consumption of a high level of minerals in the form of building materials during construction. Sustainable waste management techniques should be used to reduce waste and ensure resources are used as efficiently as possible.</p>

	<p>The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.48 ha of greenfield land. However, about 0.06ha of this site is brownfield land which will help minimise the amount of greenfield land that may need to be developed elsewhere.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
11. Flood Risk	<p style="text-align: center;">✓/x</p> <p>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 a mix of Environment Agency Flood Zones 2 and 3a and is identified within the SFRA as mostly 'danger for most' in terms of flood hazard and flood depths of predominantly 0.5-1m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Crowland for the plan period, and other benefits including reducing unemployment and raising average wage levels.</p> <p>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.</p> <p>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.</p> <p>Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing</p>

	network e.g. through sewer flooding.
12. Climate Change	✓/x
	<p>As discussed above, this site is within a 10/15 minute walk of most local facilities, services and transport links. Even so, travel to work by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%). It is therefore likely that the anticipated increase of 68 people would generate a significant number of new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 new homes built will be significantly more energy efficient than the older homes in Crowland. 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. An upgrade may be required to accommodate the level of development identified, for gas and electricity.</p> <p>The inclusion of landscaping and green infrastructure within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.</p>
13. Economy and Employment	✓
	<p>Indices of Deprivation statistics (2015) indicate that the site does not lie within a deprived neighbourhood in terms of income and employment deprivation. But as Crowland is a Main Service Centre it is therefore likely that new development could have a positive impact on the local economy by bringing 68 people within the ideal 1km walk of Horseshoe Yard (1km) and the 7km drive of Harvester Way (1.1km) as well as to new employment development that may take place over the plan period. This may have a positive impact in reducing unemployment and raising average wage levels. An additional 79 residents may also help support the primacy of Crowland town centre, generating income for its shops and services. Good design will better enable residents to use sustainable transport from the site to access local employment sites and the town centre.</p> <p>Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. Such a large site may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).</p> <p>The increased population (79 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 do not worsen and are detrimental to the economy.</p>

CRO036: Land at 18 Low Road, Crowland	
Sustainability Objective	Indicative development scenario: Total site area: 1.48ha Potential open space: 0.21ha Development area: 1.27ha Potential no of dwellings: 30
1. Housing	✓

	<p>Overall the site has the potential to contribute towards the 524 dwellings proposed for Crowland over the plan period.</p> <p>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 can help deliver the housing need identified for Crowland and South East Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to defined settlement limits would, in general, be important to the delivery of the settlement hierarchy.</p>
<p>2. Health and Well-being</p>	<p style="text-align: center;">✓/x</p> <p>Stricklands Drive open space and playing fields are within the ideal 1km walk (720m) of the site. However, other facilities and services that would help to maintain health and promote healthy lifestyles are over 1km (600m for a village/community hall), the ideal distance from housing development. Abbeyview Health Centre and the Royal British Legion Centre are both outside the respective distances.</p> <p>It is anticipated that the increase in population - approximately 66 people (2.2 occupants in each of the 30 dwellings) - associated with this site could put pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports facilities in the vicinity of the site could be required to meet the needs of future residents.</p> <p>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.</p> <p>Overall, Crowland 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 0.21ha 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 planning process it would have a positive impact on this objective.</p> <p>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to an increase in local air and noise pollution which could have an adverse impact on physical and mental health.</p> <p>There are no bad neighbours nearby.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓/x</p>

	<p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Crowland and Deeping St Nicholas) shows that 39.1% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%.</p> <p>The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. But the site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. However the site is within the ideal 1km walk (750m) of a local convenience store which could have a positive effect upon promoting sustainable travel to Crowland’s shops and local facilities. Designing safe routes for pedestrians and cyclists from the site to Low Road would help promote accessibility for residents.</p> <p>The potential traffic generated by this site individually and cumulatively means that schemes to address traffic impact in and around Crowland should ensure that any increase in traffic does not restrict access to jobs and services, and promote safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. Good design will better enable sustainable transport options to be incorporated and available to residents throughout the site.</p> <p>Bus services currently operate to Spalding and Peterborough; the nearest bus stops are within 610m of the edge of the site on Broadway, meaning access to public transport is limited for residents. A public right of way is within 1km of the site which could have a positive impact on access to the countryside for recreation for residents.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland & Deeping St Nicholas is not within a deprived area. Even so, Policies 2 and 8 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy - additional housing adjacent to the settlement boundary that provides for a range of needs would, in general, support this approach.</p> <p>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.</p> <p>As discussed in Objective 13 Horseshoe Yard (460m) is within the ideal 1km walk/cycle and Harvester Way (1.2km) is within the ideal 7km drive of the site. Good design will better enable residents to use sustainable transport from the site to access local employment. Therefore the site could improve physical access to local employment opportunities.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>

	Superfast broadband is provided to Crowland; an upgrade may be required to enable easy connection for all homes, which will enable residents to access a range of facilities on line.
5. Education	x
	<p>The development would be likely to accommodate 30 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. Based on the number of dwellings the development would therefore be likely to generate 6 primary pupils and 6 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Crowland South View Community Primary School: within 1.2km of the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that primary school provision in the town is limited and that an extension to the existing school is required to accommodate the number of pupils development in the area is anticipated to generate. Furthermore, the closest secondary school and sixth form facilities (The Deepings) are at capacity with additional capacity being required.</p> <p>Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	<p>No European or national environmental designations are near to the site.</p> <p>Mature trees are scattered through the site and a tree belt along the eastern boundary. Development may lead to their harm; good design could ensure any impacts are minimalised by careful layout or replacements planted through development. Care should be taken to ensure that no development occurs within the Root Protection Areas of the trees as calculated using British Standard 5837:2012.</p> <p>A drainage channel runs along the southern boundary. This could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance could be mitigated and betterment achieved through the provision of open space and/or structural landscaping, by using a mix of species, particularly of local provenance.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11 sustainable drainage would be expected to be provided to meet the needs of the development.</p>
7. Heritage	0

	<p>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.</p> <p>Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
<p>8. Landscape and Townscape</p>	<p style="text-align: center;">✓/x</p> <p>The site lies within The Fens National Character Area; the flat, visually open, farmland within this site is a typical landscape characteristic. Built development would effectively be creating infill between existing properties to the north, south and west which would also help contain the site within the existing landscape. However the site would be visible in long views from the countryside to the south and in short views from other boundaries.</p> <p>Structural landscaping could help reduce the adverse impacts identified and could help integrate this edge of urban area site with the countryside to the south. However new development would be visible until such time as the structural landscaping became effective.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p>9. Air, Soil and Water Resources</p>	<p style="text-align: center;">x</p> <p>Development upon this site would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new housing development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality.</p> <p>Development could have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.</p> <p>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.</p> <p>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 Crowland'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. A water main crosses the site and must remain accessible for future maintenance. The design of the site should take this into consideration.</p>

	The proposal would lead to the permanent loss of approx. 0.99 ha of Grade 3 and 0.33ha of Grade 2 agricultural land.
10. Sustainable use of Land and Waste	X
	<p>The development will lead to the significant consumption of minerals in the form of building materials in the construction on this 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.</p> <p>Considering the size of the site and new residents generated, it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of greenfield land which may reduce the amount of previously-developed land that may need to be developed elsewhere.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
11. Flood Risk	✓✓
	<p>This site is within Environment Agency Flood Zones 1 and 2. This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact.</p> <p>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.</p> <p>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.</p>
12. Climate Change	✓/x
	<p>As discussed above, this site is within a 25/30 minute walk of most local facilities, services and transport links and as travel to work use by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%) it is therefore likely that the anticipated increase of 66 people would generate a significant number of new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 new homes built will be significantly more energy efficient than the older homes in Crowland. 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. An upgrade may be required to accommodate the level of development identified, for gas and electricity.</p>

	The inclusion of landscaping and green infrastructure within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.
13. Economy and Employment	✓
	<p>Indices of Deprivation statistics (2015) indicate that the site does not lie within a deprived neighbourhood in terms of income and employment deprivation. But as Crowland is a Main Service Centre it is therefore likely that new development could have a positive impact on the local economy by bringing 66 people within the ideal 1km walk of Horseshoe Yard (460m) and a 7km drive of Harvester Way (1.2km), as well as to new employment development that may take place over the plan period. This may have a positive impact in reducing unemployment and raising average wage levels. An additional 66 residents may also help support the primacy of Crowland town centre, generating income for its shops and services. Good design will better enable residents to use sustainable transport from the site to access local employment sites and the town centre.</p> <p>Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. Such a large site may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).</p> <p>The increased population (66 people) is likely to mean that additional traffic will be generated by this site. Schemes to minimise traffic impact in the area and promote sustainable transport will need to be considered in order to ensure that impact on the local road network do not worsen and are detrimental to the economy.</p>

CRO043: Former Warehouses, east of Crease Drove, Crowland	
Sustainability Objective	Indicative development scenario Total site area: 1.54ha Potential open space: 0.22ha Development area: 1.32ha Potential no of dwellings: 31
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 524 dwellings proposed for Crowland over the plan period.</p> <p>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 can help deliver the housing need identified for Crowland and South East Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites within defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>Stricklands Drive open space and playing fields are within the ideal 1km walk (800m) of the site. However, other facilities and services that would help to maintain health and promote healthy lifestyles are over 1km (600m for a village/community hall), the ideal distance from housing development. Abbeyview Health Centre and the Royal British Legion Centre are both outside the respective distances.</p> <p>It is anticipated that the increase in population - approximately 68 people (2.2 occupants in each of the 31 dwellings) - associated with</p>

	<p>this site would put 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.</p> <p>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.</p> <p>Overall, Crowland 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 0.22ha 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 planning process it would have a positive impact on this objective. However greater positive impacts for open space could be delivered if the site were to be developed in conjunction with Cro012; a larger space could be provided to provide for a range of open space needs to better meet future residents recreational needs.</p> <p>Increased traffic generated by the development, individually and cumulatively with other development is likely to increase local air and noise pollution which could have a negative impact on physical and mental health.</p> <p>The site is 132m from Harvester Way; proximity to an employment area could generate adverse impacts for residents physical and mental health. Structural landscaping could help mitigate any identified impacts generated through proximity to a bad neighbour.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Crowland and Deeping St Nicholas) shows that 39.1% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%.</p> <p>The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. But the site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. However the site is within the ideal 1km walk from a local convenience store (610m) which could have a positive effect upon promoting sustainable travel to Crowland's shops and local facilities. Designing safe routes for pedestrians and cyclists from the site to Crease Drove would help promote accessibility for residents.</p> <p>The potential traffic generated by this site individually and cumulatively means that schemes to address traffic impact in and around Crowland should ensure that any increase in traffic does not restrict access to jobs and services, and promote safe, easy use for all. Access to the site would be via Crease Drove which is expected to require a significant upgrade to be able to accommodate the traffic expected to be generated by this development. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. Good design will better enable sustainable transport options to be incorporated and available to residents throughout the site.</p> <p>Bus services currently operate to Spalding and Peterborough; the nearest bus stops are within 544m of the site on Broadway, meaning</p>

	<p>access to public transport is limited. A public right of way is within 526m of the site meaning access to the countryside for recreation is good for residents.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland & Deeping St Nicholas is not within a deprived area. Even so, Policies 2 and 8 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy - additional housing within the settlement boundary that provides for a range of needs would, in general, support this approach.</p> <p>If the proposed housing meets the needs of the people of SE Lincolnshire in terms of tenure, type and affordability, it could have a positive effect upon inclusivity by adding to the range of properties available. A balance will need to be struck between the development of market housing and affordable housing, while providing the infrastructure needed to support new housing of all types. 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.</p> <p>As discussed in Objective 13 Harvester Way (550m) and Horseshoe Yard (510m) are within the ideal 1km walk/cycle distance of the site. Therefore the site could improve physical access to local employment opportunities.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p> <p>Superfast broadband is provided to Crowland; an upgrade may be required to enable easy connection for all homes, which will enable residents to access a range of facilities on line.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 31 dwellings. On average every 5 homes generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 6 primary pupils and 4 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Crowland South View Community Primary School: within 1.5km of the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that primary school provision in the town is limited and that an extension to the existing school is required to accommodate the number of pupils development in the area is anticipated to generate. Furthermore, the closest</p>

	<p>secondary school and sixth form facilities (The Deepings) are at capacity with additional capacity being required.</p> <p>Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>No European, national or local environmental designations are near to the site.</p> <p>Trees and vegetation form part of the boundaries and a drainage channel runs along the southern boundary of the site. The eastern area of site appears to have been left as 'semi wild'. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance could be mitigated and betterment achieved through the provision of open space and/or structural landscaping, by using a mix of species, particularly of local provenance.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11 sustainable drainage would be expected to be provided to meet the needs of the development.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>The site and surrounding area does not have any significant historic or culturally-significant features.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is brownfield (former warehouse buildings) and so redevelopment is likely to have a positive impact on townscape particularly in terms of extending a streetscene and creating a development form appropriate to the adjoining residential environment. Such impact will, however, ultimately be dependent on implementation and design. Given the former use, the redevelopment is also likely to have a positive impact on residential amenity.</p> <p>There will be no impact on landscape.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>Development upon this site would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new housing development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality.</p> <p>Development could have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.</p> <p>New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction</p>

	<p>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.</p> <p>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 Crowland'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.</p> <p>However this site does secure the redevelopment of 1.54ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">✓</p> <p>The development will lead to the consumption of minerals in the form of building materials in the construction on this 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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>However this site does secure the redevelopment of 1.54ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>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 2 and 3a and is identified within the SFRA as mostly 'danger for most', followed by 'low hazard' in terms of flood hazard. Flood depths on the site are mostly between 0-0.25m and 0.25-0.5m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 site has no specific other positive factors but development could provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Crowland for the plan period; promoting strong, secure, socially inclusive and cohesive communities; protecting the quality and character of landscape and townscape; and other benefits including providing some protection to the local economy.</p>

	<p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>As discussed above, this site is within a 20-30 minute walk of most local facilities, services and transport links and travel to work by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%). It is therefore likely that the anticipated increase of 68 people would generate a significant number of new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 new homes built will be significantly more energy efficient than the older homes in Crowland. 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. An upgrade may be required to accommodate the level of development identified, for gas and electricity.</p> <p>The inclusion of landscaping and green infrastructure within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.</p>
13. Economy and Employment	<p style="text-align: center;">✓✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site does not lie within a deprived neighbourhood in terms of income and employment deprivation in the UK. But as Crowland is a Main Service Centre it is therefore likely that new development could have a positive impact on the local economy by bringing 68 people within the ideal 1km walk/cycle of Harvester Way (550m) and Horseshoe Yard (510m) as well as to new employment development that may take place over the plan period. This may have a positive impact in reducing unemployment and raising average wage levels. An additional 68 residents may also help support the primacy of Crowland town centre, generating income for its shops and services. Good design will better enable residents to use sustainable transport from the site to access local employment sites and the town centre.</p>

	<p>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).</p> <p>The increased population (68 people) will generate substantial additional traffic on the local road network. 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 do not worsen and are detrimental to the economy.</p>
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CRO044: Land to the rear of 11 Barbers Drove North, Crowland	
Sustainability Objective	<p>Indicative development scenario: Total site area: 1.47ha Potential open space: 0.21ha Development area: 1.26ha Potential no of dwellings: 29</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 524 dwellings proposed for the Crowland area over the plan period.</p> <p>The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of housing to be constructed on this site can help deliver the housing need identified for Crowland and South East Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites within defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">✓</p> <p>The majority of services and facilities that would help to maintain health and promote healthy lifestyles are within the ideal 1km walking distance (600m for a community centre/village hall) of the site. The nearest open space and playing field (Stricklands Drive) and community centre (Royal British Legion Centre) are approx 490m and 470m from the site respectively. The closest health centre (Abbeyview Health Centre) is around 900m away.</p> <p>It is anticipated that the increase in population - approximately 64 people (2.2 occupants in each of the 29 dwellings) - associated with this site would put 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.</p> <p>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.</p> <p>Overall, Crowland 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 0.21ha 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 planning process it would have a positive impact on this objective. However greater positive impacts for open space could be delivered if the site were to be developed in conjunction with Cro020 and Cro011; a larger space could be provided to provide for a</p>

	<p>range of open space needs to better meet future residents recreational needs.</p> <p>Increased traffic generated by the development, individually and cumulatively with other development is likely to increase local air and noise pollution which could have a negative impact on physical and mental health.</p> <p>There are no bad neighbours nearby.</p>
3. Transport	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Crowland and Deeping St Nicholas) shows that 39.1% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%.</p> <p>The site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. The site is within the ideal 1km walk from a local convenience store which could have a positive effect upon promoting sustainable travel to Crowland’s shops and local facilities. Designing safe routes for pedestrians and cyclists from the site to Peterborough Road would help promote accessibility for residents.</p> <p>The potential traffic generated by this site individually and cumulatively means that schemes to address traffic impact in and around Crowland should ensure that any increase in traffic does not restrict access to jobs and services, and promote safe, easy use for all. On the other hand, increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys.</p> <p>Bus services currently operate to Spalding and Peterborough through Crowland. The nearest bus stops are approx. 190m away on Peterborough Road, within the preferred 400m walking distance. This means that public transport access for residents would be good, particularly from the eastern part of the site. In addition, the site could help increase the demand for services along Peterborough Road. Access for residents elsewhere within the development could be improved by facilitating sustainable access through the site to Peterborough Road. A public right of way exists approx. 270m south west of the site meaning access for recreation for residents is good.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland & Deeping St Nicholas is not a deprived area. Policy 2 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy - additional housing that provides for a range of needs within the settlement boundary would, in general, support this approach.</p> <p>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</p>

	<p>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.</p> <p>As discussed in Objective 13, Horseshoe Yard (720m) and Harvester Way (990m) are within the ideal 1km walk/cycle of the site. Good design will better enable residents to use sustainable transport from the site to access local employment. Therefore the site could improve physical access to local employment opportunities.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p> <p>Superfast broadband is provided to Crowland; an upgrade may be required to enable easy connection for all homes, which will enable residents to access a range of facilities on line.</p>
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 29 dwellings. On average every 5 homes of new housing generates 1 primary aged pupil and every 7 new houses generates 1 secondary aged pupil. Based on the number of dwellings, the development would therefore be likely to generate 6 primary pupils and 6 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Crowland South View Community Primary School approx 1.1km from the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>Crowland currently requires additional capacity for primary, secondary and post-16 provision. Additional school places will therefore be needed to meet the needs of students living in the development; contributions may be sought to help address the negative impact generated by this development. The LEA will continue to review school place provision annually. This will inform any scheme should it come forward for development.</p> <p>Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>No European, national or local environmental designations are near to the site.</p> <p>A mature tree belt exists on the northern boundary. Development may lead to their harm; good design could ensure any impacts are minimalised by careful layout or replacements planted through development. Care should be taken to ensure that no development occurs within the Root Protection Areas of the trees as calculated using British Standard 5837:2012.</p>

	<p>Greenbank Drain runs along the northern boundary of the site. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance could be mitigated and betterment achieved through the provision of open space and/or structural landscaping, by using a mix of species, particularly of local provenance. However more significant positive impacts could be secured through by developing in conjunction with the adjoining Cro020 and Cro044, through for example a strategic green infrastructure scheme.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11 sustainable drainage would be expected to be provided to meet the needs of the development.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site lies within The Fens National Character Area; the flat arable field forming this site is a typical landscape characteristic. However the site is bordered on three sides by residential development so is effectively infill development. Additional built development would not lead to a significant change in character of the local landscape, extending the built form westerly within the existing built development line.</p> <p>The contribution, positive or negative, that the development could make to townscape, would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>Development upon this site would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new housing development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality.</p> <p>Development could have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.</p>

	<p>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 can be achieved although the sewerage network may require an upgrade to accommodate foul water. Water/sewerage infrastructure may cross the site. These should remain accessible to ensure their ongoing operation.</p> <p>The proposal would lead to the permanent loss of approx. 1.47 ha of Grade 3 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>The development will lead to the consumption of minerals in the form of building materials in the construction on this 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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.47 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>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 a mix of Flood Zone 2 and Flood Zone 3a and most of it is identified within the SFRA as 'danger for most' in terms of flood hazard, with a smaller part being 'danger for some'. Flood depths vary across the site and are mostly from 0.25-0.5m up to 0.5-1.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 site has no specific other positive factors but development could provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Crowland for the plan period; improving health and wellbeing; promoting strong, secure, socially inclusive and cohesive communities; protecting the quality and character of landscape and townscape; and other benefits including providing some protection to the local economy.</p> <p>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</p>

	<p>design, layout and form of the site.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>As discussed above, this site is within a 15/20 minute walk of most local facilities, services and transport links. Even so, travel to work by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%). It is likely that the anticipated increase of 64 people would generate a significant number of new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 new homes built will be significantly more energy efficient than the older homes in Crowland. 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. An upgrade may be required to accommodate the level of development identified, for gas and electricity.</p> <p>The inclusion of landscaping and green infrastructure within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.</p>
13. Economy and Employment	<p style="text-align: center;">✓✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site does not lie within a deprived neighbourhood in terms of income and employment deprivation. However, as Crowland is a Main Service Centre, it is likely that new development could have a positive impact on the local economy by bringing 64 people within the ideal 1km walk of Horseshoe Yard (720km) and Harvester Way (1km) as well as to new employment development that may take place over the plan period. This may have a positive impact in reducing unemployment and raising average wage levels. An additional 64 residents may also help support the primacy of Crowland town centre, generating income for its shops and services. Good design will better enable residents to use sustainable transport from the site to access local employment sites and the town centre.</p> <p>Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. Such a large site may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).</p> <p>The increased population (64 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable</p>

	sustainable transport use will need to be considered in order to ensure that impact on the local road network do not worsen and are detrimental to the economy.
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CRO046: South View Community Primary School, Broadway, Crowland	
Sustainability Objective	Indicative development scenario: Total site area: 0.68ha Potential no of dwellings: 14
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 524 dwellings proposed for Crowland over the plan period.</p> <p>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 Crowland and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Furthermore, housing sites within the defined settlement limits of Crowland would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓
	<p>Snowden Playing Field (460m), Abbeyview Health Centre (410m) and the Royal British Legion Centre (140m) are all within the ideal 1km (600m for a community hall) walk that would help to maintain health and promote healthy lifestyles.</p> <p>It is anticipated that the increase in population - approximately 31 people (2.2 occupants in each of the 14 dwellings) – associated with this site would put 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.</p> <p>Overall, Crowland 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Crowland to accommodate future residents.</p> <p>Increased traffic generated by the development is likely to increase local air and noise pollution which could have a negative impact on physical and mental health.</p> <p>There are no bad neighbours nearby.</p>
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Crowland and Deeping St

	<p>Nicholas) shows that 39.1% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%.</p> <p>The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. But the site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km walk of a local convenience store (270m) which could have a positive impact upon promoting sustainable travel to Crowland’s shops and local facilities. Ensuring safe access for pedestrians and cyclists from the site would help promote sustainable access for residents.</p> <p>The potential traffic generated by this site individually and cumulatively means that schemes to address traffic impact in and around Crowland should ensure that any increase in traffic does not restrict access to jobs and services, and promote safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. Good design will better enable sustainable transport to be available to residents throughout the site.</p> <p>Bus services currently operate to Spalding and Peterborough; the nearest bus stops are within 170m of the site on Broadway, meaning access to public transport is good for residents. A public right of way is within 190m of the site meaning access for recreation for residents is good.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland & Deeping St Nicholas is not within a deprived area. Even so, Policies 2 and 8 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy - additional housing within the Crowland settlement boundary would support this approach.</p> <p>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.</p> <p>As discussed in Objective 13, Harvester Way (790m) and Horseshoe Yard (380m) are within the ideal 1km walk/cycle of the new development. Therefore the site could improve physical access to local employment opportunities.</p> <p>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.</p>

	<p>No existing infrastructure will be lost on site as a consequence of this proposal.</p> <p>Superfast broadband is provided to Crowland; an extension may be required to enable easy connection for all homes, which will enable residents to access a range of facilities on line.</p>
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 14 dwellings. On average, every 5 homes of new housing generates 1 primary aged pupil and every 7 new houses generates 1 secondary aged pupil. Based on the potential number of dwellings, the development would be likely to generate 3 primary pupils and 3 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Crowland South View Community Primary School: approx. 680m away <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that primary school provision in the town is limited and that an extension to the existing school is required to accommodate the number of pupils development in the area is anticipated to generate. Furthermore, the closest secondary school and sixth form facilities (The Deepings) are at capacity with additional capacity being required.</p> <p>Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site itself appears to be free of biodiversity interest, however it is in close proximity to a protected site (being approx. 380m from the New River LWS) meaning that development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11 sustainable drainage would be beneficial to meet the needs of the development.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. It is located in the centre of Crowland and is mostly surrounded by residential properties meaning that its redevelopment for housing would be in keeping with the surrounding built environment.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and	<p style="text-align: center;">✓</p>

<p>Water Resources</p>	<p>Development upon this site would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of vegetation within the development. It is also likely that new housing development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality.</p> <p>Development could have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.</p> <p>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.</p> <p>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 Crowland'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. A sewer pipe crosses the site and must remain accessible for future maintenance. The design of the site should take this into consideration.</p> <p>This site does secure the redevelopment of 0.68ha of previously-developed land which could see less best and most versatile agricultural land being developed elsewhere.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">✓</p> <p>The development will lead to the consumption of minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. 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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>This site does secure the redevelopment of 0.68ha of previously-developed land which could see less greenfield land being developed elsewhere.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓✓</p> <p>This site is within Environment Agency Flood Zone 1. This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact.</p>

	<p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>As discussed above, this site is within a 15/20 minute walk of most local facilities, services and transport links. Even so, as travel to work by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%) it is likely that the anticipated increase of 31 people would generate some new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 Crowland. 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. It is expected that the development could be accommodated within the gas and electricity network.</p> <p>The inclusion of landscaping and vegetation within the development should have a positive effect upon carbon absorption particularly if a mix of species are used to better allow for climate change adaptation.</p>
13. Economy and Employment	<p style="text-align: center;">✓✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site does not lie within a deprived neighbourhood in terms of income and employment deprivation. However, as Crowland is a Main Service Centre it is therefore likely that new development could have a positive impact on the local economy by bringing 31 people within the ideal 7km drive and 1km walk/cycle of Harvester Way (790m) and Horseshoe Yard (380m) as well as to new employment development that may take place over the plan period. This may have a positive impact in reducing unemployment and raising average wage levels. An additional 31 residents may also help support the primacy of Crowland town centre, generating income for its shops and services. Good design will better enable residents to use sustainable transport from the site to access local employment sites and the town centre.</p> <p>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).</p>

CRO050: Land to the east of Normanton Road and Jubilee Way, Crowland	
Sustainability Objective	Indicative development scenario: Total site area: 3.48ha Potential open space: 0.49ha Development area: 2.99ha Potential no of dwellings: 70
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 524 dwellings proposed for Crowland over the plan period.</p> <p>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 Crowland and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Furthermore, housing sites adjacent to the defined settlement limits of Crowland would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>The nearest open space (off Burghley Close/Jubilee Way) is approx. 200m from the site. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are over 1km away (600m for a community centre/village hall), the ideal walking distance from housing development. Abbeyview Health Centre, Snowden Playing Fields and the Royal British Legion Centre are all outside the ideal distances.</p> <p>It is anticipated that the increase in population - approximately 154 people (2.2 occupants in each of the 70 dwellings) - associated with this site would put 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.</p> <p>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.</p> <p>Overall, Crowland 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 0.49ha of open space may be required, which could be provided on-site to meet future needs.</p> <p>Increased traffic generated by the development is likely to increase local air and noise pollution which could have a negative impact on physical and mental health.</p>
3. Transport	x
	<p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Crowland and Deeping St Nicholas) shows that 39.1% of households owned at least one car and 53.2% travelled to work by car/van, above the South Holland average of 45.8%.</p> <p>The site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this</p>

	<p>purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the site is also outside the ideal 1km walk of a local convenience store being approx. 1.3km from the Spar store in the town meaning that residents would be less likely to use more sustainable modes of transport to meet their everyday shopping needs.</p> <p>The potential traffic generated by this site individually and cumulatively means that schemes to address traffic impact in and around Crowland should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable transport, particularly for local journeys. Good masterplanning will better enable sustainable transport options to be incorporated and available to residents throughout the site.</p> <p>Bus services currently operate to Spalding and Peterborough from Crowland. However, the nearest bus stops are outside the ideal 400m walking distance meaning that residents would have limited access to bus services.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">x</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland & Deeping St Nicholas is not a deprived area. Even so, Policies 2 and 8 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy - additional housing that provides for a range of needs would, in general, support this approach.</p> <p>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.</p> <p>As discussed in Objective 13, Harvester Way (2.2km) and Horseshoe Yard (1.8km) are within the ideal 7km drive of the site. No employment sites are within the ideal 1km walk of the site. Good masterplanning will better enable residents to use sustainable transport through and from the site to access local employment. Therefore the site could improve physical access to local employment opportunities. The majority of services and facilities are outside the ideal walking distances.</p> <p>Good masterplanning 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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p> <p>Superfast broadband is provided to Crowland; given the size of the site an extension may be required to enable easy connection for all homes, which will enable residents to access a range of facilities on line.</p>

5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 70 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. Based on the number of dwellings, the development would therefore be likely to generate 14 primary pupils and 13 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Crowland South View Community Primary School approx 840m from the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that primary school provision in the town is limited and that an extension to the existing school is required to accommodate the number of pupils development in the area is anticipated to generate. Furthermore, the closest secondary school and sixth form facilities (The Deepings) are at capacity with additional capacity being required.</p> <p>Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>No European or national environmental designations are near to the site.</p> <p>A tree belt runs through the site and other trees are found on three of the site's boundaries. Development may lead to the loss of the trees; good design could ensure any impacts are minimalised by careful layout or replacements planted through development. Care should be taken to ensure that no development occurs within the Root Protection Areas of the trees as calculated using British Standard 5837:2012.</p> <p>Drainage channels runs along part of the eastern boundary and through the centre of the site. All could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance could be mitigated and betterment achieved through the provision of open space and/or structural landscaping, by using a mix of species, particularly of local provenance.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sustainable drainage would be expected to be provided to meet the needs of the development.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological</p>

	<p>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.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site lies within The Fens National Character Area; the flat arable fields within this site are a typical landscape characteristic. Development of this site would not extend the built area of Crowland further than its current limits at the north, meaning that its development would therefore have a limited impact on the landscape.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>Development upon this site would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new housing development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality.</p> <p>Development could have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.</p> <p>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 can be achieved although the sewerage network may require an upgrade to accommodate foul water.</p> <p>The proposal would lead to the permanent loss of approx. 3.48 ha of Grade 2 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>The development will lead to the significant consumption of minerals in the form of building materials during construction. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. 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.</p> <p>Considering the size of the site and new residents generated, it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 3.48 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>

11. Flood Risk	<p style="text-align: right;">✓/x</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as ‘danger for most’ in terms of flood hazard, with flood depths of mostly 0.5-1.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Crowland for the plan period, and other benefits including reducing unemployment and raising average wage levels.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: right;">✓/x</p> <p>This site is within a 30/35 minute walk of most local facilities, services and transport links and, as travel to work by car (53.2%) is higher than the rest of the County (42.1%) and for England (36.9%), it is likely that the anticipated increase of 154 people would generate a significant number of new car journeys and hence carbon emissions. Good masterplanning and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 new homes built will be significantly more energy efficient than the</p>

	<p>older homes in Crowland. 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. An upgrade may be required to accommodate the level of development identified, for gas and electricity.</p> <p>The inclusion of landscaping and green infrastructure within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>Indices of Deprivation statistics (2015) indicate that the site does not lie within a deprived neighbourhood in terms of employment deprivation in the UK. But as Crowland is a Main Service Centre it is therefore likely that new development could have a positive impact on the local economy by bringing 154 people within the ideal 7km drive of Harvester Way (2.2km) and at Horseshoe Yard (1.8km) as well as to new employment development that may take place over the plan period. This may have a positive impact in reducing unemployment and raising average wage levels. An additional 154 residents may also help support the primacy of Crowland town centre, generating income for its shops and services. Good design will better enable residents to use sustainable transport from the site to access local employment sites and the town centre.</p> <p>Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. Such a large site may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).</p>

Main Service Centres: Donington

DON001: Land to the south of Town Dam Lane, Donington	
Sustainability Objective	<p>Indicative development scenario: Total site area: 2.65ha Potential open space: 0.37ha Development area: 2.28ha Potential no of dwellings: 53</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 472 dwellings proposed for the Donington area over the plan period.</p> <p>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 Donington and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to the development limits of Donington would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">✓/x</p> <p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a</p>

	<p>community/village hall), the ideal walking distance from housing development for such facilities. Open space and the village playing field is located opposite Thomas Cowley High School, around 950m away and Donington Community Centre is approx. 460m from the site. However the nearest health centre is Gosberton Medical Centre in Gosberton at about 5.7km away.</p> <p>It is anticipated that the increase in population – approximately 117 people (2.2 occupants in each of the 53 dwellings) - associated with this site would place 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.</p> <p>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.</p> <p>Overall, Donington 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 0.37ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire averages of 82% and 42.1%.</p> <p>The site is well outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. The centre of the site is within the ideal 1km distance of the local shop from a housing site, being around 600m from the Costcutter store on High Street (via Matthew Flinders Park). Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and around Donington 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.</p> <p>Bus services currently operate 7 times daily (weekdays) between Spalding and Boston; the nearest bus stops around 690m (via Matthew Flinders Park) from the site opposite Market Place, outside the ideal 400m walking distance.</p>
4. Socially Inclusive	<p style="text-align: center;">✓</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the</p>

<p>Communities</p>	<p>Lincolnshire average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7.</p> <p>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.</p> <p>As discussed in Objective 13 the nearest employment opportunities at Millfield Road Industrial Estate (770m) are well within 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 employment opportunities within the ideal 7km drive in nearby Bicker and Swineshead. Spalding and Boston, with their more extensive employment opportunities, are further away.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 53 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 11 primary pupils and 10 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Donington Cowley Endowed Primary School is around 290m from the site • Thomas Cowley High School is approx. 770m away <p>However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that Donington currently has a lack of capacity at primary and secondary level. Additional classrooms would be required at the primary school to accommodate the number of pupils new development is anticipated to generate. However, the secondary school is located on a constrained site and so additional secondary level provision would require careful consideration.</p> <p>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.</p>
<p>6. Biodiversity,</p>	<p style="text-align: center;">0</p>

Geodiversity and Green Infrastructure	<p>The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>Care should be taken to ensure that no harm is caused to mature trees located to the east of the site.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is located adjacent to the development limits of Donington – built development of this site would not have an adverse impact on the landscape as it is surrounded by development and therefore does not have a countryside character. Any impact on the visual amenity of surrounding residential properties would be acceptable.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 Donington area.</p> <p>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.</p> <p>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.</p>

	<p>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 Donington'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.</p> <p>The proposal would lead to the permanent loss of approx. 2.65ha of agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 2.65ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓✓</p> <p>The majority of site is within Environment Agency Flood Zone 1 (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact. Given the size of the site, a flood risk assessment is required to consider other sources of flooding. This should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and National Planning Practice Guidance.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>The majority of services and facilities are within the ideal walking distances from the site meaning that there may be less 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 likely that the</p>

	<p>anticipated increase in 117 people would generate a considerable number of new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 Donington. 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.</p> <p>Western Power Distribution considers that, in terms of the electricity network, the primary transformers in Donington are currently at capacity and so reinforcement works would be required in order for new capacity to be released.</p> <p>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.</p>
13. Economy and Employment	✓/x
	<p>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 Donington – 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 117 people within both the ideal 7km drive and 1km walk of employment opportunities in Donington (Millfield Road Industrial Estate). There are also other employment opportunities within the ideal 7km drive in nearby Bicker and Swineshead. Spalding and Boston, with their more extensive employment opportunities, are further away.</p> <p>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).</p> <p>The increased population (117 people) will generate some 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.</p>

DON006: Land to the east of Town Dam Lane, Donington	
Sustainability Objective	Indicative development scenario: Total site area: 5.49ha Potential open space: 0.77ha Development area: 4.72ha Potential no of dwellings: 110
1. Housing	✓

	<p>Overall the site has the potential to contribute towards the 472 dwellings proposed for the Donington area over the plan period.</p> <p>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 Donington and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to the development limits of Donington would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">x</p> <p>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. Open space and the village playing field is located opposite Thomas Cowley High School, around 1.4km away (via Matthew Flinders Park) and Donington Community Centre is approx. 870m from the site. The nearest health centre is Gosberton Medical Centre in Gosberton at about 6.2km away.</p> <p>It is anticipated that the increase in population – approximately 242 people (2.2 occupants in each of the 110 dwellings) - associated with this site would place 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.</p> <p>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.</p> <p>Overall, Donington 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 0.77ha 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.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire averages of 82% and 42.1%.</p> <p>The site is well outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the centre of the site is around 1km from the Costcutter store on High Street (via Matthew Flinders Park) and so it is at the upper limit of what is considered to be the ideal walking distance of a local shop from a housing site.</p>

	<p>The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and around Donington 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.</p> <p>Bus services currently operate 7 times daily (weekdays) between Spalding and Boston; the nearest bus stops around 1.1km (via Matthew Flinders Park) from the site opposite Market Place, well outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the Lincolnshire average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7.</p> <p>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.</p> <p>Don006 is outside the ideal walking distance of the majority of services and facilities and public transport links which may have an impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest employment opportunities at Millfield Road (990m) are within 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 employment opportunities within the ideal 7km drive in nearby Bicker and Swineshead. Spalding and Boston, with their more extensive employment opportunities, are further away.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 110 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 22 primary pupils and 21 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Donington Cowley Endowed Primary School is around 700m from the site

	<ul style="list-style-type: none"> • Thomas Cowley High School is approx. 1.2km away <p>However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that Donington currently has a lack of capacity at primary and secondary level. Additional classrooms would be required at the primary school to accommodate the number of pupils new development is anticipated to generate. However, the secondary school is located on a constrained site and so additional secondary level provision would require careful consideration.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓/x</p> <p>The site is located adjacent to the development limits of Donington – built development of this site would have some impact on the character and appearance of the landscape when viewed from the south as it will extend development further than the current glass houses. Any impact on the visual amenity of surrounding residential properties would be acceptable.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and	<p style="text-align: center;">x</p>

Water Resources	<p>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 Donington area.</p> <p>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.</p> <p>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.</p> <p>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 Donington'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.</p> <p>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.</p> <p>The proposal would lead to the permanent loss of approx. 5.49ha of predominantly agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 5.49ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓</p>

	<p>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 a mix of Flood Zones 2, 1 and 3a; and is identified within the SFRA as 'no hazard' in terms of flood hazard and depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Donington for the plan period.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>The majority of 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. It is likely that the anticipated increase in 242 people would generate a considerable number of new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 Donington. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the</p>

	<p>incorporation of energy efficient methods and renewable energy.</p> <p>Western Power Distribution considers that, in terms of the electricity network, the primary transformers in Donington are currently at capacity and so reinforcement works would be required in order for new capacity to be released.</p> <p>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.</p>
13. Economy and Employment	✓/x
	<p>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 Donington – 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 242 people within both the ideal 7km drive and 1km walk of employment opportunities in Donington (Millfield Road Industrial Estate). There are also other employment opportunities within the ideal 7km drive in nearby Bicker and Swineshead. Spalding and Boston, with their more extensive employment opportunities, are further away.</p> <p>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).</p> <p>The increased population (242 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 does not worsen and is detrimental to the economy.</p>

DON008: Land to the west of Maltings Lane, Donington	
Sustainability Objective	<p>Indicative development scenario: Total site area: 3.61ha Potential open space: 0.51ha Development area: 3.1ha Potential no of dwellings: 72</p>
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 472 dwellings proposed for the Donington area over the plan period.</p> <p>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 Donington and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to the development limits of Donington would, in general, be more important to the delivery of the settlement hierarchy.</p>

<p>2. Health and Well-being</p>	<p style="text-align: center;">x</p> <p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community centre/village hall), the ideal walking distance from housing development for such facilities. The closest open space and village playing field (located opposite Thomas Cowley High School), Donington Community Centre and the nearest health centre (Gosberton Medical Centre) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population – approximately 158 people (2.2 occupants in each of the 72 dwellings) - associated with this site would place 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.</p> <p>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.</p> <p>Overall, Donington 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 0.51ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p> <p>The site is adjacent to a haulage business which will impact on the residential amenities of properties on this site. Therefore the boundary would need to be protected in some way, such as an earth bund. Furthermore, the site is also in close proximity to the railway line - which is likely to experience increased traffic in light of the recent upgrade to the line. Consequently, structural landscaping such as trees of mixed provenance may be necessary along this boundary to help mitigate any noise and air pollution.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire averages of 82% and 42.1%.</p> <p>The site is well outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. The centre of the site is just within the ideal 1km distance of the local shop from a housing site, being around 960m from the Co-operative store in Market Place. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and around Donington should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use</p>

	<p>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.</p> <p>Bus services currently operate 7 times daily (weekdays) between Spalding and Boston. However, the nearest bus stops are well outside the ideal 400m walking distance on Station Street.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the Lincolnshire average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7.</p> <p>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.</p> <p>Don008 is outside the ideal walking distance of the majority of services and facilities and public transport links which may have an impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest employment site at Millfield Road (890m) is well within 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 employment opportunities within the ideal 7km drive in nearby Bicker and Swineshead. Spalding and Boston, with their more extensive employment opportunities, are further away.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 72 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 14 primary pupils and 14 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Donington Cowley Endowed Primary School is around 850m from the site • Thomas Cowley High School is approx. 1.3km away <p>However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred</p>

	<p>mode of transport for these journeys.</p> <p>The local education authority has indicated that Donington currently has a lack of capacity at primary and secondary level. Additional classrooms would be required at the primary school to accommodate the number of pupils new development is anticipated to generate. However, the secondary school is located on a constrained site and so additional secondary level provision would require careful consideration.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is located adjacent to the development limits of Donington – built development of this site would not change the character and appearance of the area as it relates relatively well to the existing settlement and would not appear a significant intrusion into the countryside as is bounded by development the north, east and south and the railway line to the south-west.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 Donington area.</p>

	<p>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.</p> <p>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.</p> <p>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 Donington'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. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 3.61ha of agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 3.61ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>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 predominantly within Environment Agency Flood Zone 3a and is identified within the SFRA as 'no hazard' in terms of flood hazard and depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Donington for the plan period, and other benefits including</p>

	<p>relating relatively well to the existing settlement and providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: right;">✓/x</p> <p>The majority of 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. It is likely that the anticipated increase in 158 people would generate a considerable number of new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 Donington. 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.</p> <p>Western Power Distribution considers that, in terms of the electricity network, the primary transformers in Donington are currently at capacity and so reinforcement works would be required in order for new capacity to be released.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: right;">✓/x</p> <p>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 Donington – as a main service centre - will contribute to a stronger local</p>

	<p>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 158 people within both the ideal 7km drive and 1km walk of employment opportunities in Donington (Millfield Road Industrial Estate). There are also other employment opportunities within the ideal 7km drive in nearby Bicker and Swineshead. Spalding and Boston, with their more extensive employment opportunities, are further away.</p> <p>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).</p> <p>The increased population (158 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.</p>
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DON018: Land to the north of Quadring Road, Donington	
Sustainability Objective	<p>Indicative development scenario: Total site area: 2.59ha Potential open space: 0.36ha Development area: 2.23ha Potential no of dwellings: 52</p>
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 472 dwellings proposed for the Donington area over the plan period.</p> <p>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 Donington and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to the development limits of Donington would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>Open space and the village playing field is located opposite Thomas Cowley High School, around 370m away. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The Ruby Hunt [pop-in] Centre is approx. 1km from the site and the nearest health centre is Gosberton Medical Centre in Gosberton at about 5.6km away.</p> <p>It is anticipated that the increase in population – approximately 114 people (2.2 occupants in each of the 52 dwellings) - associated with this site would place considerable 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.</p> <p>The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to</p>

	<p>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.</p> <p>Overall, Donington 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 0.36ha 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 planning process it would have a positive impact on this objective.</p> <p>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 southern part of the site fronts onto the relatively busy A152 and so structural landscaping such as trees of mixed provenance, may be necessary along the south westerly facing boundary to help mitigate any noise and air pollution. Design and layout should be considered carefully.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire averages of 82% and 42.1%.</p> <p>The site is well outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. The centre of the site is within the ideal 1km distance of the local shop from a housing site, being around 800m from the Costcutter store on High Street. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and around Donington 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.</p> <p>Bus services currently operate 7 times daily (weekdays) between Spalding and Boston; the nearest bus stops around 500m from the site on Quadring Road adjacent to the pumping station, outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the Lincolnshire average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7.</p> <p>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</p>

	<p>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.</p> <p>Don018 is outside the ideal walking distance of some services and facilities and public transport links which may have an impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest employment opportunities at Millfield Road Industrial Estate (1.4km) are well within the ideal 7km drive of the site. However, they are outside the ideal 1km walk which might discourage residents from walking to work. There are also other employment opportunities within the ideal 7km drive in nearby Bicker and Swineshead. Spalding and Boston, with their more extensive employment opportunities, are further away.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 52 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 10 primary pupils and 10 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Donington Cowley Endowed Primary School is around 900m from the site • Thomas Cowley High School is approx. 620m away <p>However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that Donington currently has a lack of capacity at primary and secondary level. Additional classrooms would be required at the primary school to accommodate the number of pupils new development is anticipated to generate. However, the secondary school is located on a constrained site and so additional secondary level provision would require careful consideration.</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">0</p> <p>The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>

	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is located adjacent to the development limits of Donington – built development of this site would alter the character and appearance of the area as it would extend development to the highway. However, it would act as a natural extension to the built up area of Donington as it is bounded by residential development to the north and west and Quadring Road to the south. This site could be brought forward in combination with Don031 and Don017 as a larger natural extension.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 Donington area.</p> <p>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.</p> <p>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.</p> <p>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 Donington'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.</p>

	The proposal would lead to the permanent loss of approx. 2.59ha of agricultural land.
10. Sustainable use of Land and Waste	x
	<p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 2.59ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	✓✓
	<p>The vast majority of site is within Environment Agency Flood Zone 1 (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact. Given the size of the site, a flood risk assessment is required to consider other sources of flooding. This should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and National Planning Practice Guidance.</p> <p>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.</p> <p>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.</p>
12. Climate Change	✓/x
	Some facilities and 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 likely that the anticipated increase in 114 people would generate a considerable number of new car journeys and

	<p>hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 Donington. 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.</p> <p>Western Power Distribution considers that, in terms of the electricity network, the primary transformers in Donington are currently at capacity and so reinforcement works would be required in order for new capacity to be released.</p> <p>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.</p>
13. Economy and Employment	✓/x
	<p>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 Donington – 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 114 people within the ideal 7km drive of employment opportunities in Donington (Millfield Road Industrial Estate). However, the site is outside the 1km ideal walking distance which may inhibit the use of more sustainable transport modes such as walking. There are also other employment opportunities within the ideal 7km drive in nearby Bicker and Swineshead. Spalding and Boston, with their more extensive employment opportunities, are further away.</p> <p>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).</p> <p>The increased population (114 people) will generate some 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.</p>

DON030: Land to the east of Town Dam Lane, Donington	
Sustainability Objective	Indicative development scenario: Total site area: 0.61ha Potential open space: 0.09ha Development area: 0.52ha Potential no of dwellings: 12
1. Housing	✓

	<p>Overall the site has the potential to contribute to the level of housing identified for the Donington area over the plan period and will have a positive impact on this objective.</p> <p>Housing sites detached from the development limits of Donington would, in general, be contrary to the principles of the settlement hierarchy.</p>
<p>2. Health and Well-being</p>	<p style="text-align: center;">x</p> <p>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. Open space and the village playing field is located opposite Thomas Cowley High School, around 1.3km away (via Matthew Flinders Park) and Donington Community Centre is approx. 850m from the site. The nearest health centre is Gosberton Medical Centre in Gosberton at about 6.1km away.</p> <p>It is anticipated that the increase in population – approximately 26 people (2.2 occupants in each of the 12 dwellings) - associated with this site would place some 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.</p> <p>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.</p> <p>Overall, Donington 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Donington to accommodate future residents.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire averages of 82% and 42.1%.</p> <p>The site is well outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. The centre of the site is just within the ideal 1km distance of the local shop from a housing site, being around 970m from the Costcutter store on High Street (via Matthew Flinders Park). Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and around Donington should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use</p>

	<p>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.</p> <p>Bus services currently operate 7 times daily (weekdays) between Spalding and Boston; the nearest bus stops around 1.1km (via Matthew Flinders Park) from the site opposite Market Place, well outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the Lincolnshire average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7.</p> <p>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.</p> <p>Don030 is outside the ideal walking distance of the majority of services and facilities and public transport links which may have an impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest employment site at Millfield Road (980m) is within 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 employment opportunities within the ideal 7km drive in nearby Bicker and Swineshead. Spalding and Boston, with their more extensive employment opportunities, are further away.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 12 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 2 primary pupils and 2 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Donington Cowley Endowed Primary School is around 690m from the site • Thomas Cowley High School is approx. 1.2km away <p>However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred</p>

	<p>mode of transport for these journeys.</p> <p>The local education authority has indicated that Donington currently has a lack of capacity at primary and secondary level. Additional classrooms would be required at the primary school to accommodate the number of pupils new development is anticipated to generate. However, the secondary school is located on a constrained site and so additional secondary level provision would require careful consideration.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">√/x</p> <p>The site is slightly detached from the development limits of Donington – built development of this site would have some impact on the character and appearance of the landscape when viewed from the south as it will extend development further than the current glass houses. Any impact on the visual amenity of surrounding residential properties would be acceptable.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 Donington area.</p>

	<p>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.</p> <p>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.</p> <p>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 Donington'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.</p> <p>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.</p> <p>The proposal would lead to the permanent loss of approx. 0.61ha of agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 0.61ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>The vast majority of site is within Environment Agency Flood Zones 1 and 2 (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact.</p> <p>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.</p>

	<p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>The majority of 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. It is likely that the anticipated increase in 26 people would generate some new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 Donington. 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.</p> <p>Western Power Distribution considers that, in terms of the electricity network, the primary transformers in Donington are currently at capacity and so reinforcement works would be required in order for new capacity to be released.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 Donington – 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 26 people within both the ideal 7km drive and 1km walk of employment opportunities in Donington (Millfield Road Industrial Estate). There are also other employment opportunities within the ideal 7km drive in nearby Bicker and Swineshead. Spalding and Boston, with their more extensive employment opportunities, are further away.</p> <p>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).</p> <p>The increased population (26 people) will generate some additional traffic. Safe access and egress will be required to ensure that impact on the local road network does not worsen and is detrimental to the economy.</p>

Main Service Centres: Holbeach

HOB004: Land to the east of Balmoral Way, Holbeach	
Sustainability Objective	<p>Indicative development scenario: Total site area: 5.44ha Potential open space: 0.76ha Development area: 4.68ha Potential no of dwellings: 109 (N.B. This site incorporates Hob009 and Hob026 within it, which have also been assessed individually)</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 2,202 dwellings proposed for Holbeach over the plan period.</p> <p>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.</p> <p>Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">x</p> <p>Open space is located off Marshlands Drive approx. 870m from the site. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are over 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest sports facilities at Carter's Park (tennis courts, bowling green, playing field and outdoor basketball), Holbeach Community Centre and Holbeach Medical Centre are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 240 people (2.2 occupants in each of the 109 dwellings) – would place 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.</p> <p>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.</p> <p>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 0.76ha 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.</p> <p>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 site is in close proximity to the A17 which may have an adverse impact on the amenities that would be enjoyed by new dwellings on the site. However, development of this scale offers opportunities to mitigate such impacts effectively.</p>

3. Transport	<p style="text-align: center;">x</p> <p>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%).</p> <p>The site is within the ideal distance to a big supermarket (7km) being around 1.9km from the Tesco store in Holbeach (Boston Road South) – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is outside the ideal 1km distance of the local shop from a housing site. 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 could have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site.</p> <p>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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Bus services through the centre of Holbeach currently operate up to every 20 minutes, 7 days a week between Spalding and King's Lynn; the nearest bus stops around 1.1km from the site on Fleet Road (Holbeach Damgate), outside the ideal 400m walking distance.</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Fleet Road Industrial Estate (2.7km) 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</p>

	<p>employment opportunities, is further away.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 109 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 22 primary pupils and 21 secondary pupils. The nearest education facilities are:</p> <ul style="list-style-type: none"> • Holbeach Primary School around 1.8km 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. 1.2km away <p>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.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>Development of the site could have an adverse impact on, and potentially lead to the loss of, a number of mature trees and vegetation - that are important for numerous priority species - throughout the site. A drainage channel also runs along the northern and eastern boundaries. Disturbance due to development can result in the movement of species, therefore undermining their sustainability. Mitigation may be required to offset any potential harm identified but this will depend upon implementation.</p> <p>The site does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological</p>

	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	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Holbeach and is bounded by development to the south and the A17 to the north. Any impact on the landscape would therefore be limited. Developing this site in conjunction with Hob009 would provide a natural extension to the development form of the town.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓/x</p> <p>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 significantly increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Holbeach area.</p> <p>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.</p> <p>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.</p> <p>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</p> <p>Approx. 1.8ha of the site appears to be in agricultural use (grade 1), however the remainder is grassland.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p>

	<p>Development of the site would lead to the loss of approx. 5.44ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: right;">✓/x</p> <p>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 Flood Zone 3a and is identified within the SFRA as a mix of danger for some/danger for most with areas of no/low hazard in terms of flood hazard. Flood depths across the site range from no hazard to 1-.0-2.0, although the majority is below 1.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Holbeach for the plan period; and protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: right;">✓/x</p> <p>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. Furthermore, as identified in Objective 3 and Objective 4, travel to work use by</p>

	<p>car is higher than for the rest of the County. It is therefore likely that the anticipated increase in 240 people would generate new car journeys and hence carbon emissions.</p> <p>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.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	✓/x
	<p>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 240 people within the ideal 7km drive of local employment with Fleet Road Industrial Estate approx. 2.5km from the site. Spalding, with its more extensive employment opportunities, is further away.</p> <p>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).</p> <p>The increased population (240 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 and at junctions (particularly along the A17) do not worsen and are detrimental to the economy.</p>

HOB010: Land to the west of Fen Road, Holbeach	
Sustainability Objective	Indicative development scenario: Total site area: 0.79ha Potential open space: 0.11ha Development area: 0.68ha Potential no of dwellings: 16
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 2,202 dwellings proposed for Holbeach over the plan period.</p> <p>The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and</p>

	<p>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.</p> <p>Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<p>2. Health and Well-being</p>	<p style="text-align: center;">✓/x</p> <p>The nearest sports facilities (tennis courts, bowling green, playing field and outdoor basketball) and open space located at Carter's Park as well as the nearest health centre (Holbeach Medical Centre) are all situated around 1km away - the ideal walking distance from a housing development to facilities and services that would help to maintain health and promote healthy lifestyle. However, Holbeach Community Centre is outside the preferred distance (600m) to a community/village hall.</p> <p>It is anticipated that the increase in population - approximately 35 people (2.2 occupants in each of the 16 dwellings) – would place 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.</p> <p>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.</p> <p>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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Holbeach to accommodate future residents.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓/x</p> <p>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%).</p> <p>The site is within the ideal short driving (7km) and walking (1km) distance to a big supermarket and/or local shop being around 1.1km from the Tesco store in Holbeach (Boston Road South) and 870m from the Budgens store on Fleet Street. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>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.</p>

	<p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Bus services through the centre of Holbeach currently operate up to every 20 minutes, 7 days a week between Spalding and King's Lynn; the nearest bus stops around 930m from the site on Fleet Street opposite Budgens, outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>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.</p> <p>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.</p> <p>A number 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.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Fleet Road Industrial Estate (1.9km) 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.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 16 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 3 primary pupils and 3 secondary pupils. The nearest education facilities are:</p> <ul style="list-style-type: none"> • William Stukeley Church of England Primary School around 1.1km 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. 1.6km away <p>The local education authority has indicated that Holbeach currently has a lack of capacity at secondary and sixth form level. Additional</p>

	<p>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.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>Development of the site is likely to have an adverse impact on, and could lead to the loss of, a number of mature trees at the west of the site. Mature trees can be important habitats for a variety of species and so their removal could have an adverse effect on biodiversity through the loss and fragmentation of habitats. 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 as many trees as possible and maximising opportunities for enhancement and mitigation.</p> <p>The site is also bounded by the Old River Holbeach to the west. Disturbance due to development can result in the movement of species, therefore undermining their sustainability. Mitigation may be required to offset any potential harm identified but this will depend upon implementation.</p> <p>The site does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Holbeach. It is located behind frontage development with open fields to the south and west. However, it is bounded by residential development to the east and it does not have a countryside character. Consequently, development of the site would have little impact on the character of the landscape.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and	<p style="text-align: center;">✓</p>

<p>Water Resources</p>	<p>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 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 vegetation 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.</p> <p>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.</p> <p>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.</p> <p>Demand from the site is unlikely to place undue burden on the existing sewerage system - Anglian Water considers that capacity is available in the foul sewerage network, at Holbeach's Water Recycling Centre and in the water supply network to serve the proposed growth. 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.</p> <p>The site is not agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production. Development of the site would lead to the loss of approx. 0.79ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>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 or low hazard' in terms of flood hazard and no hazard in flood depth with a smaller area of flood depth 0-0.25m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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,</p>

	<p>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 Holbeach for the plan period, and other benefits including having a limited impact on the landscape.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Many of the area's services and facilities are within the ideal walking distances which could help minimise the need to travel by car. However, 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 35 people would generate new car journeys and hence carbon emissions.</p> <p>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.</p> <p>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.</p> <p>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.</p>
13. Economy and	<p style="text-align: center;">✓/x</p>

Employment	<p>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 35 people within the ideal 7km drive of local employment with Fleet Road Industrial Estate approx. 1.9km from the site. Spalding, with its more extensive employment opportunities, is further away.</p> <p>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).</p> <p>The increased population (35 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>
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HOB032: Land off Battlefields Lane, Holbeach	
Sustainability Objective	Indicative development scenario: Total site area: 6.18ha Potential open space: 0.87ha Development area: 5.31ha Potential no of dwellings: 185
1. Housing	<div style="background-color: #90EE90; text-align: center; padding: 2px;">✓</div> <p>Overall the site has the potential to contribute towards the 2,202 dwellings proposed for Holbeach over the plan period.</p> <p>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.</p> <p>Housing sites within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<div style="background-color: #FF8C00; text-align: center; padding: 2px;">x</div> <p>Open space is located off King's Road approx. 310m from the site. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are over 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest playing field and community centre (on Fishpond Lane) and health centre (Littlebury Medical Centre) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 407 people (2.2 occupants in each of the 185 dwellings) – would place 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.</p> <p>The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to</p>

	<p>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.</p> <p>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 0.87ha 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.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>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%).</p> <p>The site is within the ideal distance to a big supermarket (7km) being around 1.7km from the Tesco store in Holbeach (Boston Road South) – the car/van is likely to be the preferred mode of transport for this purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the site is outside the ideal 1km distance of a local shop from a housing site.</p> <p>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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Bus services through the centre of Holbeach currently operate up to every 20 minutes, 7 days a week between Spalding and King's Lynn; the nearest bus stops around 950m from the site on Fleet Road (Holbeach Damgate), outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>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.</p> <p>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</p>

	<p>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.</p> <p>Many 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.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Fleet Road Industrial Estate (1.2km) 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.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 185 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 37 primary pupils and 65 secondary pupils. The nearest education facilities are:</p> <ul style="list-style-type: none"> • William Stukeley Church of England Primary School around 1.7km 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. 1.2km away <p>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.</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on some mature trees along parts of the south-eastern and north-western facing boundaries. 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.</p> <p>The site does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>

	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is entirely within the development limits of Holbeach and is bounded by residential development to the north, south and west. Any impact on the landscape would therefore be limited. The site could be brought forward in conjunction with Hob004 to form a larger development and would provide a natural extension to the development form of the town.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 significantly increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Holbeach area.</p> <p>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.</p> <p>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.</p> <p>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. Water mains and sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p>

	The proposal would lead to the permanent loss of approx. 6.18ha of Grade 1 agricultural land.
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 6.18ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓/x</p> <p>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 a mix of Flood Zone 3a; and is identified within the SFRA as a mix of danger for most and danger for some with a small area of no/low hazard in terms of flood hazard, with flood depths between 0-1.0m, with a small area no hazard. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Holbeach for the plan period; and protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p>

	<p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Many 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. Furthermore, 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 407 people would generate new car journeys and hence carbon emissions.</p> <p>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.</p> <p>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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 407 people within the ideal 7km drive of local employment with Fleet Road Industrial Estate approx. 1.2km from the site. Spalding, with its more extensive employment opportunities, is further away.</p> <p>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).</p> <p>The increased population (407 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 and at</p>

	junctions (particularly along the A17) do not worsen and are detrimental to the economy.
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Main Service Centres – Kirton

KIR016: 31-33 London Road, Kirton	
Sustainability Objective	Indicative development scenario: Total site area: 1.25ha Potential open space: 0.13ha Development area: 1.12ha Potential no of dwellings: 25
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 514 dwellings proposed for Kirton over the plan period.</p> <p>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 Kirton and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites within Kirton would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓
	<p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest sport centre is Kirton Middlecott Sports and Fitness Centre around 510m from the site and open space is located at Kirton Town Hall approx. 610m away on Station Road, whilst the nearest health centre is Kirton Medical Centre situated around 990m from the site and. However, as a community venue, Kirton Town Hall is outside the ideal 600m to a community centre/village hall.</p> <p>It is anticipated that the increase in population - approximately 55 people (2.2 occupants in each of the 25 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.</p> <p>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.</p> <p>Overall, Kirton 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 0.13ha 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 planning process it would have a positive impact on this objective.</p>

	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	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Kirton) showed that 82.4% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire average of 42.1%.</p> <p>The site is within the ideal short driving (7km) distance to a big supermarket being around 6.2km from the Tesco store in Boston (New Hammond Beck Road). The site is also within the ideal 1km walking distance from a local shop being 450m approx. from the Co-operative store on Station Road. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Kirton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stops around 440m from the site on High Street (opposite Jessops), outside the ideal 400m walking distance. Buses depart for Boston up to every 30 minutes (Monday-Saturday) whilst those travelling to Spalding leave approximately every hour (Monday-Saturday).</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Kirton: Compared with the Lincolnshire average, its long term unemployment rate was above average (33.8% compared to 25.6%). However, statistics show that the percentage of residents without access to a car is below average (17.6% compared to 18%) and that crime rate per 1000 is also below the county average at 44.4 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Many 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.</p> <p>As discussed in Objective 13 the nearest employment site on Wash Road (1km) is within the ideal 7km drive of the site as well as being</p>

	<p>just at the upper limit of the ideal walking distance. However, the western part of Kirton is separated from it by the A16, meaning that it is less accessible than it is for those sites to the east of the road. Consequently, it may prove difficult for residents to easily walk or cycle to access employment. This could have a negative impact, potentially excluding access for some residents to local employment. Boston, with its more extensive employment opportunities, is also within the preferred 7km drive.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 25 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 5 primary pupils and 5 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Kirton Primary School is around 600m from the site • Thomas Middlecott Academy is approx. 530m away <p>However, there are no post-18 education facilities within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is sufficient capacity at primary and secondary level in Kirton to accommodate the developments proposed. However, the closest post-16 education facilities are in Boston where they are currently at capacity and additional provision will be required as part of a new school.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and	<p style="text-align: center;">✓</p>

Townscape	<p>The site is within the development limits of Kirton and relates well to the existing built up area. It is partially bordered by residential development to the north, disused commercial premises to the south and London Road to the east. Consequently, the site does not have an open countryside character and so development would not have adverse impacts upon the character and appearance of the landscape.</p> <p>Redevelopment of the site is likely to have a positive impact on townscape particularly in terms of reinstating a vibrant street scene and development form in keeping with the residential properties to the north and on London Road opposite. Such impact will, however, be dependent on implementation and design. Given the former use, the redevelopment is also likely to have a positive impact on residential amenity.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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 vegetation 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 Kirton area.</p> <p>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.</p> <p>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.</p> <p>However this site does secure the redevelopment of 1.25ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>However this site does secure the redevelopment of 1.25ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓/x</p>

	<p>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 and low/no hazard with a small area of danger for most in terms of flood hazard; and with flood depths between 0-0.5m and no hazard. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Kirton for the plan period; improving health and wellbeing; and the protection of the quality and character of landscape and townscape; and reuse of a brownfield site. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Many of the area's services, facilities and public transport links are within the ideal walking distances which could help minimise the need to travel by car. However, 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 55 people would generate new car journeys and hence carbon emissions.</p> <p>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</p>

	<p>the Kirton 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.</p> <p>Western Power Distribution considers that, in terms of the electricity network, the primary transformers in Kirton are currently at capacity but they are intending to add additional transformer capacity in the short to mid-term.</p> <p>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.</p>
13. Economy and Employment	x
	<p>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 Kirton – 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. This site could have a positive impact on the local economy by bringing 55 people within the ideal 7km drive of local employment with the employment site on Wash Road approx. 1km from the site. While this will ensure that there is potentially an accessible workforce within the village catchment to continue to support businesses, the development of this site for housing would see the loss of allocated employment land (1.25ha) which could have a negative impact on the potential for the local economy to provide jobs for local residents. Boston, with its more extensive employment opportunities, is also within the preferred 7km drive.</p> <p>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).</p> <p>The increased population (55 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 (particularly along the A16) do not worsen and are detrimental to the economy.</p>

KIR034: Land to the east of Woodside Road, Kirton	
Sustainability Objective	<p>Indicative development scenario: Total site area: 2.05ha Potential open space: 0.21ha Development area: 1.84ha Potential no of dwellings: 41</p>
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 514 dwellings proposed for Kirton over the plan period.</p> <p>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 Kirton and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjoining Kirton would, in general, be more important to the delivery of the settlement hierarchy.</p>

<p>2. Health and Well-being</p>	<p style="text-align: center;">x</p> <p>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 sports centre (Kirton Middlecott Sports and Fitness Centre), open space and community venue (Kirton Town Hall) and health centre (Kirton Medical Centre) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 90 people (2.2 occupants in each of the 41 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.</p> <p>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.</p> <p>Overall, Kirton 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 0.21ha 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 planning process it would have a positive impact on this objective.</p> <p>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 site adjoins allocated employment land to the south which may impact on the residential amenity of any future residents of the site. However, there is a substantial bund which is likely to mitigate such impacts successfully.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Kirton) showed that 82.4% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire average of 42.1%.</p> <p>The site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. The centre of the site is also outside the ideal 1km distance of the local shop from a housing site, being around 1.7km from the Co-operative store on Station Road. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the site is not particularly well linked to the existing village and can only be accessed via Woodside Road – a narrow lane with no pavements which is potentially hazardous for pedestrians.</p> <p>Furthermore, development of the site would create traffic problems as the only possible access is onto Woodside Road which is not suitable to accommodate the traffic that would be generated.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>

	<p>The nearest bus stops around 1.6km from the site on High Street (opposite Jessops), outside the ideal 400m walking distance. Buses depart for Boston up to every 30 minutes (Monday-Saturday) whilst those travelling to Spalding leave approximately every hour (Monday-Saturday).</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Kirton: Compared with the Lincolnshire average, its long term unemployment rate was above average (33.8% compared to 25.6%). However, statistics show that the percentage of residents without access to a car is below average (17.6% compared to 18%) and that crime rate per 1000 is also below the county average at 44.4 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>As discussed in Objective 13 the nearest employment site on Wash Road (2.2km) is within the ideal 7km drive of the site. However, it is well outside the ideal 1km walk and the western part of Kirton is separated from it by the A16, meaning that it is less accessible than it is for those sites to the east of the road. Consequently, it may prove difficult for residents to easily walk or cycle to access employment. This could have a negative impact, potentially excluding access for some residents to local employment. Boston, with its more extensive employment opportunities, is also within the preferred 7km drive.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 41 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 8 primary pupils and 8 secondary pupils which are most likely to go to:</p> <ul style="list-style-type: none"> • Kirton Primary School is around 1.8km from the site • Thomas Middlecott Academy is approx. 1.3km away

	<p>However, there are no post-18 education facilities within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>Kirton currently has a lack of capacity at primary and secondary level. Although it appears that the secondary school may have some scope to expand in order to accommodate the level of growth expected in Kirton, the primary school is located on a constrained site and so may not have the ability to expand. Furthermore, in Boston – where secondary aged pupils also attend school - the equivalent of a new secondary school with 6th form will be required in order to accommodate children from the additional dwellings anticipated in Boston Borough. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">x</p> <p>Although the site is adjacent to the development limits of Kirton, the site's development would have adverse impacts upon the character and appearance of the landscape. The site has an open countryside character and its relationship to the existing settlement is poor. Development would create an incongruous group of dwellings in the countryside.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 Kirton area.</p> <p>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.</p>

	<p>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.</p> <p>The proposal would lead to the permanent loss of approx. 2.05ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 2.05ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>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 low/no hazard with an area of danger for some and small areas of danger for most/all in terms of flood hazard; and with flood depths between 0-0.25m and no hazard and a small areas of flood depth between 0.25->2.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Kirton for the plan period.</p> <p>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.</p>

	<p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>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. Furthermore, 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 90 people would generate new car journeys and hence carbon emissions.</p> <p>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 Kirton 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.</p> <p>Western Power Distribution considers that, in terms of the electricity network, the primary transformers in Kirton are currently at capacity but they are intending to add additional transformer capacity in the short to mid-term.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 Kirton – 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. This site could have a positive impact on the local economy by bringing 90 people within the ideal 7km drive of local employment with the employment site on Wash Road approx. 2.2km from the site. Boston, with its more extensive employment opportunities, is also within the preferred 7km drive.</p> <p>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).</p> <p>The increased population (90 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 (particularly</p>

	along the A16) do not worsen and are detrimental to the economy.
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KIR041: Land to the west of London Road, Kirton	
Sustainability Objective	Indicative development scenario: Total site area: 5.09ha Potential open space: 0.51ha Development area: 4.58ha Potential no of dwellings: 102
1. Housing	✓
	Overall the site has the potential to contribute towards the 514 dwellings proposed for Kirton 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 Kirton and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjoining Kirton would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Well-being	✓/x
	The nearest sports centre is Kirton Middlecott Sports and Fitness Centre around 540m from the site and open space is located at Kirton Town Hall approx. 790m away on Station Road. However, some of the other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre (Kirton Medical Centre) and community venue (Kirton Town Hall) are both outside the ideal walking distances. It is anticipated that the increase in population - approximately 224 people (2.2 occupants in each of the 102 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. Overall, Kirton 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 0.51ha 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. 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. 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 site

	adjoins allocated employment land to the north which may impact on the residential amenity of any future residents of the site. However, due to the size of the site it is likely that any potential disturbance could be successfully mitigated through good design.
3. Transport	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Kirton) showed that 82.4% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire average of 42.1%.</p> <p>The site is within the ideal short driving (7km) distance to a big supermarket being around 6.7km from the Tesco store in Boston (New Hammond Beck Road). The site is also within the ideal 1km walking distance from a local shop being 750m from the Co-operative store on Station Road. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stops around 450m from the site on London Road (adjacent Woodside Road), just outside the ideal 400m walking distance. Buses depart for Spalding approximately every hour (Monday-Saturday).</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Kirton: Compared with the Lincolnshire average, its long term unemployment rate was above average (33.8% compared to 25.6%). However, statistics show that the percentage of residents without access to a car is below average (17.6% compared to 18%) and that crime rate per 1000 is also below the county average at 44.4 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Some 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.</p> <p>As discussed in Objective 13 the nearest employment site on Wash Road (1.2km) is within the ideal 7km drive of the site. However, it is well outside the ideal 1km walk and the western part of Kirton is separated from it by the A16, meaning that it is less accessible than it is for those sites to the east of the road. Consequently, it may prove difficult for residents to easily walk or cycle to access employment. This could have a negative impact, potentially excluding access for some residents to local employment. Boston, with its more extensive employment opportunities, is also within the preferred 7km drive.</p>

	<p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 102 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 20 primary pupils and 19 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Kirton Primary School is around 930m from the site • Thomas Middlecott Academy is approx. 540m away <p>There are no post-18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is sufficient capacity at primary and secondary level in Kirton to accommodate the developments proposed. However, the closest post-16 education facilities are in Boston where they are currently at capacity and additional provision will be required as part of a new school.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact</p>
7. Heritage	<p style="text-align: center;">0</p> <p>The site abuts the High Street frontage of the Kirton Conservation Area, which is the key thoroughfare in the Conservation Area. Any development proposal should be informed by a Heritage Impact Assessment, to address impacts on the historic townscape and in particular how it would preserve and enhance the Conservation Area.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Kirton. The site's development would have an acceptable impact on the character and appearance of the landscape. Although the site has a countryside appearance when viewed from the west, the site is bordered by the village's built-up area to the north, east and south. There are also strong physical features (Woodside Road and Kirton Drain) adjacent to the western boundary.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and	<p style="text-align: center;">x</p>

<p>Water Resources</p>	<p>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 Kirton area.</p> <p>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.</p> <p>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.</p> <p>Water mains cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 5.09ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 5.09ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for most' in terms of flood hazard with flood depths of between 0.25m-0.50m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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</p>

	<p>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 Kirton for the plan period, its close proximity to everyday shopping facilities, open space, sports facilities and schools. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk. However, the use of a planning obligation may be necessary to help improve access to healthcare, sports facilities or open space.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Some 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. Furthermore, 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 224 people would generate new car journeys and hence carbon emissions.</p> <p>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 Kirton 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.</p> <p>Western Power Distribution considers that, in terms of the electricity network, the primary transformers in Kirton are currently at capacity but they are intending to add additional transformer capacity in the short to mid-term.</p> <p>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.</p>

13. Economy and Employment	✓/x
	<p>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 Kirton – 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. This site could have a positive impact on the local economy by bringing 224 people within the ideal 7km drive of local employment with the employment site on Wash Road approx. 1.2km from the site. Boston, with its more extensive employment opportunities, is also within the preferred 7km drive.</p> <p>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).</p> <p>The increased population (224 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 (particularly along the A16) do not worsen and are detrimental to the economy.</p>

Main Service Centres: Long Sutton

LOS008: Land to the east of Lime Walk, Long Sutton	
Sustainability Objective	Indicative development scenario: Total site area: 1.82ha Potential open space: 0.25ha Development area: 1.57ha Potential no of dwellings: 36
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 608 dwellings proposed for Long Sutton over the plan period.</p> <p>The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of housing to be constructed on this site can help deliver the housing need identified for Long Sutton and South East Lincolnshire it will have a positive impact on this objective.</p> <p>However, sites detached from defined settlement limits would, in general, be contrary to the principles of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>The nearest open space is on John Swain's Way and adjoins the site to the south-east. Long Sutton Medical Centre is also within the ideal 1km walk of the site being approx. 860m away. However, other facilities that would help to maintain health and promote healthy lifestyles are over the ideal 1km walking distance from housing development (600m for a village hall/community centre). The Market Place and the Peele Leisure Centre are both outside the ideal distances.</p> <p>It is anticipated that the increase in population - approximately 79 people (2.2 occupants in each of the 36 dwellings) - associated with this site would put some pressure on these facilities over the plan period. Additional/improved healthcare and sports facilities may be needed</p>

	<p>to meet the needs of future residents.</p> <p>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.</p> <p>Overall, Long Sutton 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 0.25ha 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 planning process it would have a positive impact on this objective.</p> <p>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to an increase in local air and noise pollution which could have an adverse impact on physical and mental health.</p> <p>There are no known bad neighbours nearby.</p>
3. Transport	<p style="text-align: right;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data showed that 51.4% of households owned at least one car and 42.5% travelled to work by car/van, just below the South Holland average of 45.8%.</p> <p>The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. But the site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. However the site is within the ideal 1km walk of a local convenience store (890m) which could have a positive effect upon promoting sustainable travel options to Long Sutton's shops and local facilities. Designing safe routes for pedestrians and cyclists from the site to Gedney Road would help promote accessibility for residents.</p> <p>There is expected to be some additional traffic generated by this site, individually and cumulatively; schemes to address traffic impact in and around Long Sutton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand, increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. If the site were planned with legible and safe pedestrian and cycle routes from all parts of the site, it would have a positive effect upon promoting sustainable travel options.</p> <p>Bus services operate to Spalding and King's Lynn; the nearest bus stops are within 360m of the boundary on Gedney Road, meaning that there is good access for residents. A public right of way crosses the site providing good access to the countryside for recreation for residents. It should be protected and opportunities for betterment taken through development of the site.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>
4. Socially Inclusive	<p style="text-align: right;">✓/x</p> <p>Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood. Even so, Policies 2 and 8 of the Local</p>

<p>Communities</p>	<p>Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy - additional housing that provides for a range of needs would, in general, support this approach.</p> <p>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 the 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.</p> <p>As discussed in Objective 13 Canebuzo (1.1km), Bridge Road Industrial Estate (2.0km) and Princes (2.7km) are within a 7km drive of the site. No sites are within the ideal 1km walk of the site. Good design will enable residents to use sustainable transport from the site to access local employment; physical access by sustainable transport to local employment opportunities could be improved through development of this site.</p> <p>Good design could also 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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p> <p>Superfast broadband is provided to Long Sutton; the site should be designed to enable easy connection for all homes, which will enable residents to access a range of facilities on line.</p>
<p>5. Education</p>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 36 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 7 primary pupils and 5 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Long Sutton Primary School approx. 770m from the site • The Peele School around 1.8km away <p>However, there are no post-18 education facilities within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently no capacity at primary level in Long Sutton and that there is limited capacity at secondary level. The provision of additional classrooms will therefore be required in order to accommodate the number of pupils new development is anticipated to generate. The closest sixth form facilities are in Holbeach where there is currently no capacity available.</p>

	Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents.
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>No European or national environmental designations are within 5km of the site.</p> <p>Mature trees, shrubs and plants exist in the garden of a residential property that lies within the site. It could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance could be mitigated and betterment achieved through the provision of open space and/or structural landscaping, by using a mix of species, particularly of local provenance.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>The site and surrounding area is not known to have any significant historic or culturally-significant features.</p>
8. Landscape and Townscape	<p style="text-align: center;">x</p> <p>The western part of the site is brownfield land, containing a residential property. The remainder of the site lies within The Fens National Character Area; the flat, visually open fields are typical landscape characteristics. Built development of this size would have an adverse impact on the character of the area and would lead to an incongruous form of linear development detached from the existing settlement boundary. Visual and landscape impact would be most prevalent in short open views from properties to the east and south of the site.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>Development upon this site would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new housing development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality.</p> <p>Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.</p> <p>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</p>

	<p>housing has an appropriate water supply.</p> <p>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 for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Sutton Bridge's Water Recycling Centre to serve the proposed growth. 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.</p> <p>The majority of the site is Grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The majority of the site is greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
11. Flood Risk	<p style="text-align: center;">✓/x</p> <p>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 mix of danger for most and danger for some with a small area of no/low hazard in terms of flood hazard, with flood depths between 0-1.0m, with a small area no hazard. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Long Sutton for the plan period; and contribution to economic growth. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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</p>

	<p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>As discussed above, this site is within a 20/25 minute walk of most local facilities, services and transport links. Even so, travel to work by car (42.5%) is higher than the rest of the County (42.1%) and for England (36.9%). It is likely that the anticipated increase in 79 people would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new residents are more sustainable.</p> <p>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 new homes will be significantly more energy efficient than the older homes in Long Sutton. But the extent of the impact on this objective is dependent upon the design of the development e.g. through the incorporation of energy efficient methods and renewable energy. If electricity is used, an upgrade may be required to accommodate the level of development identified, although connection to the gas network is achievable.</p> <p>The inclusion of landscaping and green infrastructure within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.</p>
<p>13. Economy and Employment</p>	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site lies within the 50% most deprived neighbourhoods in terms of employment deprivation in the UK. Long Sutton is a Main Service Centre; it is therefore likely that new development could have a positive impact on the local economy by bringing 79 people within the ideal 7km drive of Canebuzo, Bridge Road Industrial Estate and Princes, as well as to new employment development that may take place over the plan period. This may have a positive impact in reducing unemployment and raising average wage levels. An additional 79 residents may also help support the primacy of Long Sutton town centre, generating income for its shops and services. Good design will better enable residents to use sustainable transport from the site to access local employment sites and the town centre.</p> <p>Development 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).</p>

LOS015: Land to the east of Seagate Road, Long Sutton	
Sustainability Objective	Indicative development scenario: Total site area: 10.74ha Potential open space: 1.5ha Development area: 9.2ha Potential no of dwellings: 215
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 608 dwellings proposed for Long Sutton over the plan period.</p> <p>The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of housing to be constructed on this site can help deliver the housing need identified for Long Sutton and South East Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>The majority of facilities that would help to maintain health and promote healthy lifestyles are within the ideal 1km (600m for a village hall/community centre) walking distance from a housing site. The nearest open space (Colsuan Gardens) is in very close proximity and the London Road playing fields and Long Sutton Medical Centre are approx. 490m and 950m away respectively. However, The Market Place is outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 473 people (2.2 occupants in each of the 215 dwellings) - associated with this site would put some pressure on these facilities over the plan period. Additional/improved healthcare and sports facilities may be needed to meet the needs of future residents.</p> <p>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.</p> <p>Overall, Long Sutton 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 1.5ha 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.</p> <p>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to some increase in local air and noise pollution which could have an adverse impact on physical and mental health.</p> <p>A builders yard is situated 10m from the western boundary across Seagate Road. This may have an impact on residential amenity, and residents health. Adequate mitigation may be required to create a satisfactory residential environment for future residents.</p>
3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data showed that 51.4% of households owned at least one car and 42.5% travelled to work by car/van, just below the South Holland average of 45.8%.

	<p>The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. But the site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. However the site is within the ideal 1km walk of a local convenience store (110m) which could have a positive effect upon promoting sustainable travel options to Long Sutton’s shops and local facilities. Designing in safe routes for pedestrians and cyclist within the site to Seagate Road would help promote accessibility to residents across the site.</p> <p>The potential traffic generated by this site, individually and cumulatively, is expected to be substantial; schemes to address traffic impact in and around Long Sutton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand, increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. If the site were planned with legible and safe pedestrian and cycle routes from all parts of the site, it would have a positive effect upon promoting sustainable travel options.</p> <p>Bus services operate to Spalding and King’s Lynn; the nearest bus stops are within 170m of the western boundary and 205m of the eastern boundary on London Road. Designing in safe routes for pedestrians and cyclists within the site to Seagate Road and London Road would help promote sustainable access for all residents. The site is also 127m of a public right of way providing easy access to the countryside for recreation.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>Indices of Deprivation statistics (2015) indicate that the site does not lie within the most deprived neighbourhoods in the UK. Even so, Policies 2 and 8 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy - this site would reinforce this approach. Additional housing that provides for a range of needs would, in general, support this approach.</p> <p>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 the 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.</p> <p>As discussed in Objective 13 Bridge Road Industrial Estate (320m) and Princes (990m) are within the ideal 1km of the site, while Canebuzo (a Local Employment Site) is within a 7km drive of the site. Good design will enable residents to use sustainable transport from the site to access local employment; physical access by sustainable transport to local employment opportunities could be improved through development of this site.</p> <p>Good design could also 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.</p>

	<p>No infrastructure will be lost on site as a consequence of this proposal.</p> <p>Superfast broadband is provided to Long Sutton; the site should be designed to enable easy connection for all homes, which will enable residents to access a range of facilities on line.</p>
5. Education	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 215 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 43 primary pupils and 31 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Long Sutton Primary School approx. 1.2km from the site • The Peele School about 1.7km away <p>However, there are no post-18 education facilities within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently no capacity at primary level in Long Sutton and that there is limited capacity at secondary level. The provision of additional classrooms will therefore be required in order to accommodate the number of pupils new development is anticipated to generate. The closest sixth form facilities are in Holbeach where there is currently no capacity available.</p> <p>Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: right;">✓/x</p> <p>No European or national environmental designations are within 5km of the site.</p> <p>Mature trees and hedgerows exist on the western boundary and a drainage channel runs along part of the southern boundary. Other mature trees are outside the curtilage but provide boundaries with neighbouring properties. All could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance could be mitigated and betterment achieved through the provision of open space and/or structural landscaping, by using a mix of species, particularly of local provenance.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be</p>

	<p>affected by development of the site.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
<p>8. Landscape and Townscape</p>	<p style="text-align: center;">✓/x</p> <p>The site lies within The Fens National Character Area; the flat, visually open, arable fields are typical landscape characteristics. Built development of this size would have some adverse impact on the character of the area; the site provides infilling to the frontage with Seagate Road and Wisbech Road and then to the rear of properties on London Road and Seagate Road. Visual and landscape impact would be most prevalent in long views from the south, and would also limit short open views from properties adjoining the site. The northern and western parts of the site adjoining the Long Sutton settlement boundary would have a negligible impact on the landscape. Good quality, structural landscaping would help reduce the landscape and visual impact, particularly from any sensitive receptors nearby. It would also help integrate this greenfield site with the countryside to the south. But new development would be visible until the landscaping became effective.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p>9. Air, Soil and Water Resources</p>	<p style="text-align: center;">x</p> <p>Development upon this site would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new housing development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality.</p> <p>Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.</p> <p>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.</p> <p>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 for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Sutton Bridge's Water Recycling Centre to serve the proposed growth. 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.</p>

	<p>A sewer pipe runs across the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 10.74 ha of Grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 10.74 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
11. Flood Risk	<p style="text-align: center;">✓/x</p> <p>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 mix of danger for most and danger for some with a small area of no/low hazard in terms of flood hazard, with flood depths between 0-1.0m, with a small area no hazard. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Long Sutton for the plan period; and contribution to economic growth. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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</p>

	<p>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.</p> <p>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.</p>
12. Climate Change	✓/x
	<p>As discussed above, this site is within a 15/20 minute walk of most local facilities, services and transport links. Even so, travel to work by car (42.5%) is higher than the rest of the County (42.1%) and for England (36.9%). It is likely that the anticipated increase in 473 people would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new residents are more sustainable.</p> <p>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 new homes will be significantly more energy efficient than the older homes in Long Sutton. But the extent of the impact on this objective is dependent upon the design of the development e.g. through the incorporation of energy efficient methods and renewable energy. If electricity is used, an upgrade may be required to accommodate the level of development identified, although connection to the gas network is achievable.</p> <p>The inclusion of open space and landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.</p>
13. Economy and Employment	✓✓
	<p>While Indices of Deprivation statistics (2015) indicate that the site is not within the most deprived neighbourhoods in terms of employment and income in the UK, Long Sutton is a Main Service Centre; it is therefore likely that new development could have a positive impact on the local economy by bringing 473 people within the ideal 1km walk of Bridge Road Industrial Estate and Princes, as well as a 7km drive of Canebuzo, a Local Employment Site, as well as to new employment development that may take place over the plan period. This may have a positive impact ensuring unemployment and average wage levels remain in situ, or improve.</p> <p>An additional 473 residents may also help support the primacy of Long Sutton town centre, generating income for its shops and services. Good design will better enable residents to use sustainable transport from the site to access local employment sites and the town centre.</p> <p>Development 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).</p>

LOS026: Land to the east of Lime Walk, Long Sutton	
Sustainability Objective	Indicative development scenario: Total site area: 2.12ha Potential open space: 0.29ha Development area: 1.83ha Potential no of dwellings: 42
1. Housing	✓

	<p>Overall the site has the potential to contribute towards the 608 dwellings proposed for Long Sutton over the plan period.</p> <p>The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of housing to be constructed on this site can help deliver the housing need identified for Long Sutton and South East Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<p>2. Health and Well-being</p>	<p style="text-align: center;">✓/x</p> <p>There is open space adjacent to the site (John Swain's Way) and Long Sutton Medical Centre is approx. 790m away. However, some other facilities that would help to maintain health and promote healthy lifestyles are over the ideal 1km walking distance from housing development (600m for a community hall). The Market Place and London Road playing fields are both outside the ideal distances.</p> <p>It is anticipated that the increase in population - approximately 92 people (2.2 occupants in each of the 42 dwellings) - associated with this site would put some pressure on these facilities over the plan period. Additional/improved healthcare and sports facilities may be needed to meet the needs of future residents.</p> <p>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.</p> <p>Overall, Long Sutton 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 0.26ha 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 planning process it would have a positive impact on this objective.</p> <p>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to an increase in local air and noise pollution which could have an adverse impact on physical and mental health.</p> <p>There are no known bad neighbours nearby.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data showed that 51.4% of households owned at least one car and 42.5% travelled to work by car/van, just below the South Holland average of 45.8%.</p> <p>The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. But the site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. However the site is within the ideal 1km walk of a local convenience store (810m) which could have a positive effect upon promoting sustainable travel options to Long Sutton's shops and local facilities. Designing safe routes for pedestrians and cyclists from the site to Gedney Road would help promote accessibility for residents.</p>

	<p>There is expected to be some additional traffic generated by this site, individually and cumulatively; schemes to address traffic impact in and around Long Sutton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand, increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. If the site were planned with legible and safe pedestrian and cycle routes from all parts of the site, it would have a positive effect upon promoting sustainable travel options.</p> <p>Bus services operate to Spalding and King's Lynn; the nearest bus stops are within 290m of the southern boundary on Gedney Road, meaning that there is good access for residents. A public right of way is within 30m of the northern boundary meaning that there is good access for residents to the countryside for recreation.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: right;">✓/x</p> <p>Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood. Even so, Policies 2 and 8 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy - additional housing that provides for a range of needs would, in general, support this approach.</p> <p>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 the 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.</p> <p>As discussed in Objective 13 Canebuzo (1km) is within the ideal 1km walk of the site and Bridge Road Industrial Estate (1.8m) and Princes (2.5km) are within a 7km drive of the site. Good design will enable residents to use sustainable transport from the site to access local employment; physical access by sustainable transport to local employment opportunities could be improved through development of this site.</p> <p>Good design could also 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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p> <p>Superfast broadband is provided to Long Sutton; the site should be designed to enable easy connection for all homes, which will enable residents to access a range of facilities on line.</p>
<p>5. Education</p>	<p style="text-align: right;">✓/x</p>

	<p>The development would be likely to accommodate 42 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 8 primary pupils and 6 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Long Sutton Primary School approx. 670m from the site • The Peele School about 1.7km away <p>However, there are no post-18 education facilities within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently no capacity at primary level in Long Sutton and that there is limited capacity at secondary level. The provision of additional classrooms will therefore be required in order to accommodate the number of pupils new development is anticipated to generate. The closest sixth form facilities are in Holbeach where there is currently no capacity available.</p> <p>Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: right;">✓/x</p> <p>No European or national environmental designations are within 5km of the site.</p> <p>Mature tree belts form the east and west boundaries of the site. A drainage channel runs along the western boundary. It could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance could be mitigated and betterment achieved through the provision of open space and/or structural landscaping, by using a mix of species, particularly of local provenance.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
<p>7. Heritage</p>	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>

8. Landscape and Townscape	<p style="text-align: right;">✓/x</p> <p>The site lies within The Fens National Character Area; the flat, visually open, arable fields are typical landscape characteristics. Built development in this location would have some adverse impact by extending the built form of Long Sutton north. But the site is relatively well contained by the built form to the east and properties to the west of Limewalk. Visual and landscape impact would be most prevalent in short open views from surrounding properties to the east and south of the site. The landscape and visual sensitivity would be prevalent in long views from the north. Good quality, structural landscaping would help reduce the landscape and visual impact, particularly from any sensitive receptors nearby. It would also help integrate this greenfield site with the countryside to the north. But new development would be visible until the landscaping became effective.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: right;">x</p> <p>Development upon this site would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles and the loss of trees. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new housing development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality.</p> <p>Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.</p> <p>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.</p> <p>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 for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Sutton Bridge's Water Recycling Centre to serve the proposed growth. 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.</p> <p>The proposal would lead to the permanent loss of approx. 2.12 ha of Grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: right;">x</p> <p>During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.</p>

	<p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 2.12 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
11. Flood Risk	<p style="text-align: center;">✓/x</p> <p>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 mix of danger for most and danger for some with a small area of no/low hazard in terms of flood hazard, with flood depths between 0-1.0m, with a small area no hazard. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Long Sutton for the plan period; and contribution to economic growth. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>As discussed above, this site is within a 15/20 minute walk of most local facilities, services and transport links. Even so, travel to work by car (42.5%) is higher than the rest of the County (42.1%) and for England (36.9%). It is likely that the anticipated increase in 92 people</p>

	<p>would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new residents are more sustainable.</p> <p>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 new homes will be significantly more energy efficient than the older homes in Long Sutton. But the extent of the impact on this objective is dependent upon the design of the development e.g. through the incorporation of energy efficient methods and renewable energy. If electricity is used, an upgrade may be required to accommodate the level of development identified, although connection to the gas network is achievable.</p> <p>The inclusion of landscaping and green infrastructure within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.</p>
13. Economy and Employment	✓
	<p>Indices of Deprivation statistics (2015) indicate that the site lies within the 50% most deprived neighbourhoods in terms of employment deprivation in the UK. Long Sutton is a Main Service Centre; it is therefore likely that new development could have a positive impact on the local economy by bringing 92 people within the ideal 1km walk of Canebuzo and a 7km drive of Bridge Road Industrial Estate and Princes, as well as to new employment development that may take place over the plan period. This may have a positive impact in reducing unemployment and raising average wage levels. An additional 92 residents may also help support the primacy of Long Sutton town centre, generating income for its shops and services. Good design will better enable residents to use sustainable transport from the site to access local employment sites and the town centre.</p> <p>Development 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).</p>

LOS046: Land to the east of Station Road, Long Sutton	
Sustainability Objective	Indicative development scenario: Total site area: 0.68ha Potential no of dwellings: 14
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 608 dwellings proposed for Long Sutton over the plan period.</p> <p>The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of housing to be constructed on this site can help deliver the housing need identified for Long Sutton and South East Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	The nearest open space (Cowpers Gate) and Long Sutton Medical Centre are approx. 220m and 870m away respectively. However, some other facilities that would help to maintain health and promote healthy lifestyles are over the ideal 1km walking distance from housing

	<p>development (600m for a village hall/community centre). The Market Place and London Road playing fields are both outside the ideal distances.</p> <p>It is anticipated that the increase in population - approximately 31 people (2.2 occupants in each of the 14 dwellings) - associated with this site would put some pressure on these facilities over the plan period. Additional/improved healthcare and sports facilities may be needed to meet the needs of future residents.</p> <p>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.</p> <p>Overall, Long Sutton 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Long Sutton to accommodate future residents.</p> <p>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to an increase in local air and noise pollution which could have an adverse impact on physical and mental health. There are no known bad neighbours nearby.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data showed that 51.4% of households owned at least one car and 42.5% travelled to work by car/van, just below the South Holland average of 45.8%.</p> <p>The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. But the site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. However the site is within the ideal 1km walk of a local convenience store (880m) which could have a positive effect upon promoting sustainable travel options to Long Sutton's shops and local facilities. Designing safe routes for pedestrians and cyclists from the site to Station Road would help promote accessibility for residents.</p> <p>There is expected to be some additional traffic generated by this site, individually and cumulatively; schemes to address traffic impact in and around Long Sutton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand, increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. If legible and safe pedestrian and cycle routes are provided from all parts of the site, it would have a positive effect upon promoting sustainable travel options.</p> <p>Bus services operate to Spalding and King's Lynn; however the nearest bus stops are well outside the ideal 400m walking distance from the site on London Road, meaning access for residents is poor. A public right of way is approx. 470m away from the site off Station Road which would help provide good access to the countryside for recreation.</p>

	The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>Indices of Deprivation statistics (2015) indicate that the site lies within the 40% most deprived neighbourhoods in the UK. Policies 2 and 8 of the Local Plan proposes more housing and employment development in the Main Service Centres. This would contribute to a stronger local economy which should help reduce deprivation in this area. Additional housing that provides for a range of needs would, in general, support this approach.</p> <p>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 the 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.</p> <p>As discussed in Objective 13 Bridge Road Industrial Estate (2.4km) and Princes (3.1km) and Canebuzo (2.2km) are within a 7km drive of the site. No employment sites are within the ideal 1km walk of the site. Good design will enable residents to use sustainable transport from the site to access local employment; physical access by sustainable transport to local employment opportunities could be improved through development of this site.</p> <p>Good design could also 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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p> <p>Superfast broadband is provided to Long Sutton; the site should be designed to enable easy connection for all homes, which will enable residents to access a range of facilities on line.</p>
5. Education	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 14 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 3 primary pupils and 3 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Long Sutton Primary School approx. 1.1km from the site • The Peele School about 2.4km away <p>However, there are no post-18 education facilities within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently no capacity at primary level in Long Sutton and that there is limited</p>

	<p>capacity at secondary level. The provision of additional classrooms will therefore be required in order to accommodate the number of pupils new development is anticipated to generate. The closest sixth form facilities are in Holbeach where there is currently no capacity available.</p> <p>Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	0
	<p>The site appears to be free of environmental constraints and does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage would be expected to be provided to meet the developments needs.</p>
7. Heritage	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features.
8. Landscape and Townscape	✓
	<p>Development of the site is unlikely to have an adverse impact on the character and appearance of the area. The site already contains buildings, and is largely hidden from view behind existing frontage dwellings.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	x
	<p>Development upon this site would inevitably have some effect upon air quality. The construction would result in the generation of dust, the release of emissions from construction vehicles. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of vegetation within the development. It is also likely that new housing development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality.</p> <p>Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.</p> <p>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.</p> <p>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 for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Sutton Bridge's Water Recycling Centre to serve the proposed growth. However, across South East</p>

	<p>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.</p> <p>The proposal would lead to the permanent loss of approx. 0.68ha of Grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 0.68ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>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 danger for most in terms of flood hazard, with flood depths between 0.5-1.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Long Sutton for the plan period; protection of the quality and character of landscape and townscape; and contribution to economic growth. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance.</p>

	<p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>As discussed above, some of the area's services, facilities and public transport links are outside the ideal walking distances meaning that there could be less potential to reduce the need to travel by car. Therefore, a travel to work by car (42.5%) is higher than the rest of the County (42.1%) and for England (36.9%), it is likely that the anticipated increase in 31 people would generate some new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new residents are more sustainable.</p> <p>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 new homes will be significantly more energy efficient than the older homes in Long Sutton. But the extent of the impact on this objective is dependent upon the design of the development e.g. through the incorporation of energy efficient methods and renewable energy. If electricity is used, an upgrade may be required to accommodate the level of development identified, although connection to the gas network is achievable.</p> <p>The inclusion of landscaping and vegetation within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.</p>
13. Economy and Employment	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site lies within the 40% most deprived neighbourhoods in terms of employment and income deprivation in the UK. Long Sutton is a Main Service Centre; it is therefore likely that new development could have a positive impact on the local economy by bringing 31 people within the ideal 7km drive of Bridge Road Industrial Estate, Princes and Canebuzo as well as new employment development that may take place over the plan period. This may have a positive impact in reducing unemployment and raising average wage levels. An additional 31 residents may also help support the primacy of Long Sutton town centre, generating income for its shops and services. Good design will better enable residents to use sustainable transport from the site to access local employment sites and the town centre.</p> <p>Development 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).</p>

Main Service Centres: Pinchbeck

PIN002: Land to the north of Market Way, Pinchbeck

Sustainability Objective	Indicative development scenario: Total site area: 1.32ha Potential open space: 0.18ha Development area: 1.14ha Potential no of dwellings: 26
1. Housing	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 252 dwellings proposed for Pinchbeck over the plan period.</p> <p>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 Pinchbeck and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjoining development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">✓/x</p> <p>The nearest open space (off Kelly Close) and playing field (off Rotten Row) are around 450m and 780m away respectively. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre (The Surgery in Pinchbeck) and Pinchbeck Village Hall are both outside the ideal walking distances.</p> <p>It is anticipated that the increase in population – approximately 57 people (2.2 occupants in each of the 26 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.</p> <p>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.</p> <p>Overall, Pinchbeck 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 0.18ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">✓/x</p> <p>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%.</p> <p>The site is well within the ideal short driving (7km) distance to a big supermarket being around 1.5km from the Morrisons Store in</p>

	<p>Pinchbeck (Wardentree Lane). However, it is outside the ideal 1km walking distance 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.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Pinchbeck 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.</p> <p>The site is in close proximity (560m from the edge of the site) to the proposed route of the Spalding Western Relief Road and therefore it has the potential to contribute towards the delivery of this road.</p> <p>The nearest bus stops around 170m from the site on Market Way, within the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Pinchbeck 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.</p> <p>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.</p> <p>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.</p> <p>Some of the area's services, facilities and public transport links 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 and facilities are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest employment opportunities at Enterprise Park (970m) are within the ideal 7km drive and 1km walk of the site. This would have a positive impact, providing good access for residents to local employment. Spalding, with its more extensive employment opportunities, is also within the preferred 7km drive.</p> <p>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.</p>

	No infrastructure will be lost on site as a consequence of this proposal.
5. Education	✓
	<p>The development would be likely to accommodate 26 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 5 primary pupils and 5 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Pinchbeck East Church of England Primary School around 1km from the site • Spalding Grammar School approx. 3.3km away <p>The site is 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.</p> <p>The local education authority has indicated that there is currently no capacity at primary level in Pinchbeck, although additional capacity will filter through to 2018. Going forward there is limited capacity available (not taking into account natural growth after 2018/19). At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this is likely to decrease in the medium to long-term.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	<p>The site is approx. 760m from a protected site (River Glen LWS) and so development may have an affect on habitats and BAP species and consequently biodiversity. There are also large coniferous hedges along the eastern, southern and western boundaries which may have value for wildlife (a quality assessment can determine this). Development may have an adverse impact on them. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	0
	<p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be</p>

	additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Pinchbeck with dwellings to the north, east and west. It is currently well screened from Market Way due to the high hedging and trees thus reducing the potential visibility of development on the site. Consequently, development of the site is not likely to adversely alter the character and appearance of the landscape. The impacts on the visual amenity of neighbours would be acceptable.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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 vegetation 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 area.</p> <p>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.</p> <p>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.</p> <p>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 for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Spalding's Water Recycling Centre to serve the proposed growth. 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.</p> <p>The site is not agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would secure the redevelopment of approx. 1.32ha of previously-developed land.</p>

	This site is not within a Mineral Safeguarding Area.
11. Flood Risk	<p style="text-align: center;">✓/x</p> <p>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 Flood Zone 3a and is identified within the SFRA as mostly 'danger for some' in terms of flood hazard, with some parts being 'low hazard'. Flood depths vary across the site from 0-0.25m to 0.25-0.5m, with most of the site being the latter. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Pinchbeck for the plan period; and protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>As identified in Objective 3 and Objective 4, travel to work use by car and car ownership is higher than for the rest of the county. It is therefore likely that the anticipated increase in 57 people would generate new car journeys and hence carbon emissions.</p> <p>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</p>

	<p>Pinchbeck 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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 Pinchbeck – 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 57 people within the ideal 7km drive of local employment with Enterprise Park approx. 970m from the site. Spalding, with its more extensive employment opportunities, is also within the preferred 7km drive.</p> <p>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).</p> <p>The increased population (57 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.</p>

PIN019: Land to the east of Surfleet Road, Pinchbeck	
Sustainability Objective	<p>Indicative development scenario: Total site area: 1.69ha Potential open space: 0.24ha Development area: 1.45ha Potential no of dwellings: 34</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 252 dwellings proposed for Pinchbeck over the plan period.</p> <p>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 Pinchbeck and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjoining development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">x</p> <p>The closest health centre (The Surgery in Pinchbeck) is situated approx. 960m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are just outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. However, the nearest open space and playing field (off Guildhall Drive) and</p>

	<p>Pinchbeck Village Hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population – approximately 75 people (2.2 occupants in each of the 34 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.</p> <p>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.</p> <p>Overall, Pinchbeck 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 0.24ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">✓</p> <p>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%.</p> <p>The site is well within the ideal short driving (7km) distance to a big supermarket being around 2.9km from the Morrisons Store in Pinchbeck (Wardentree Lane). The site is also within the ideal 1km walking distance from a local shop being 930m from the Premier store on Knight Street. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Pinchbeck 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stops around 140m from the site outside Birchgrove Garden Centre, within the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Pinchbeck 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</p>

	<p>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.</p> <p>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.</p> <p>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.</p> <p>Some of the area's services, facilities and public transport links 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 and facilities are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest employment opportunities at Enterprise Park (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, potentially excluding access for some residents to local employment. Spalding, with its more extensive employment opportunities, is also within the preferred 7km drive.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 34 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 7 primary pupils and 6 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Pinchbeck East Church of England Primary School is around 1.3km from the site • Spalding Grammar School is approx. 4.8km away <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 4.3km away at the Red Lion Quarter.</p> <p>The local education authority has indicated that there is currently no capacity at primary level in Pinchbeck, although additional capacity will filter through to 2018. Going forward there is limited capacity available (not taking into account natural growth after 2018/19). At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this is likely to decrease in the medium to</p>

	<p>long-term.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>Development may have an adverse impact on mature trees along the south-eastern facing boundary and hedging along the north-western edge. 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. Furthermore, the site is approx. 450m from a protected site (River Glen LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Pinchbeck with dwellings to the south, Birchgrove Garden Centre to the north and Surfleet Road to the west. Dwellings are also located opposite the site over Surfleet Road. Consequently, development of the site is not likely to adversely alter the character and appearance of the landscape.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 area.</p> <p>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-</p>

	<p>off are kept out of the groundwater.</p> <p>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.</p> <p>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 for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Spalding's Water Recycling Centre to serve the proposed growth. 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.</p> <p>The proposal would lead to the permanent loss of approx. 1.69ha of Grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.69ha of greenfield agricultural land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>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 vast majority of the site is identified within the SFRA as 'no hazard' in terms of flood hazard and depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Pinchbeck for the plan period, and other benefits including promoting sustainable transport, not being likely to adversely alter the landscape and generating employment during the construction period and thereby providing some protection to the local economy.</p>

	<p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: right;">✓/x</p> <p>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 75 people would generate new car journeys and hence carbon emissions.</p> <p>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 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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: right;">✓/x</p> <p>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 Pinchbeck – 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 75 people within the ideal 7km drive of local employment with Enterprise Park approx. 2.4km from the site. Spalding, with its more extensive employment opportunities, is also within the preferred 7km drive.</p> <p>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).</p>

	The increased population (75 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.
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PIN065: Birchgrove Garden Centre, Surfleet Road, Pinchbeck	
Sustainability Objective	Indicative development scenario: Total site area: 2.44ha Potential open space: 0.34ha Development area: 2.1ha Potential no of dwellings: 49
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 252 dwellings proposed for Pinchbeck over the plan period.</p> <p>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 Pinchbeck and SE Lincolnshire it will have a positive impact on this objective.</p> <p>However, the site is slightly detached from Pinchbeck's development limits meaning that its development would be contrary to the principles of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>All 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 Surgery (on Knight Street), the nearest open space and playing field (off Guildhall Drive) and Pinchbeck Village Hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population – approximately 108 people (2.2 occupants in each of the 49 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 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.</p> <p>Overall, Pinchbeck 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 0.34ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	✓/x

	<p>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%.</p> <p>The site is well within the ideal short driving (7km) distance to a big supermarket being around 3.1km from the Morrisons Store in Pinchbeck (Wardentree Lane). The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the site is outside the ideal 1km walk of the nearest local convenience store (Premier store on Knight Street), meaning that the use of sustainable modes of transport for such shopping trips may be discouraged.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Pinchbeck 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stops around 170m from the site on Surfleet Road, within the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: right;">✓/x</p> <p>ONS statistics indicate that Pinchbeck 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.</p> <p>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.</p> <p>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.</p> <p>Some of the area's services, facilities and public transport links 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 and facilities are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest employment opportunities at Enterprise Way (2.6km) 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, potentially excluding access for some residents to local employment. Spalding, with its more extensive employment opportunities, is also within the preferred 7km drive.</p> <p>Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive</p>

	<p>communities where the opportunity for crime and anti social behaviour is minimised.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 49 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 10 primary pupils and 9 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> Pinchbeck East Church of England Primary School is around 1.6km from the site <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 4.5km away at the Red Lion Quarter. However, the closest secondary school (Spalding Grammar School) is outside the ideal 4.8km walk.</p> <p>The local education authority has indicated that there is currently no capacity at primary level in Pinchbeck, although additional capacity will filter through to 2018. Going forward there is limited capacity available (not taking into account natural growth after 2018/19). At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this is likely to decrease in the medium to long-term.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site does not include any statutory designated sites, however there are a number of mature trees within it and development is likely to result in the loss of a number of these. 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. Furthermore, the site is in close proximity to a protected site, being approx. 440m from the River Glen LWS. There is the potential for increased residential development in this area to have an impact upon the biodiversity of this LWS due to increased footfall along the adjacent Public Right of Way.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is adjacent to the existing built-up area of Pinchbeck and is previously developed. Consequently, development of the site is not likely to have an adverse impact on the character and appearance of the area.</p>

	Given that the site is brownfield, its redevelopment has the potential to bring environmental improvements. However, the contribution (positive or negative) that the development could make to townscape would ultimately depend upon the quality of the design.
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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 area.</p> <p>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.</p> <p>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.</p> <p>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 for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Spalding's Water Recycling Centre to serve the proposed growth. 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.</p> <p>The site is not agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>Development of this site would secure the redevelopment of 2.44ha of previously developed land which could potentially see less greenfield land being developed elsewhere. This would have a positive impact on this objective.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	✓

	<p>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 of mostly 'low hazard' and 'no hazard' in terms of flood hazard, with a small part being 'danger for some'. Flood depths vary across the site with most being either 0-0.25m or no depth, with a small proportion at 0.25-0.5m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 not being likely to adversely alter the landscape; reuse of a brownfield site; and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>The majority of 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. Furthermore, 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 108 people would generate new car journeys and hence carbon emissions.</p> <p>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</p>

	<p>Pinchbeck 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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">x</p> <p>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 Pinchbeck – 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 108 people within the ideal 7km drive of local employment with Enterprise Way approx. 2.6km from the site. Spalding, with its more extensive employment opportunities, is also within the preferred 7km drive.</p> <p>However, this site is an operational garden centre and therefore provides employment for local residents. The development of this site would therefore see the loss of a local employer (2.44ha) which could have a negative impact on the potential for the local economy to provide jobs for local residents.</p> <p>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). But it would also generate unemployment which may make the local economy vulnerable.</p> <p>The increased population (108 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.</p>

Main Service Centres: Sutterton

SUT009/SUT028: Land to the south of Spalding Road/west of Station Road, Sutterton	
Sustainability Objective	<p>Indicative development scenario: Total site area: 12.44ha Potential open space: 1.24ha Development area: 11.2ha Potential no of dwellings: 263</p>
1. Housing	<p style="text-align: center;">√/x</p> <p>Overall the site has the potential to contribute towards the 308 dwellings proposed for Sutterton over the plan period. However, this site would provide over 80% of the village's requirement and any unforeseen problems with delivery would impact on meeting needs.</p>

	<p>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 Sutterton and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to Sutterton would, in general, be more important to the delivery of the settlement hierarchy.</p>
<p>2. Health and Well-being</p>	<p style="text-align: center;">√/x</p> <p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest open space and publically accessible playing pitch (off Park Avenue) is around 640m from the site. Furthermore, the closest health centre (The Surgery on Spalding Road) and Sutterton Village Hall are approx. 310m and 590m from the site respectively.</p> <p>It is anticipated that the increase in population - approximately 579 people (2.2 occupants in each of the 263 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.</p> <p>Overall, Sutterton 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 potential number of dwellings about 1.24ha of open space should be provided, which given the size of the site may be provided on site in order to accommodate future residents.</p> <p>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 site abuts two employment sites - Enterprise Park on the eastern boundary and Love Lane on the north-western facing boundary - which may impact upon the amenities that would be enjoyed by new dwellings. Any adverse effects should be appropriately mitigated through careful design and layout for example. 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 these employment sites.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Five Village) showed that 89.9% of households owned at least one car and 44.7% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal short 7km driving distance to a big supermarket -- the car/van is likely to be the preferred mode of transport for this purpose. However it is within the ideal 1km walk of a local shop being approx. 610m from the Sutterton Village Store. Consequently, the site would create a development where sustainable modes of transport can be used to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Sutterton should</p>

	<p>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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Whilst the scale of the site means that it may create or exacerbate traffic problems, development on this scale is also likely to be capable of mitigating any such problems.</p> <p>Buses run to Boston and Spalding approximately every hour (Monday-Saturday). However the nearest bus stop is just outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">√/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Five Village ward: Compared with the Lincolnshire average, its long term unemployment rate was above average (30.8% compared to 25.6%). However, the percentage of residents without access to a car is below the county average (10.1% compared to 18%) as is crime rate per 1000 at 39.8 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Sut009/Sut028 is within the ideal walking distance of the majority of the area's services and facilities (although it is outside the ideal walking distance of public transport links) which should help towards achieving social inclusion.</p> <p>As discussed in Objective 13, the nearest potential significant employment opportunities at the Sutterton Enterprise Park (480m) are within the ideal 7km drive and 1km walk of the site. There are also other potential employment opportunities in Sutterton and Kirton that are less than 7km away. Boston and Spalding, with their more extensive employment opportunities, are both outside the ideal driving distance. However, these potential employment opportunities are all outside the ideal 1km walk which may discourage some residents from walking to work and could prevent some from accessing employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">√/x</p>

	<p>The development would be likely to accommodate 263 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 53 primary pupils and 50 secondary pupils which are most likely to go to:</p> <ul style="list-style-type: none"> • Fourfields Church of England Primary School is around 640m from the site • Thomas Middlecott Academy is approx. 4km away <p>Sutterton currently has a lack of capacity at primary level, although the LEA considers that there may be some ability to expand. Furthermore, in nearby Kirton – where secondary aged pupils are likely to attend school – the equivalent of a new secondary school with 6th form will be required in order to accommodate children from the additional dwellings anticipated in the area. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.</p> <p>There are no post 18 education providers within the ideal walking distance.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">√/x</p> <p>The site is in close proximity to a protected site (approx. 330m from the Bell Mere Pool LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">x</p> <p>Although the site does not abut heritage assets, the setting of the listed church includes the environs of Station Road & a large road junction here should be avoided. In order to preserve views of the church spire, any scheme would need to be well landscaped, low density and no higher than two storey with attics. As well as the listed church there are two listed houses on Station Road which would also be affected by a large new development here.</p>
8. Landscape and Townscape	<p style="text-align: center;">√</p> <p>The site is adjacent to the development limits of Sutterton and its location means that it would consolidate (rather than extend) the village's built-up area. The visual impacts of the site would be acceptable as public views of the site are limited. From the west views would alter the greatest, but even these are already dominated by the employment premises at Enterprise Park and Love Lane.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and	<p style="text-align: center;">x</p>

<p>Water Resources</p>	<p>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 Sutterton area.</p> <p>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.</p> <p>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.</p> <p>Water mains cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 12.44ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 12.44ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">√/x</p> <p>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 mix of danger for some and low hazard in terms of flood hazard, and with flood depths including and between 0-0.5m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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,</p>

	<p>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 Sutterton for the plan period; and protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">√/x</p> <p>As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 579 people would generate new car journeys and hence carbon emissions. However, as discussed above, the majority of services and facilities and public transport are within the ideal walking distances which could have a positive impact on minimising the number of car trips generated by the new dwellings.</p> <p>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 Sutterton 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.</p> <p>The National Grid considers that there is no gas in the vicinity of Sutterton. Alternatives may need to be found to heat dwellings constructed on site which may be less sustainable. Furthermore, Western Power Distribution considers that the electricity network is currently at capacity, meaning that additional transformer capacity will need to be added in the short to mid-term.</p> <p>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.</p>
<p>13. Economy and Employment</p>	<p style="text-align: center;">√√</p> <p>The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner,</p>

	<p>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 Sutterton – 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 579 people within the ideal 7km drive of potential employment opportunities in Sutterton and Kirton. Boston and Spalding, with their more extensive employment opportunities, are further away.</p> <p>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).</p> <p>The increased population (579 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.</p>
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Main Service Centres: Sutton Bridge

SUB027: Land to the south of Bridge Road, Sutton Bridge	
Sustainability Objective	Indicative development scenario: Total site area: 10.3ha Potential no of dwellings: 206 Potential open space: 1.44ha Development area: 8.86ha
1. Housing	✓/x
	<p>The site has the potential to deliver almost 80% of the 273 dwellings proposed for Sutton Bridge over the plan period. This means that any unforeseen problems with delivery would impact on meeting needs.</p> <p>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 Sutton Bridge and SE Lincolnshire it will have a positive impact on this objective</p> <p>Housing sites adjacent to Sutton Bridge would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>The site is within the 1km walk of the nearest open space (Grebe Close) and Sutton Bridge Medical Centre being approx. 570m and (990m away respectively. However, some other facilities that would help to maintain health and promote healthy lifestyles are over the ideal walking distance from housing development (1km or 600m for a community centre/village hall). The Curlew Centre and its associated playing fields are both outside the ideal distances.</p> <p>It is anticipated that the increase in population - approximately 453 people (2.2 occupants in each of the 206 dwellings) - associated with this site, and cumulatively with other new development, could put some pressure on these facilities over the plan period. Additional/improved healthcare and sports facilities may be needed to meet the needs of future residents. The Clinical Commissioning Groups have commented</p>

	<p>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.</p> <p>Overall, Sutton Bridge does not currently 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 1.44ha 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.</p> <p>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to some increase in local air and noise pollution which could have an adverse impact on physical and mental health. Additionally, the southern boundary of the site is adjacent to the busy A17 which may have an adverse impact on the amenities that would be enjoyed by new dwellings at this end of the site. Structural landscaping such as trees of mixed provenance may be necessary to help mitigate any noise and air pollution. Design and layout should be considered carefully.</p>
3. Transport	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data showed that 16.6% of households owned at least one car and 42.5% travelled to work by car/van, just below the South Holland average of 45.8%.</p> <p>The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is approx. 1km from the nearest local convenience store meaning that the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs. Designing in safe routes for pedestrians and cyclists within the site to Bridge Road would help promote sustainable access for all residents.</p> <p>The potential traffic generated by this site, individually and cumulatively, is expected to be high; schemes to address traffic impact in and around Sutton Bridge 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.</p> <p>Bus services operate to Spalding and King's Lynn; there is a bus stop adjacent to the site on Bridge Road meaning that access to public transport is good. A public right of way is within 140m of the site providing easy access to the countryside for recreation. Designing in safe routes for pedestrians and cyclists within the site to Bridge Road would help promote sustainable access for all residents.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>Indices of Deprivation statistics (2015) indicate that the site lies within the 40% most deprived neighbourhoods in the UK. Policies 2 and 8 of the Local Plan proposes more housing and employment development in the Main Service Centres to contribute to a stronger local economy which should help reduce deprivation in this area. Additional housing that provides for a range of needs would, in general, support this approach.</p>

	<p>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 market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents.</p> <p>As discussed in Objective 13 Railway Lane Industrial Estate is just over 1km from the site, while West Bank Industrial Area is within a 1.9km drive of the site. Good design will enable residents to more easily access employment opportunities by sustainable transport.</p> <p>Good design could also 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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p> <p>Superfast broadband is provided to Sutton Bridge; the site should be designed to enable easy connection for all homes, which will enable residents to access a range of facilities on line.</p>
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 186 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 37 primary pupils and 27 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> Westmere Community Primary School is around 1.3km from the site <p>However, there are no secondary schools or post 18 education providers within the ideal 4.8km walk of the site. The Peele Community College in Long Sutton is just outside this distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently sufficient capacity at primary level to accommodate the development proposed in Sutton Bridge. However, at secondary level there is limited capacity at present and over the plan period additional secondary provision will be required. The closest sixth form is in Holbeach and is currently at capacity.</p> <p>Development on this site will generate employment during the construction period; apprenticeships or employment of local long-term unemployed could help improve job prospects and prosperity for residents.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>Biodiversity interest in the site appears to be limited and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>

	As discussed in Objective 11, sustainable drainage would be required to meet the developments needs.
7. Heritage	0
	<p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	✓/x
	<p>The site lies within The Fens National Character Area; the flat, visually open, agricultural land is a typical landscape characteristic of the area. Built development of this size would have some adverse impact on the character of the area; the landscape and visual impact would be prevalent in views from the A17 and properties to the east. However, the site relates well to the existing built form, following the line of residential properties to the east. Furthermore, the size of the site means that any adverse impact should be minimised through significant structural landscaping, green infrastructure and sustainable drainage provided on site. Nonetheless, the development would be visible in the short term until mitigation has time to establish.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	x
	<p>Development upon this site would inevitably have some effect upon air quality through construction; the extent to which the generation of dust and the release of emissions from construction vehicles would affect air quality would depend upon mitigation during construction and the use of green infrastructure within the development. It is also likely that new housing development will increase traffic levels; with the current trend of car dependency likely to continue this could generate a negative impact on local air quality.</p> <p>Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.</p> <p>New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures could help mitigate this impact. Appropriate connection to the potable water distribution and sewerage network would be required to ensure that the new housing has an appropriate water supply.</p> <p>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 Sutton Bridge'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.</p>

	The proposal would lead to the loss of approx. 10.3ha of Grade 1 agricultural land.
10. Sustainable use of Land and Waste	x
	<p>During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the loss of approx. 10.3ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
11. Flood Risk	✓/x
	<p>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 Flood Zone 3a; and is identified within the SFRA as a mix of danger for most and danger for all, with flood depths ranging between 0.5m to 1.0m and 1.0m to 2.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Sutton Bridge for the plan period; and contribution to economic growth. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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</p>

	<p>Objective 6. Depending on the type selected this could also reduce pollutants in run-off as well as helping to deliver Objective 9.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>As discussed above, this site is within a 20/25 minute walk of most local facilities, services and transport links. Even so, travel to work by car (42.5%) is higher than the rest of the County (42.1%) and for England (36.9%). It is therefore likely that the anticipated increase in 453 people would generate additional new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure that the travel patterns of new residents are more sustainable.</p> <p>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 new homes will be significantly more energy efficient than the older homes in Sutton Bridge. But the extent of the impact on this objective is dependent upon design e.g. through the use of energy efficient methods and renewable energy. If electricity is used, an upgrade may be required to accommodate the level of development identified, although connection to the gas network is achievable.</p> <p>The inclusion of landscaping and open space within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.</p>
13. Economy and Employment	<p style="text-align: center;">✓✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site is within the top 30% most deprived neighbourhoods in terms of employment deprivation. As Sutton Bridge is a Main Service Centre, it is therefore likely that new development could have a positive impact on the local economy by bringing 453 people within the ideal 7km drive of Railway Lane Industrial Estate and West Bank Industrial Area, as well as to new employment development that may take place over the plan period. This may have a positive impact in reducing unemployment (in 2015 its long term unemployment rate was 27.1% below the national level of 27.8%) and raising average wage levels. An additional 453 residents may also help support the primacy of Sutton Bridge town centre, generating income for its shops and services. Good design will better enable residents to use sustainable transport from the site to access local employment sites and the town centre.</p> <p>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).</p>

Main Service Centres: Swineshead

SWI015: Land to the west of Station Road, Swineshead	
Sustainability Objective	<p>Indicative development scenario: Total site area: 5.81ha Potential open space: 0.58ha Development area: 5.23ha Potential no of dwellings: 116</p>

1. Housing	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 411 dwellings proposed for Swineshead over the plan period.</p> <p>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 Swineshead and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjoining Swineshead would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">x</p> <p>Swineshead Village Hall is approx. 210m from the site, within the ideal 600m walk for a community/village hall. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km, the ideal walking distance from housing development for such facilities. The closest health centre (Swineshead Medical Group), accessible playing pitch and open space (off South Street) are all outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 255 people (2.2 occupants in each of the 116 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.</p> <p>Overall, Swineshead 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 0.58ha 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.</p> <p>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.</p> <p>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 site adjoins the Station Road Industrial Estate which may have an adverse impact on the amenities that would be enjoyed by new dwellings. However, advice from Boston Borough Council's Environmental Health Department indicates that adverse effects are unlikely subject to the protection of this boundary with the industrial area.</p>
3. Transport	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Swineshead and Holland Fen) showed that 90.2% of households owned at least one car and 48.3% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket -- the car/van is likely to be the preferred mode of transport for this</p>

	<p>purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However the site is outside the ideal 1km walk of a local shop (Swineshead Village Store).</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Swineshead 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest buses stop around 220m away on Boston Road, within the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Swineshead and Holland Fen is not a deprived area: Compared with the Lincolnshire average, its long term unemployment rate is below average (20.5% compared to 25.6%). Furthermore, the percentage of residents without access to a car is below the county average (9.8% compared to 18%) as is crime rate per 1000 at 29.9 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Many of the area's services and facilities are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Station Road Industrial Estate (370m) are within the ideal 7km drive and 1km walk of the site. This could have a positive impact by providing residents with employment opportunities that are in close proximity to the site. There are also other potential employment opportunities in Sutterton, Kirton and Boston, although these are further away. They are also all outside the ideal 1km walk which may discourage some residents from walking to work and could prevent some from accessing employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 116 dwellings. On average every 5 homes of new housing generates 1 primary age</p>

	<p>pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 23 primary pupils and 22 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> Swineshead St Mary's Church of England Primary School is around 1.9km from the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently no capacity at primary level in Swineshead or at the closest secondary school (in Donington). The provision of additional primary and secondary school places will therefore be required. Furthermore, the nearest sixth form education facilities are in Boston which are currently at capacity. New post-16 provision will be required as part of a new school.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 560m from the Cole's Lane Ponds LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>Development may have an impact on the drainage channel running along the north-eastern facing boundary of the site by generating water pollution and/or changes in local hydrology, which may affect the quality and character of local biodiversity. Measures should be taken to ensure run-off or hydrological changes during development do not adversely affect this channel.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site's development would have a broadly acceptable impact on the character and appearance of the area. Although the site is highly visible & its development would greatly change the area's character, the site currently does not have an open countryside character, given that there is existing development to its north, east and south-east.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and	<p style="text-align: center;">x</p>

<p>Water Resources</p>	<p>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 Swineshead area.</p> <p>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.</p> <p>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.</p> <p>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 Swineshead'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.</p> <p>The proposal would lead to the permanent loss of approx. 5.81ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 5.81ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>This site is within Flood Zones 1 and 2 (no hazard, no depth) and National Planning Practice Guidance (NPPG) states that this may be considered an appropriate location for housing development if there are no other reasonably available sites in Flood Zone 1. 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 meaning that the suitability of sites in Flood Zone 2 may be considered.</p> <p>A Flood Risk Assessment should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the</p>

	<p>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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and the NPPG.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>The majority of 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. Furthermore, as identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is therefore likely that the anticipated increase in 255 people would generate new car journeys and hence carbon emissions.</p> <p>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 Swineshead 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.</p> <p>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.</p>
<p>13. Economy and Employment</p>	<p style="text-align: center;">✓/x</p> <p>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 Swineshead – 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 255 people within the ideal 7km drive and 1km walk of local employment with Station Road Industrial Estate approx. 370m from the site. There are also other potential employment opportunities in Sutterton, Kirton and Boston, although these are further away.</p> <p>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).</p>

	The increased population (255 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.
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SWI018: Land at North End, Swineshead	
Sustainability Objective	Indicative development scenario: Total site area: 1.74ha Potential open space: 0.17ha Development area: 1.57ha Potential no of dwellings: 35
1. Housing	✓
	Overall the site has the potential to contribute towards the 411 dwellings proposed for Swineshead 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 Swineshead and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjoining Swineshead would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Well-being	x
	Swineshead Village Hall is approx. 190m from the site, within the ideal 600m walk for a community/village hall. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km, the ideal walking distance from housing development for such facilities. The closest health centre (Swineshead Medical Group), accessible playing pitch and open space (off South Street) are all outside the ideal walking distance. It is anticipated that the increase in population - approximately 77 people (2.2 occupants in each of the 35 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. Overall, Swineshead 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 0.17ha 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 planning process it would have a positive impact on this objective. 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. 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	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Swineshead and Holland Fen) showed that 90.2% of households owned at least one car and 48.3% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket – the car/van is likely to be the preferred mode of transport for this purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However the site is outside the ideal 1km walk of a local shop (Swineshead Village Store).</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Swineshead 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest buses stop around 290m away on Boston Road, within the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Swineshead and Holland Fen is not a deprived area: Compared with the Lincolnshire average, its long term unemployment rate is below average (20.5% compared to 25.6%). Furthermore, the percentage of residents without access to a car is below the county average (9.8% compared to 18%) as is crime rate per 1000 at 29.9 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>The majority of the area's services and facilities are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest potential employment opportunities at Station Road Industrial Estate (600m) are within the ideal 7km drive and 1km walk of the site. This could have a positive impact by providing residents with employment opportunities that are in close proximity to the site. There are also other potential employment opportunities in Sutterton, Kirton and Boston, although these are further away. They are also all outside the ideal 1km walk which may discourage some residents from walking to work and could prevent some from accessing employment.</p>

	<p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 35 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 7 primary pupils and 7 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> Swineshead St Mary's Church of England Primary School is around 1.8km from the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently no capacity at primary level in Swineshead or at the closest secondary school (in Donington). The provision of additional primary and secondary school places will therefore be required. Furthermore, the nearest sixth form education facilities are in Boston which are currently at capacity. New post-16 provision will be required as part of a new school.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 680m from the Cole's Lane Ponds LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>Development may also have an adverse impact on some small trees bordering the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape	<p style="text-align: center;">✓</p>

and Townscape	<p>Development of the site is not likely to have an adverse impact on the character and appearance of the area. It is located behind frontage residential development along Boston Road and Station Road and is therefore largely screened from public view. The development would have little visual impact.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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 Swineshead area.</p> <p>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.</p> <p>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.</p> <p>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 Swineshead'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. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The site is not agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.74ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓✓</p>

	<p>This site is within Environment Agency Flood Zone 1 (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact. Given the size of the site, a flood risk assessment is required to consider other sources of flooding. This should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and National Planning Practice Guidance.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>The majority of 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. Furthermore, as identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is therefore likely that the anticipated increase in 77 people would generate new car journeys and hence carbon emissions.</p> <p>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 Swineshead 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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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 Swineshead – 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 77 people within the ideal 7km drive and 1 km walk of local employment with Station Road Industrial Estate approx. 600m from the site. Although this will ensure that there is potentially an accessible workforce within the village catchment to continue to support businesses, the development of this site for housing would see the loss of land currently in use as employment land and so its loss would be unlikely to have adverse impacts on the potential for the local</p>

	<p>economy to provide jobs for local residents. There are also other potential employment opportunities in Sutterton, Kirton and Boston, although these are further away.</p> <p>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).</p> <p>The increased population (77 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.</p>
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SWI037: Land to the west of High Street, Swineshead	
Sustainability Objective	<p>Indicative development scenario: Total site area: 2.94ha Potential open space: 0.29ha Development area: 2.65ha Potential no of dwellings: 59</p>
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 411 dwellings proposed for Swineshead over the plan period.</p> <p>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 Swineshead and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjoining Swineshead would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓
	<p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a village hall/community centre), the ideal walking distance from housing development for such facilities. St Mary's Church Hall is approx. 380m from the site and the nearest accessible playing pitch and open space (off South Street) is around 650m away. The closest health centre (Swineshead Medical Group) is approx. 970m from the site.</p> <p>It is anticipated that the increase in population - approximately 130 people (2.2 occupants in each of the 59 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.</p> <p>Overall, Swineshead 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 0.18ha 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 planning process it would have a positive impact on this objective.</p>

	<p>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.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Swineshead and Holland Fen) showed that 90.2% of households owned at least one car and 48.3% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket -- the car/van is likely to be the preferred mode of transport for this purpose. However, it is within the ideal 1km walk of a local shop being approx. 310m from Swineshead Village Store. Consequently, the site would create a development where sustainable modes of transport can be used to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Swineshead 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest buses stop around 190m away on High Street, within the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Swineshead and Holland Fen is not a deprived area: Compared with the Lincolnshire average, its long term unemployment rate is below average (20.5% compared to 25.6%). Furthermore, the percentage of residents without access to a car is below the county average (9.8% compared to 18%) as is crime rate per 1000 at 29.9 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>The site is within the ideal walking distance of the majority of the area's services and facilities and public transport links which should help towards achieving social inclusion in line with the sustainability objectives of the Local Plan.</p>

	<p>As discussed in Objective 13 the nearest potential employment opportunities at Station Road Industrial Estate (1.5km) are within the ideal 7km drive of the site. 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 in Sutterton, Kirton and Boston, although these are further away.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 59 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 12 primary pupils and 11 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> Swineshead St Mary's Church of England Primary School is around 750m from the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently no capacity at primary level in Swineshead or at the closest secondary school (in Donington). The provision of additional primary and secondary school places will therefore be required. Furthermore, the nearest sixth form education facilities are in Boston which are currently at capacity. New post-16 provision will be required as part of a new school.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 370m from the Cole's Lane Ponds LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape	<p style="text-align: center;">✓</p>

<p>and Townscape</p>	<p>Development of the site would not have adverse impacts on the character and appearance of the area. It relates well to the village's existing built form with residential development to the north, east and south. Furthermore, its development would have few visual impacts as public views into the site are generally limited.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p>9. Air, Soil and Water Resources</p>	<p style="text-align: center;">x</p> <p>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 Swineshead area.</p> <p>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.</p> <p>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.</p> <p>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 Swineshead'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. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 2.94ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 2.94ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>

11. Flood Risk	<p style="text-align: right;">✓✓</p> <p>This site is within Environment Agency Flood Zone 1 (no hazard, no depth) with a small area of Flood Zone 2. This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact. Given the size of the site, a flood risk assessment is required to consider other sources of flooding. This should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and National Planning Practice Guidance.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: right;">✓/x</p> <p>The majority of local facilities and services are within the ideal walking distances from the site which could have a positive impact on minimising the number of car trips generated by the new dwellings. However, as identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is therefore likely that the anticipated increase in 130 people would generate new car journeys and hence carbon emissions.</p> <p>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 Swineshead 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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: right;">✓/x</p> <p>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 Swineshead – 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 130 people within the ideal 7km drive of local employment with Station Road Industrial Estate approx. 1.5km from the site. There are also other potential employment opportunities in</p>

	<p>Sutterton, Kirton and Boston, although these are further away.</p> <p>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).</p> <p>The increased population (130 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.</p>
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SWI038: Land to the west of Station Road, Swineshead	
Sustainability Objective	<p>Indicative development scenario: Total site area: 3.77ha Potential open space: 0.38ha Development area: 3.39ha Potential no of dwellings: 75</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 411 dwellings proposed for Swineshead over the plan period.</p> <p>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 Swineshead and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjoining Swineshead would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">x</p> <p>Swineshead Village Hall is approx. 490m from the site, within the ideal 600m walk for a community/village hall. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km, the ideal walking distance from housing development for such facilities. The closest health centre (Swineshead Medical Group), accessible playing pitch and open space (off South Street) are all outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 165 people (2.2 occupants in each of the 75 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.</p> <p>Overall, Swineshead 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 0.18ha 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 planning process it would have a positive impact on this objective.</p> <p>The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to</p>

	<p>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.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Swineshead and Holland Fen) showed that 90.2% of households owned at least one car and 48.3% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket – the car/van is likely to be the preferred mode of transport for this purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However the site is outside the ideal 1km walk of a local shop (Swineshead Village Store).</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Swineshead 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest buses stop around 320m away on Station Road, within the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Swineshead and Holland Fen is not a deprived area: Compared with the Lincolnshire average, its long term unemployment rate is below average (20.5% compared to 25.6%). Furthermore, the percentage of residents without access to a car is below the county average (9.8% compared to 18%) as is crime rate per 1000 at 29.9 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Many of the area's services and facilities are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Station Road Industrial Estate (730m) are within the ideal</p>

	<p>7km drive and 1km walk of the site. This could have a positive impact by providing residents with employment opportunities that are in close proximity to the site. There are also other potential employment opportunities in Sutterton, Kirton and Boston, although these are further away. They are also all outside the ideal 1km walk which may discourage some residents from walking to work and could prevent some from accessing employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 75 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 15 primary pupils and 14 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> Swineshead St Mary's Church of England Primary School is around 1.7km from the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently no capacity at primary level in Swineshead or at the closest secondary school (in Donington). The provision of additional primary and secondary school places will therefore be required. Furthermore, the nearest sixth form education facilities are in Boston which are currently at capacity. New post-16 provision will be required as part of a new school.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 230m from the Cole's Lane Ponds LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>Furthermore, a drainage channel runs along the north-western and south-eastern facing boundaries of the site and so development may have an affect on any habitats and species living there and therefore potentially biodiversity. It may be necessary to create a buffer between residential development and these drains in order to minimize any possible adverse effects.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p>

	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have adverse impacts on the character and appearance of the area. It has a satisfactory relationship with Swineshead's built-up area and public views into the site are relatively limited, particularly due to its location mostly behind residential development along Station Road.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 Swineshead area.</p> <p>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.</p> <p>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.</p> <p>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 Swineshead'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.</p> <p>The proposal would lead to the permanent loss of approx. 3.77ha of grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p>

	<p>The proposal would lead to the permanent loss of approx. 3.77ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓</p> <p>This site is within Flood Zones 1 and 2 (no hazard, no depth) and National Planning Practice Guidance (NPPG) states that this may be considered an appropriate location for housing development if there are no other reasonably available sites in Flood Zone 1. 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 meaning that the suitability of sites in Flood Zone 2 may be considered.</p> <p>A Flood Risk Assessment should 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and the NPPG.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Many of the area's 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 and the number of residents with access to a car is higher than for the rest of the county. It is therefore likely that the anticipated increase in 165 people would generate new car journeys and hence carbon emissions.</p> <p>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 Swineshead 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.</p> <p>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.</p>
13. Economy and	<p style="text-align: center;">✓/x</p>

Employment	<p>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 Swineshead – 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 165 people within the ideal 7km drive and 1km walk of local employment with Station Road Industrial Estate approx. 730m from the site. There are also other potential employment opportunities in Sutterton, Kirton and Boston, although these are further away.</p> <p>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).</p> <p>The increased population (165 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.</p>
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Minor Service Centres: Bicker

BIC004: Land to the east of Donington Road, Bicker	
Sustainability Objective	Indicative development scenario: Total site area: 1.35ha Potential open space: 0.14ha Development area: 1.21ha Potential no of dwellings: 27
1. Housing	✓/x Overall, the site has the potential to contribute towards the 50 dwellings proposed for the Bicker area over the plan period. However, this site would provide over 50% of the village's requirement and any unforeseen problems with delivery would impact on meeting needs. 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 Bicker and SE Lincolnshire it will have a positive impact on this objective. Furthermore, housing sites adjacent to defined settlement limits – such as Bic004 – 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. Bicker Village Hall, the nearest health centre (Swineshead Medical Group) and open space are all outside the ideal 1km walk. However, the closest playing field (off Low Gate Lane) is approx. 520m from the site.

	<p>It is anticipated that the increase in population - approximately 59 people (2.2 occupants in each of the 27 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.</p> <p>Overall, Bicker 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 0.14ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p> <p>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 site is adjacent to the A52 which may have an adverse impact on the amenities that would be enjoyed by new dwellings at the south of the site. However, the scale of the site means that structural landscaping such as trees of mixed provenance can be included to help mitigate any possible noise and air pollution.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Five Village) showed that 89.9% of households owned at least one car and 44.7% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket — the car/van is likely to be the preferred mode of transport for this purpose. However, it is within the ideal 1km walk of a local shop being approx. 840m from Bicker General Store and Post Office. 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 particularly for local journeys and everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Bicker 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest buses stop around 330m away on Donington Road within the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>

4. Socially Inclusive Communities	<p style="text-align: right;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Five Village ward: Compared with the Lincolnshire average, its long term unemployment rate was above average (30.8% compared to 25.6%). However, the percentage of residents without access to a car is below the county average (10.1% compared to 18%) as is crime rate per 1000 at 39.8 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Bic004 is outside the ideal walking distance of some essential services and facilities meaning that it may be more difficult to achieve social inclusion and reduce deprivation.</p> <p>The new housing development may improve physical access to local employment. For instance, JDM Food Group's site (730m) is in walking and driving distance of the site and there are also other employment opportunities within the ideal 7km drive in nearby Donington and Swineshead. Boston town, with its more extensive employment opportunities/facilities, is further away.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 27 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 5 primary pupils and 5 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Donington Cowley Endowed Primary School is around 2.9km away • Thomas Cowley High School is around 2.4km from the site <p>However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently no capacity at the nearest primary and secondary schools in Donington. Additional provision will therefore be required to accommodate the number of pupils new development is anticipated to generate. Furthermore, the nearest sixth form facilities are in Boston where they are currently at capacity. Additional post-16 provision</p>

	<p>will be required as part of a new school.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>The biodiversity interest on the site is limited and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓/x</p> <p>Development of the site is not likely to have an adverse impact on the character and appearance of the area. It is adjacent to the existing built-up area and is contained by strong physical features with Donington Road to the north-west and the A52 to the south-east.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 vegetation 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 Bicker area.</p> <p>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.</p> <p>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.</p> <p>Water mains cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 1.35ha of grade 1 agricultural land.</p>
10. Sustainable use	<p style="text-align: center;">x</p>

<p>of Land and Waste</p>	<p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.35ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓✓</p> <p>This site is within Environment Agency Flood Zone 1 (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact. Given the size of the site, a flood risk assessment is required to consider other sources of flooding. This should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and National Planning Practice Guidance.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>Many 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. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 59 people would generate new car journeys and hence carbon emissions.</p> <p>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 Bicker 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.</p>

	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
	<p>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. Bicker is a Minor Service Centre – the Local Plan proposes that Bicker will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 59 people within the ideal 7km drive of employment opportunities in Bicker, Donington and Swineshead. 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).</p> <p>The increased population (59 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.</p>

BIC015: Land to the west of Drury Lane, Bicker	
Sustainability Objective	Indicative development scenario: Total site area: 0.51ha Potential open space: 0.05ha Development area: 0.46ha Potential no of dwellings: 10
1. Housing	✓
	<p>Overall the site has the potential to contribute to the level of housing identified for the Bicker area over the plan period and will have a positive impact on this objective.</p> <p>Furthermore, housing sites within defined settlement limits – such as Bic015 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>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. Bicker Village Hall, the nearest health centre (Swineshead Medical Group) and open space are all outside the ideal 1km walk. However, the closest playing field (off Low Gate Lane) is approx. 290m from the site.</p> <p>It is anticipated that the increase in population - approximately 22 people (2.2 occupants in each of the 10 dwellings) – associated with this site, and cumulatively with other new development, could put some pressure on these facilities over the plan period. However given the size of the site, developer contributions are not able to be sought. Should additional/improved healthcare, sports facilities or open space be required, other funding sources would need to be used.</p>

	<p>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.</p> <p>Overall, Bicker 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Bicker to accommodate future residents.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Five Village) showed that 89.9% of households owned at least one car and 44.7% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket – the car/van is likely to be the preferred mode of transport for this purpose. However, it is within the ideal 1km walk of a local shop being approx. 600m from Bicker General Store and Post Office. 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 particularly for local journeys and everyday shopping needs.</p> <p>Although the potential traffic generated by this site on its own is not significant, any traffic impact may be exacerbated by the potential cumulative impact of an increased local population generated from this site in combination with other sites in the village. Any impact should be carefully managed to not restrict access to jobs and services, and promote safe, easy use for all.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest buses stop around 90m away outside the site on Low Gate Lane, well within the ideal walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Five Village ward: Compared with the Lincolnshire average, its long term unemployment rate was above average (30.8% compared to 25.6%). However, the percentage of residents without access to a car is below the county average (10.1% compared to 18%) as is crime rate per 1000 at 39.8 compared to 49.7.</p> <p>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.</p> <p>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</p>

	<p>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.</p> <p>Bic015 is outside the ideal walking distance of some essential services and facilities meaning that it may be more difficult to achieve social inclusion and reduce deprivation.</p> <p>The new housing development may improve physical access to local employment. For instance, JDM Food Group's site (590m) is in walking and driving distance of the site and there are also other employment opportunities within the ideal 7km drive in nearby Donington and Swineshead. Boston town, with its more extensive employment opportunities/facilities, is further away.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 10 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 2 primary pupils and 2 secondary pupils. Primary and secondary aged pupils are most likely to go to:</p> <ul style="list-style-type: none"> • Donington Cowley Endowed Primary School is around 2.9km away • Thomas Cowley High School is around 2.3km from the site <p>However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently no capacity at the nearest primary and secondary schools in Donington. Additional provision will therefore be required to accommodate the number of pupils new development is anticipated to generate. Furthermore, the nearest sixth form facilities are in Boston where they are currently at capacity. Additional post-16 provision will be required as part of a new school.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>The biodiversity interest on the site is limited and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>

	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	✓
	Development of the site would not have an adverse impact on the character and appearance of the area. The site is located behind residential development fronting onto Low Gate Lane meaning that there are few public views into the site. Visual impacts would therefore be limited. 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 vegetation 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 Bicker 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 is unlikely to place undue burden on the existing sewerage system – Anglian Water considers that the foul sewerage network would be capable of taking foul water from the site and there is capacity at Swineshead Water Recycling Centre. However, the water supply network may require upgrading, and across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. The proposal would lead to the permanent loss of approx. 0.51ha 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.

	<p>The proposal would lead to the permanent loss of approx. 0.51ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: right;">✓✓</p> <p>This site is within Environment Agency Flood Zone 1 (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: right;">✓/x</p> <p>Many 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. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 22 people would generate new car journeys and hence carbon emissions.</p> <p>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 Bicker 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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: right;">✓/x</p> <p>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. Bicker is a Minor Service Centre – the Local Plan proposes that Bicker will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 22 people within the ideal 7km drive of employment opportunities in Bicker, Donington and Swineshead.</p> <p>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).</p>

	The increased population (22 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.
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BIC017: Land to the east of St Swithins Close, Bicker	
Sustainability Objective	Indicative development scenario: Total site area: 0.91ha Potential open space: 0.09ha Development area: 0.82ha Potential no of dwellings: 18
1. Housing	✓
	<p>Overall, the site has the potential to contribute towards the 50 dwellings proposed for the Bicker area over the plan period.</p> <p>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 Bicker and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Furthermore, housing sites adjacent to defined settlement limits – such as Bic017 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>Some of the facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Bicker Village Hall and the nearest playing field (off Low Gate Lane) are approx. 470m and 580m from the site respectively. However, the closest health centre (Swineshead Medical Group) and amenity open space/green corridor are both outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 40 people (2.2 occupants in each of the 18 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.</p> <p>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.</p> <p>Overall, Bicker 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Bicker to accommodate future residents.</p> <p>Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from</p>

	other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Five Village) showed that 89.9% of households owned at least one car and 44.7% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket – the car/van is likely to be the preferred mode of transport for this purpose. However, it is within the ideal 1km walk of a local shop being approx. 370m from Bicker General Store and Post Office. 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 particularly for local journeys and everyday shopping needs.</p> <p>The potential traffic generated by this site on its own is not significant, but any traffic impact may be exacerbated by the potential cumulative impact of an increased local population generated from this site in combination with other sites in the village. Any impact should be carefully managed to not restrict access to jobs and services, and promote safe, easy use for all.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest buses stop around 390m away on Rookery Road within the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Five Village ward: Compared with the Lincolnshire average, its long term unemployment rate was above average (30.8% compared to 25.6%). However, the percentage of residents without access to a car is below the county average (10.1% compared to 18%) as is crime rate per 1000 at 39.8 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Bic017 is outside the ideal walking distance of some essential services and facilities meaning that it may be more difficult to achieve social inclusion and reduce deprivation.</p> <p>The new housing development may improve physical access to local employment. For instance, Gauntlett Road Village Employment Site (630m) is nearby and there are also other employment opportunities within the ideal 7km drive in nearby Donington and Swineshead.</p>

	<p>Boston town, with its more extensive employment opportunities/facilities, is further away.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 18 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 4 primary pupils and 3 secondary pupils. The nearest secondary school is:</p> <ul style="list-style-type: none"> • Thomas Cowley High School is around 3.1km from the site <p>However, there are no primary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently no capacity at the nearest primary and secondary schools in Donington. Additional provision will therefore be required to accommodate the number of pupils new development is anticipated to generate. Furthermore, the nearest sixth form facilities are in Boston where they are currently at capacity. Additional post-16 provision will be required as part of a new school.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>The biodiversity interest on the site is limited and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site is not likely to have an adverse impact on the character and appearance of the area. The site is well-contained by 'village' uses with residential development to the south and west and allotments to the east.</p> <p>The development is unlikely to have an effect upon the quality of townscape in Bicker. However, the contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>

9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 vegetation 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 Bicker area.</p> <p>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.</p> <p>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.</p> <p>Demand from the site is unlikely to place undue burden on the existing water supply network and capacity is available at Swineshead Water Recycling Centre. However, Anglian Water considers that the foul sewerage network may require upgrading, and 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.</p> <p>The proposal would lead to the permanent loss of approx. 0.91ha of mostly grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 0.91ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓✓</p> <p>This site is within Environment Agency Flood Zone 1 (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact.</p> <p>The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance.</p>

	<p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>Many 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. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 40 people would generate new car journeys and hence carbon emissions.</p> <p>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 Bicker 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.</p> <p>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.</p>
<p>13. Economy and Employment</p>	<p style="text-align: center;">✓/x</p> <p>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. Bicker is a Minor Service Centre – the Local Plan proposes that Bicker will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 40 people within the ideal 7km drive of employment opportunities in Bicker, Donington and Swineshead. Although this will ensure that there is potentially an accessible workforce within the village catchment to continue to support businesses, the development of this site for housing would see the loss of some allocated employment land. However, it is not of strategic scale (approx. 0.24ha) and the loss of this land would be unlikely to have adverse impacts on the potential for the local economy to provide jobs for local residents.</p> <p>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).</p> <p>The increased population (40 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

Minor Service Centres: Butterwick

BUT002: Land to the east of Sea Lane, Butterwick	
Sustainability Objective	Indicative development scenario: Total site area: 1.05ha Potential open space: 0.11ha Development area: 0.94ha Potential no of dwellings: 21
1. Housing	✓
	<p>Overall, the site has the potential to contribute towards the 70 dwellings proposed for Butterwick over the plan period.</p> <p>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 Butterwick and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites within the defined settlement limits of Butterwick would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>Butterwick Village Hall and Butterwick Park are approx. 420m and 940m from the site respectively. However, other facilities 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 and leisure centre/playing pitches are both outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 46 people (2.2 occupants in each of the 21 dwellings) – associated with this site would place 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.</p> <p>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.</p> <p>Overall, Butterwick 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 0.11ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	✓/x

	<p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Coastal ward) showed that 90.4% of households owned at least one car and 44.1% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is just within the ideal 7km distance to a big supermarket, being approx. 6.9km from the Morrisons store (Horncastle Road) in Boston town -- the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, the site is within the ideal 1km walk of a local shop (approx. 480m from Butterwick Village Store). Consequently, development of this site would create a development where sustainable modes of transport can be used to meet resident's everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around the village 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.</p> <p>Lincolnshire County Council's Highways Department has identified that the site would be best accessed via Sea Lane and that development of the site would necessitate the implementation of a new frontage footway. If access was provided from Watery Lane, a new frontage footway would be required, as well as a formal highway drainage system (road gullies and a piped sewer to a suitable outfall).</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Buses run through Butterwick to Boston and Skegness multiple times a day (Monday-Saturday). However the nearest bus stop is outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Coastal ward: in 2015 compared with the national average, its long term unemployment rate was above average (33.3% compared to 26.8%). However, compared with Lincolnshire, those without access to a car is below average (9.6% compared to 18%) while crime rate per 1000 is 26.7 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>But002 is outside the ideal walking distance of some of the area's services and facilities and public transport links which could have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Marshall Bros. Ltd (1.2km), are within the ideal 7km drive. Boston, with its more extensive employment opportunities, is also within the ideal driving distance. However, they are both outside the</p>

	<p>ideal 1km walk which may discourage some residents from walking to work.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 21 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 4 primary pupils and 4 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Butterwick Primary School is around 980m from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is sufficient capacity available at primary level to accommodate the developments proposed in Butterwick. However, the closest secondary school in Boston is currently at capacity and a new secondary school will be required to accommodate the number of secondary school pupils that new developments in and around Boston are anticipated to generate. Additional sixth form provision will be required as part of this as this level is currently also at capacity.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 750m from Doves' Lane Drains) meaning that development may have an effect on habitats and BAP species and consequently biodiversity. Furthermore, European and national environmental designations at The Wash are about 2.4km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>Development may have an adverse impact on hedging along the eastern boundary. Good design could generate a positive biodiversity impact by retaining this and maximising opportunities for enhancement and mitigation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and	<p style="text-align: center;">✓</p> <p>Development of the site would not be likely to have an adverse impact on the character and appearance of the area. The site is adjacent</p>

Townscape	to the existing built-up area and redevelopment of this site should provide opportunities for environmental improvements. However, the contribution that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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 vegetation 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 Butterwick area.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Fishtoft's Water Recycling Centre to serve the proposed growth. However, improvements may need to be made to the water supply network, and 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 and sewer pipes cross the site and must remain accessible. The design of the site must therefore take this into consideration.</p> <p>However this site does secure the redevelopment of 1.05ha of predominantly previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>However this site does secure the redevelopment of 1.05ha of predominantly previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	✓/x

	<p>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 between ‘0.25-2.0m’. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Butterwick for the plan period; protect the quality and character of landscape and townscape; reuse of a brownfield site; and contribution to economic growth. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>Some of the area’s services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 46 people would generate new car journeys and hence carbon emissions.</p> <p>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</p>

	<p>Butterwick 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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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. Butterwick is a Minor Service Centre – the Local Plan proposes that Butterwick will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 46 people within the ideal 7km drive of potential employment opportunities in Butterwick (Marshall Bros. Ltd). Boston, with its more extensive employment opportunities, is also within the 7km distance.</p> <p>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).</p> <p>The increased population (46 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

BUT004: Land to the east of Benington Road, Butterwick	
Sustainability Objective	<p>Indicative development scenario: Total site area: 1.03ha Potential open space: 0.10ha Development area: 0.93ha Potential no of dwellings: 21</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall, the site has the potential to contribute towards the 70 dwellings proposed for Butterwick over the plan period.</p> <p>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 Butterwick and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to the defined settlement limits of Butterwick would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">✓/x</p> <p>Butterwick Village Hall and Butterwick Park are approx. 380m and 850m from the site respectively. However, other facilities 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 and leisure centre/playing pitches are both outside the ideal walking distance.</p>

	<p>It is anticipated that the increase in population - approximately 46 people (2.2 occupants in each of the 21 dwellings) – associated with this site would place 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.</p> <p>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.</p> <p>Overall, Butterwick 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 0.10ha 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 planning process it would have a positive impact on this objective.</p> <p>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 site is in close proximity to an employment use (Pearson Packages Ltd) which may have an adverse impact on the amenities that would be enjoyed by new dwellings on the site. However, Boston Borough Council's Environmental Health Departments indicates that no adverse effects would be likely given that there are other dwellings nearby. Nonetheless, there is always the possibility that the occupiers of the employment site could change and so the design and layout of any residential development on But004 would need to take this into consideration. Structural landscaping such as trees of mixed provenance could be necessary to help mitigate any potential noise and air pollution.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Coastal ward) showed that 90.4% of households owned at least one car and 44.1% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is within the ideal 7km distance to a big supermarket, being approx. 6.7km from the Morrisons store (Horncastle Road) in Boston town -- the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, the site is within the ideal 1km walk of a local shop (approx. 330m from Butterwick Village Store). Consequently, development of this site would create a development where sustainable modes of transport can be used to meet resident's everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around the village 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.</p> <p>If the site were to be developed, a large frontage watercourse would need to be culverted and a footway, formal drainage system and street lighting would need to be provided along the route into the village.</p>

	<p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Buses run through Butterwick to Boston and Skegness multiple times a day (Monday-Saturday). However, the nearest stop is outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Coastal ward: in 2015 compared with the national average, its long term unemployment rate was above average (33.3% compared to 26.8%). However, compared with Lincolnshire, those without access to a car is below average (9.6% compared to 18%) while crime rate per 1000 is 26.7 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>But004 is outside the ideal walking distance of some of the area's services and facilities and public transport links which could have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Marshall Bros. Ltd (1.1km), are within the ideal 7km drive. Boston, with its more extensive employment opportunities, is also within the ideal driving distance. However, they are both outside the ideal 1km walk which may discourage some residents from walking to work.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 21 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 4 primary pupils and 4 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Butterwick Primary School is around 890m from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p>

	<p>The local education authority has indicated that there is sufficient capacity available at primary level to accommodate the developments proposed in Butterwick. However, the closest secondary school in Boston is currently at capacity and a new secondary school will be required to accommodate the number of secondary school pupils that new developments in and around Boston are anticipated to generate. Additional sixth form provision will be required as part of this as this level is currently also at capacity.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site itself appears to be free of environmental constraints. However, European and national environmental designations at The Wash are about 2.7km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not be likely to have an adverse impact on the character and appearance of the area. Although it would extend the village's built-up area further into the countryside, it would almost mirror the extent of the development on the opposite side of Benington Road. If But020 were to be developed as well it would improve the site's relationship with the existing built-up area further.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">X</p> <p>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 vegetation 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 Butterwick area.</p> <p>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.</p> <p>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.</p>

	<p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Fishtoft's Water Recycling Centre to serve the proposed growth. However, improvements may need to be made to the water supply network, and 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.</p> <p>The proposal would lead to the permanent loss of approx. 1.03ha of Grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.03ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>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 between '0.25-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Butterwick for the plan period; protect the quality and character of landscape and townscape; and contribution to economic growth. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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,</p>

	<p>layout and form of the site. Mitigation as outlined in the SFRA will need to be incorporated into the design of the detailed proposal.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>Some of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 46 people would generate new car journeys and hence carbon emissions.</p> <p>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 Butterwick 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.</p> <p>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.</p>
<p>13. Economy and Employment</p>	<p style="text-align: center;">✓/x</p> <p>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. Butterwick is a Minor Service Centre – the Local Plan proposes that Butterwick will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 46 people within the ideal 7km drive of potential employment opportunities in Butterwick (Marshall Bros. Ltd). Boston, with its more extensive employment opportunities, is also within the 7km distance.</p> <p>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).</p> <p>The increased population (46 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

BUT020: Land to the north of Peter Paine Close, Butterwick	
Sustainability Objective	Indicative development scenario: Total site area: 0.77ha Potential open space: 0.08ha Development area: 0.69ha Potential no of dwellings: 15
1. Housing	✓
	<p>Overall, the site has the potential to contribute towards the 70 dwellings proposed for Butterwick over the plan period.</p> <p>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 Butterwick and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to the defined settlement limits of Butterwick would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>Butterwick Village Hall and Butterwick Park are approx. 330m and 800m from the site respectively. However, other facilities 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 and leisure centre/playing pitches are both outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 33 people (2.2 occupants in each of the 15 dwellings) – associated with this site would place 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.</p> <p>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.</p> <p>Overall, Butterwick 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Butterwick to accommodate future residents.</p> <p>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.</p>
3. Transport	✓
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Coastal ward) showed that 90.4% of households owned at least one car and 44.1% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.

	<p>The site is within the ideal 7km distance to a big supermarket, being approx. 6.7km from the Morrisons store (Horncastle Road) in Boston town -- the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, the site is within the ideal 1km walk of a local shop (approx. 360m from Butterwick Village Store). Consequently, development of this site would create a development where sustainable modes of transport can be used to meet resident's everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around the village 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Buses run through Butterwick to Boston and Skegness multiple times a day (Monday-Saturday). The nearest bus stops approx. 340m from the site on Church Road, within the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: right;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Coastal ward: in 2015 compared with the national average, its long term unemployment rate was above average (33.3% compared to 26.8%). However, compared with Lincolnshire, those without access to a car is below average (9.6% compared to 18%) while crime rate per 1000 is 26.7 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>But020 is outside the ideal walking distance of some of the area's services and facilities which could have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Marshall Bros. Ltd (1.2km), are within the ideal 7km drive. Boston, with its more extensive employment opportunities, is also within the ideal driving distance. However, they are both outside the ideal 1km walk which may discourage some residents from walking to work.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>

5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 15 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 3 primary pupils and 3 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Butterwick Primary School is around 840m from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is sufficient capacity available at primary level to accommodate the developments proposed in Butterwick. However, the closest secondary school in Boston is currently at capacity and a new secondary school will be required to accommodate the number of secondary school pupils that new developments in and around Boston are anticipated to generate. Additional sixth form provision will be required as part of this as this level is currently also at capacity.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site itself appears to be free of environmental constraints. However, European and national environmental designations at The Wash are about 2.7km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not be likely to have an adverse impact on the character and appearance of the area. The site relates well to the existing built-up area and there are relatively few public views of the site (it is located behind residential development on Benington Road and Peter Paine Close) meaning that its visual impacts would be limited.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and	<p style="text-align: center;">x</p>

<p>Water Resources</p>	<p>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 vegetation 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 Butterwick area.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Fishtoft's Water Recycling Centre to serve the proposed growth. However, improvements may need to be made to the water supply network, and 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.</p> <p>The proposal would lead to the permanent loss of approx. 0.77ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 0.77ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>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 between '0.25-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p>

	<p>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 Butterwick for the plan period; efficient use of South East Lincolnshire’s transport infrastructure,; protect the quality and character of landscape and townscape; and contribution to economic growth. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>Some of the area’s services and facilities are outside the ideal walking distances 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 the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 33 people would generate new car journeys and hence carbon emissions.</p> <p>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 Butterwick 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.</p> <p>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.</p>

13. Economy and Employment	✓/x
	<p>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. Butterwick is a Minor Service Centre – the Local Plan proposes that Butterwick will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 33 people within the ideal 7km drive of potential employment opportunities in Butterwick (Marshall Bros. Ltd). Boston, with its more extensive employment opportunities, is also within the 7km distance.</p> <p>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).</p> <p>The increased population (33 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

Minor Service Centres: Cowbit

COW004: Land to the west of Backgate, Cowbit	
Sustainability Objective	<p>Indicative development scenario: Total site area: 1.63ha Potential open space: 0.23ha Development area: 1.4ha Potential no of dwellings: 33</p>
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 120 dwellings proposed for the Cowbit area over the plan period.</p> <p>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 Cowbit and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Furthermore, housing sites within defined settlement limits – such as Cow004 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>There is open space at Curlew Drive and Cowbit Playing Field off St. Mary's Gardens, both within the ideal distance of 1km (430m and 880m respectively) from the site. If a new access were incorporated on the north-western boundary this would have a positive impact on access to open space bringing Cowbit Playing Field within 150m of residents. However, other facilities and services that would help to maintain health and promote healthy lifestyles are over 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre is Beechfield Medical Centre in Spalding at about 7.2km from the site and Cowbit Village Hall is situated around 1.1km away.</p>

	<p>It is anticipated that the increase in population - approximately 73 people (2.2 occupants in each of the 33 dwellings) - associated with this site would put 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.</p> <p>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.</p> <p>Overall, Cowbit 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 0.23ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Moulton, Weston and Cowbit) showed that 91.7% of households owned at least one car and 48.4% travelled to work by car/van, above the South Holland average of 85.4% and 45.8% respectively.</p> <p>The site is just within the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the centre of the site is outside the ideal 1km distance of the local shop from a housing site, being around 1.1km from Cowbit Village Store.</p> <p>The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and around Cowbit 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Bus services currently operate hourly to Spalding and Peterborough; the nearest bus stops are almost 950m from the site on the junction of Backgate and Barrier Bank, outside the ideal 400m walking distance. However, if a new access were incorporated on the north-western boundary this would improve access to public transport bringing the stop on Stonegate within 640m of residents (via Cowbit Playing Field).</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>ONS statistics (2001) indicate that Moulton, Weston and Cowbit was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (18.4% compared to 27.8%). Furthermore, compared with Lincolnshire, those without</p>

	<p>access to a car is below average (5.1% compared to 18%) while crime rate per 1000 is 20.4 compared to 49.7.</p> <p>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.</p> <p>Cow004 is outside the ideal walking distance of some essential services, facilities and public transport links which may have an impact on social inclusion.</p> <p>It is unlikely that the new housing development will improve physical access to employment because there are no employment sites/opportunities in the immediate vicinity of the site. For instance, Clay Lake Industrial Estate is the nearest employment site at 5.2km away in Spalding. Other extensive employment opportunities/facilities are available in Spalding, within the ideal 7km driving distance, however they are outside the ideal 1km walking distance which might discourage residents from walking or cycling to work.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 33 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 7 primary pupils and 6 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Cowbit St Mary's CofE Primary School is around 1.1km from the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is capacity available at primary level in Cowbit to accommodate the developments proposed. At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this is likely to decrease in the medium to long-term.</p> <p>Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the</p>

	local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>This site is relatively free of biodiversity constraints as the majority of the proposed development area is agricultural land and associated buildings with few features of nature conservation interest.</p> <p>The site also does not include statutory designated sites within its boundary. However, there is a designated site in close proximity to the site as New River LWS is approx. 370m away. It may be likely that this may be disturbed or damaged by either increased footfall or vandalism due to its relative proximity to the site. The fact that there are several PROWs that lead directly to this LWS increases this risk.</p> <p>The site is also approx. 620m from Wheatmere Drain LWS. There is potential for increased residential development in this area to have an impact upon biodiversity due to increased footfall, however it is unlikely to have a significant negative impact because the A16 acts as a physical barrier and the site is relatively inaccessible for recreation which will discourage high-levels of use.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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. Potential mitigation – not necessary; Potential enhancement – not necessary.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to fur ther protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓/x</p> <p>Although the site is entirely within the development limits of Cowbit it is bordered by agricultural land and Cowbit Playing Field to the north and unused greenfield land to the south. Consequently, development of the site would result in an incongruous group of dwellings in this part of the village. This impact may be minimised should this site be developed in combination with Cow001 and Cow009 which would secure development that is more reflective of Cowbit's existing development form.</p> <p>The eastern part of the site is characterised by agricultural buildings and so development might have a positive impact on the local townscape in terms of creating a vibrant streetscene and development in keeping with nearby residential properties. Such impact will,</p>

	however, be dependent on implementation and design.
9. Air, Soil and Water Resources	x
	<p>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 Cowbit area.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. Furthermore, it is considered that there are major constraints to the provision of infrastructure and/or treatment in relation to Water Recycling Centre capacity and the surface water network. There is capacity in the water supply network to serve the proposed growth. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 1.63ha of Grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	x
	<p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.63ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	✓/x
	<p>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 a mix of Environment Agency Flood Zones 2, 3a and 1 and is identified within the SFRA as a combination of 'danger for some', 'no hazard', 'danger</p>

	<p>for most' and 'low hazard' in terms of flood hazard. Flood depths vary across the site but are mostly 0.25-0.5m and 'no depth'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Cowbit for the plan period, and other benefits including generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>A Flood Risk Assessment should 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and the NPPG.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>Many local facilities, services and transport links are outside the ideal walking distances from the site meaning that there is less potential to reduce the need to travel. 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 likely that the anticipated increase in 73 people would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 Cowbit. 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.</p> <p>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.</p>

13. Economy and Employment	✓/x
	<p>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. Cowbit is a Minor Service Centre – the Local Plan proposes that Cowbit will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 73 people within the ideal 7km drive of local employment with Clay Lake Industrial Estate approx. 5.2km from the site. However, the site is outside the 1km ideal walking distance of employment opportunities which is likely to inhibit the use of more sustainable transport modes such as walking.</p> <p>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).</p> <p>The increased population (73 people) will generate some 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 with the A16 do not worsen and are detrimental to the economy.</p>

COW009: Land to the west of Backgate, Cowbit	
Sustainability Objective	<p>Indicative development scenario: Total site area: 1.03ha Potential open space: 0.14ha Development area: 0.89ha Potential no of dwellings: 21</p>
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 120 dwellings proposed for the Cowbit area over the plan period.</p> <p>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 Cowbit and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Furthermore, housing sites within defined settlement limits – such as Cow009 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>There is open space at Curlew Drive and Cowbit Playing Field off St. Mary's Gardens, within the ideal distance of 1km (410m and 920m respectively) from the site. If a new access were incorporated on the southern boundary linking the site directly to Curlew Drive this would have a positive impact on access to open space bringing that on Curlew Drive within 60m of residents. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre is Beechfield Medical Centre in Spalding at about</p>

	<p>7.3km from the site and Cowbit Village Hall is situated around 1.2km away.</p> <p>It is anticipated that the increase in population - approximately 46 people (2.2 occupants in each of the 21 dwellings) - associated with this site would place some 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.</p> <p>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.</p> <p>Overall, Cowbit 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 0.14ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Moulton, Weston and Cowbit) showed that 91.7% of households owned at least one car and 48.4% travelled to work by car/van, above the South Holland average of 85.4% and 45.8% respectively.</p> <p>The site is just within the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the centre of the just site is outside the ideal 1km distance of the local shop from a housing site, being around 1.2km from Cowbit Village Store.</p> <p>The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and around Cowbit 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Bus services currently operate hourly to Spalding and Peterborough; the nearest bus stops 895m from the site on the junction of Barrier Bank and Backgate, outside the ideal 400m walking distance. If a new access were incorporated on the southern boundary linking the site directly to Curlew Drive this would have a positive impact on access to bus services bringing the nearest bus stops within 770m of residents.</p>
4. Socially Inclusive	<p style="text-align: center;">✓/x</p> <p>ONS statistics (2001) indicate that Moulton, Weston and Cowbit was not a deprived area: in 2015 compared with the national average, its</p>

<p>Communities</p>	<p>long term unemployment rate was below average (18.4% compared to 27.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.1% compared to 18%) while crime rate per 1000 is 20.4 compared to 49.7.</p> <p>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.</p> <p>Cow009 is outside the ideal walking distance of some essential services, facilities and public transport links which may have an impact on social inclusion.</p> <p>The new housing development may improve physical access to local employment. For instance, Clay Lake Industrial Estate (5.2km) as well as other extensive employment opportunities/facilities are available in Spalding, within the ideal 7km driving distance. However, they are outside the ideal 1km walking distance which might discourage residents from walking or cycling to work.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 21 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 4 primary pupils and 4 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Cowbit St Mary's CofE Primary School is around 1.1km from the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is capacity available at primary level in Cowbit to accommodate the developments proposed. At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this is likely to decrease in the medium to long-term.</p> <p>Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the</p>

	local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>In general this site is relatively free of environmental constraints as the majority of the site appears to be scrubland with no features which appear to be of nature conservation interest.</p> <p>The site also does not include statutory designated sites within its boundary. However, there is a designated site in close proximity to the site as New River LWS is approx. 340m away. It may be likely that this may be disturbed or damaged by either increased footfall or vandalism due to its relative proximity to the site. The fact that there are several PROWs that lead directly to this LWS increases this risk.</p> <p>The site is also in relatively close proximity to the Wheatmere Drain LWS. There is potential for increased residential development in this area to have an impact upon biodiversity due to increased footfall, however it is unlikely to have a significant negative impact because the A16 acts as a physical barrier and the site is relatively inaccessible for recreation which will discourage high-levels of use.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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. Potential mitigation – not necessary; Potential enhancement – not necessary.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>The site is entirely within the development limits of Cowbit and is bordered by residential development to the south and west and agricultural land and buildings to the north. Any visual and landscape impacts would therefore be limited. Development of the site would provide a natural extension to the development form of the village.</p> <p>Such impact will, however, be dependent on implementation and design.</p>
9. Air, Soil and	x

<p>Water Resources</p>	<p>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 Cowbit area.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. Furthermore, it is considered that there are major constraints to the provision of infrastructure and/or treatment in relation to Water Recycling Centre capacity and the surface water network. There is capacity in the water supply network to serve the proposed growth. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 1.03 ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.03 ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zones 2, 3a and 1 and is identified within the SFRA as a combination of 'danger for some', 'no hazard', 'low hazard' and 'danger for most' in terms of flood hazard. Flood depths vary across the site from 0-0.25m to 0.5-1.0m, although much of the site is 0.25-0.5m and 'no depth'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p>

	<p>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 Cowbit for the plan period and its close proximity to some community facilities. In this case these benefits would outweigh the flood risk identified for this site. However, the use of a planning obligation may be necessary to help improve access to healthcare, sports and other community facilities.</p> <p>A Flood Risk Assessment should 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and the NPPG.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: right;">✓/x</p> <p>Many local facilities, services and transport links are outside the ideal walking distances from the site meaning that there is less potential to reduce the need to travel. 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 likely that the anticipated increase in 46 people would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 Cowbit. 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.</p> <p>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.</p>
13. Economy	<p style="text-align: right;">✓/x</p>

and Employment	<p>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. Cowbit is a Minor Service Centre – the Local Plan proposes that Cowbit will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 46 people within the ideal 7km drive of local employment with Clay Lake Industrial Estate approx. 5.2km from the site. However, the site is outside the 1km ideal walking distance of employment opportunities which is likely to inhibit the use of more sustainable transport modes such as walking.</p> <p>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).</p> <p>The increased population (46 people) will generate some 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 with the A16 do not worsen and are detrimental to the economy.</p>
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Minor Service Centres: Deeping St Nicholas

DSN007: Caulton's Field, Littleworth Drive, Deeping St. Nicholas	
Sustainability Objective	<p>Indicative development scenario: Total site area: 3.19ha Potential open space: 0.45ha Development area: 2.74ha Potential no of dwellings: 64</p>
1. Housing	✓/x
	<p>Overall the site has the potential to contribute towards the 80 dwellings proposed for the Deeping St. Nicholas area over the plan period. However, this site would provide 80% of the village's requirement and any unforeseen problems with delivery would impact on meeting needs.</p> <p>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 Deeping St. Nicholas and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to the settlement limits of Deeping St. Nicholas would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>There is open space located adjacent to the railway level crossing on Littleworth Drive, well within 1km of the site (630m), but the majority of facilities and services that would help to maintain health and promote healthy lifestyles are over 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre, leisure</p>

	<p>centre/playing pitches and community centre/village hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 141 people (2.2 occupants in each of the 64 dwellings) – would place some 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.</p> <p>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.</p> <p>Overall, Deeping St. Nicholas currently has enough open space to meet its resident’s needs. However, the additional population generated by this site and elsewhere in the settlement could increase use of this local open space reducing its overall quality. Based on the site area, about 0.45ha 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 planning process it would have a positive impact on this objective.</p> <p>Local air and noise pollution is likely to increase with the new development through increased traffic, which can have a negative impact on physical and mental health. The site fronts onto the A1175 and the north western boundary is also adjacent to the railway line - which is likely to experience increased traffic in light of the recent upgrade to the line and potential future Rail Freight Interchange at Deeping Fen. 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 and rail network.</p>
3. Transport	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Crowland and Deeping St. Nicholas) showed that 89.4% of households owned at least one car and 53.2% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%.</p> <p>The site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the site is well outside the ideal 1km walking distance of the nearest local shop.</p> <p>The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and around Deeping St. Nicholas 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.</p> <p>Bus services currently operate five times a day during the week and thrice daily on a Saturday between The Deepings and Spalding; the nearest bus stops approx. 440m from the site opposite The Plough Public House, outside the ideal 400m walking distance.</p>
4. Socially Inclusive	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Crowland and Deeping St. Nicholas ward is not generally a deprived area, for example: The number of</p>

<p>Communities</p>	<p>residents without access to a car is below average (10.6% compared to 18%) while crime rate per 1000 is 27.6 compared to 49.7. However in 2015, compared with Lincolnshire as a whole, its long term unemployment rate was above average (29.8% compared to 25.6%).</p> <p>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.</p> <p>The majority of the area's services and facilities and public transport links are outside the ideal walking distances meaning that social inclusion may be difficult to achieve.</p> <p>As discussed in Objective 13 the nearest employment site at Cradge Bank (6.6km) is within the ideal 7km drive of the site. However, it is well outside the ideal walking distance of 1km. Furthermore, the A1175 has heavy traffic and is without a cycle path. Consequently, it may prove difficult for residents to easily use sustainable transport options to access employment. This could have a negative impact, potentially excluding access for some residents to local employment which could be problematic given that the long term unemployment rate in the area is above average..</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 64 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 13 primary pupils and 12 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Deeping St. Nicholas Primary School around 1.3km from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is some capacity currently available at primary level although additional capacity may be necessary in the medium to long-term to accommodate the new development proposed. The closest secondary school and sixth form facilities (The Deepings) are at capacity and additional places will be required to be able to accommodate the number of pupils new development is anticipated to generate.</p>

	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	<p style="text-align: center;">✓/x</p> <p>Development of the site would be likely to have an adverse impact on hedging and mature trees along the boundary facing the A1175. 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.</p> <p>The site does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>This site is adjacent to Deeping St. Nicholas' development limits – It is surrounded by residential development to the north east, east and south and is bounded by the railway line to the west. The perception is that the railway line provides a natural end to the built area and development of the site along with Dsn005 could act as a natural extension of the built area to the north of the A1175.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 Deeping St. Nicholas area.</p> <p>Development could have some impact upon water quality through the construction process and through the development itself. As</p>

	<p>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.</p> <p>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.</p> <p>The proposal would lead to the permanent loss of approx. 3.19ha of grade 2 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 3.19ha of greenfield land.</p> <p>This site is not within the Minerals Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>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 a mix of Environment Agency Flood Zones 3a and 2 and is identified within the SFRA as ‘no hazard’ in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Deeping St Nicholas for the plan period, and other benefits including minimal visual impact and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p>

	<p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>The majority of the area's facilities and 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 likely that the anticipated increase in 141 people would generate new car journeys and hence carbon emissions. Legible and safe access and egress for pedestrians, cyclists as well as vehicles, would have a positive effect upon promoting sustainable travel options.</p> <p>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 Deeping St. Nicholas. 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.</p> <p>The National Grid considers that there is no gas in the vicinity of Deeping St. Nicholas. Alternatives may need to be found to heat dwellings constructed on site which may be less sustainable.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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. Deeping St. Nicholas is a Minor Service Centre – the Local Plan proposes that Minor Service Centre's will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this it is likely that new development could have a positive impact on the local economy by bringing 141 people within the ideal 7km drive of local employment with Cradge Bank Industrial Estate approx. 6.6km from the site. However, the site is outside the 1km ideal walking distance of employment opportunities. Enhanced access to local jobs might be achieved if the current identified site for the Rail Freight Interchange at Deeping Fen were to proceed. Nonetheless as discussed in Objective 4, it is unlikely that good design would be able to vastly improve the situation in a cost effective way to ensure employment uses are easily accessible by more sustainable modes.</p>

	<p>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).</p> <p>The increased population (141 people) has the potential to generate an increase in traffic. Safe access and egress will be required to ensure that the impact on the local road network and junctions along the A1175 do not worsen and are detrimental to the economy.</p>
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Minor Service Centres: Fishtoft

FIS046: Land to the east of Gaysfield Road, Fishtoft	
Sustainability Objective	<p>Indicative development scenario: Total site area: 2.69ha Potential open space: 0.27ha Development area: 2.42ha Potential no of dwellings: 45</p>
1. Housing	✓/x
	<p>Overall the site has the potential to contribute towards the 50 dwellings proposed for Fishtoft over the plan period. However, this site would provide around 90% of the village's requirement and any unforeseen problems with delivery would impact on meeting needs.</p> <p>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 Fishtoft and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to Fishtoft's settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>Some of the facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest open space and playing pitches (off Church Green Road) is approx. 540m from the site. However, there is no health centre or community centre/village hall within the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 99 people (2.2 occupants in each of the 45 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.</p> <p>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.</p> <p>Overall, Fishtoft does not have enough open space to meet its resident's needs, so the additional population generated by this site and</p>

	<p>elsewhere in the settlement could increase use of local open space reducing its overall quality. Based on the site area, about 0.27ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>The site is within the ideal short 7km driving distance to a big supermarket being around 5.2km 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.</p> <p>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. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. Buses run into the centre of Boston multiple times a day from Fishtoft (Monday-Saturday). However, there are no bus stops within the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>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%).</p> <p>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.</p> <p>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.</p> <p>Fis046 is outside the ideal walking distance of some services and facilities and public transport links which may have an impact on social inclusion. This part of Fishtoft ward is not identified as a deprived area.</p>

	<p>As discussed in Objective 13 the nearest employment opportunities at the Boston Port Estate (3.8km) 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.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	✓
	<p>The development would be likely to accommodate 45 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 9 primary pupils and 9 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Fishtoft Primary School is around 220m from the site • Boston Grammar School is approx. 4.5km away <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 4km away.</p> <p>The local education authority has indicated that there is sufficient capacity available for the developments proposed in Fishtoft. However, there is currently no capacity at the nearest secondary school and post-16 facilities in Boston. A new secondary school, along with new sixth form places, will be required in the town to accommodate the number of pupils new developments in and around Boston are anticipated to generate.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	<p>The biodiversity interest on the site is limited. However, it is in close proximity to a protected site (approx. 370m from the Hobhole Drain, Baker's Bridge South LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. Furthermore, European and national environmental designations at The Wash are about 2.2km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>There is no geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	x
	<p>Boston Borough Council's Consultant Architect has commented that Fishtoft Manor is a grade II listed house in red brick, of late 18th</p>

	<p>century date. It stands at the end of what is now a gated private drive called Manor Grange. Within the gated enclosure there appear to be a number of modern houses which have been constructed within the grounds of the original house. The south side of the house is relatively close to site Fis046. The setting of the house has therefore been compromised on the north side. The gates and front walls appear to have been in situ for some time. In order to see the rear of the site where the potential additional land is located, it is necessary to travel south down Gaysfield Road, and past the former Methodist Chapel as the edge of the road is developed with private houses and beyond that there is a plantation of tall conifers. A glimpse of the side view of the house can also be seen across the garden of a bungalow called Oakleigh on Gaysfield Road. The rear of the manor house is relatively close to the boundary with site Fis046. It is clear that it retains its sash window openings on the rear elevation.</p> <p>The development of the land to the rear of the house is likely to have a detrimental effect on the setting of the listed building unless it can be organised in such a way as to have a green landscaped space at the back of its garden. This could assist in its mitigation. It would need to be carefully assessed and designed.</p>
<p>8. Landscape and Townscape</p>	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. It is located adjacent to the development limits of Fishtoft and relates well to the existing built-up area. Furthermore, there are few public views of the site – it is located behind frontage development on Gaysfield Road and Marshall Close - meaning that the visual impact will be limited.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p>9. Air, Soil and Water Resources</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system and water supply network - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Fishtoft's Water Recycling Centre to serve the proposed growth. 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.</p>

	<p>The proposal would lead to the permanent loss of approx. 2.69ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 2.69ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>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 'no/low hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Fishtoft for the plan period, and other benefits including limited visual impact and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>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</p>

	<p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Some local facilities and 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 likely that the anticipated increase in 99 people would generate new car journeys and hence carbon emissions.</p> <p>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 Fishtoft 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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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. Fishtoft is a Minor Service Centre – the Local Plan proposes that Fishtoft will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. This site could have a positive impact on the local economy by bringing 99 people within the ideal 7km drive of employment opportunities in Boston.</p> <p>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).</p> <p>The increased population (99 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.</p>

Minor Service Centres: Fleet Hargate

FLE003: Land to the south of Fleet Road, Fleet Hargate	
Sustainability Objective	Indicative development scenario: Total site area: 3.9ha Potential open space: 0.55ha Development area: 3.35ha

	Potential no of dwellings: 78
1. Housing	<p style="text-align: right;">✓/x</p> <p>The site has the potential to provide in exceedance of the 70 dwellings proposed for Fleet Hargate over the plan period. The provision of a single site is not desirable in terms of offering choice, and any unforeseen problems with delivery would impact on meeting needs.</p> <p>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 Fleet Hargate and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to the defined settlement limits of Fleet Hargate would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">✓</p> <p>The majority of facilities that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest playing field and open space (off Burgess Drive) is approx. 880m from the site and Hargate Close Community Centre is just within 600m. However, the nearest health centre is well outside the ideal 1km walk.</p> <p>It is anticipated that the increase in population - approximately 172 people (2.2 occupants in each of the 78 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.</p> <p>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.</p> <p>Overall, Fleet Hargate 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 0.55ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">✓</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Fleet) showed that 88.4% of households owned at least one car and 44.4% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is within the ideal 7km distance to a big supermarket being around 3.4km from the Tesco store in Holbeach (Boston Road South) –</p>

	<p>the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, the site is approx. 640m from Fleet Hargate post office and shop. Consequently, development of this site would create a development where sustainable modes of transport can be used to meet resident's everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this and other sites in Fleet Hargate means that schemes to address traffic impact in and around the village 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Buses run through Fleet to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). The nearest bus stop is adjacent to the site on Fleet Road.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Fleet was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (18.8% compared to 26.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (11.6% compared to 18%) while crime rate per 1000 is 22.8 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Fle003 is within the ideal walking distance of many services and facilities and public transport links which should help towards achieving social inclusion.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Fleet Road Industrial Estate in Holbeach (1.8km away) are within the ideal 7km drive of the site which could have a positive impact in terms of providing access to local employment. However Spalding, with its more extensive employment opportunities, is further away.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p>

	<p>The development would be likely to accommodate 78 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 16 primary pupils and 15 secondary pupils. The nearest education facilities are:</p> <ul style="list-style-type: none"> • Fleet Wood Lane Primary School is around 1.5km 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. 3.5km away. <p>The local education authority has indicated that there is sufficient capacity at primary level in Fleet Hargate. However, there is currently no capacity available at the closest secondary school and sixth form facilities in Holbeach. Additional spaces will therefore be required to accommodate the number of pupils new developments are anticipated to generate.</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">0</p> <p>The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
<p>7. Heritage</p>	<p style="text-align: center;">0</p> <p>Built heritage assets (including Historic Parks and Gardens) – There is a Grade II listed milestone located on the centre of the Fleet Road frontage of the site. The site frontage is therefore the setting for the milestone. The impact of the development would depend on the location of the access road and the nature of the boundary treatments. As long as they take account of the location of the stone so that it is not damaged the impact is low/minor. The heritage consideration need not impact on the suitability of the site for development.</p> <p>Potential mitigation – location of access points and boundary treatment;</p> <p>Potential enhancement – none.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
<p>8. Landscape and Townscape</p>	<p style="text-align: center;">x</p> <p>Development of the site would have an adverse impact on the character and appearance of the area. The site relates poorly to the existing village and would create an intrusion into the countryside. A reduction in the size of the site would make the impact more acceptable.</p>

	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	<p style="text-align: center;">x</p> <p>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 Fleet Hargate area.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing water supply network and sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Sutton Bridge's Water Recycling Centre to serve the proposed growth. 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. Sewers and water mains cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 3.9ha of grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 3.9ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	✓

	<p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Fleet Hargate for the plan period, and other benefits including improving health, promoting sustainable transport and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 172 people would generate new car journeys and hence carbon emissions.</p> <p>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 Fleet Hargate 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.</p> <p>The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species</p>

	and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	<p style="text-align: right;">✓/x</p> <p>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. Fleet Hargate is a Minor Service Centre – the Local Plan proposes that Fleet Hargate will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 172 people within the ideal 7km drive of potential employment opportunities in Holbeach (Fleet Road Industrial Estate). However Spalding, with its more extensive employment opportunities, is further away.</p> <p>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).</p> <p>The increased population (172 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.</p>

Minor Service Centres: Gedney Hill

GEH003: Land to the west of Hillgate, Gedney Hill	
Sustainability Objective	<p>Indicative development scenario: Total site area: 3.34ha Potential open space: 0.47ha Development area: 2.87ha Potential no of dwellings: 67</p>
1. Housing	<p style="text-align: right;">✓/x</p> <p>Overall, the site has the potential to contribute towards the 120 dwellings proposed for Gedney Hill over the plan period. However, this site would provide around 50% of the village's requirement and any unforeseen problems with delivery would impact on meeting needs.</p> <p>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 Gedney Hill and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: right;">✓/x</p> <p>Gedney Hill & District Memorial Hall and the nearest open space (located behind the village's primary school) are approx. 240m and 540m from the site respectively. However, some of the other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre and leisure centre/playing pitches are both outside the ideal walking distances.</p>

	<p>It is anticipated that the increase in population - approximately 147 people (2.2 occupants in each of the 67 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.</p> <p>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.</p> <p>Overall, Gedney Hill 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 0.47ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (The Saints ward) showed that 94.4% of households owned at least one car and 46.7% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km walk of the nearest local shop (approx. 240m from McColl’s on Hillgate). Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents’ everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Gedney Hill should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stop is approx. 360m from the site on Hillgate, within the ideal 400m walking distance of the site. However, the frequency of public transport in Gedney Hill is poor which may deter some residents from using it.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">x</p> <p>ONS statistics indicate that The Saints ward is not a deprived area, for example: in 2015 compared with the national average, its long term unemployment rate was below average (20% compared to 26.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.6% compared to 18%) while crime rate per 1000 is 31.9 compared to 49.7.</p> <p>The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside</p>

	<p>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.</p> <p>Some of the area's services and facilities are outside the ideal walking distances meaning that social inclusion may be more difficult to achieve. Furthermore, there is a lack of potential employment opportunities in and around Gedney Hill and so it may prove difficult for residents to easily walk or cycle to access employment. This could have a negative impact, potentially excluding access for some residents to local employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 67 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 13 primary pupils and 13 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> Gedney Hill Church of England Primary School around 520m from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is sufficient capacity at primary level to accommodate the development proposed. However, at the nearest secondary school and sixth form facilities in Holbeach there is currently no capacity available and so additional provision will be required.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">x</p> <p>In obtaining access to the site and ensuring a good visibility splay development of the site would be likely to have an adverse impact on mature trees protected by the Gedney Hill Tree Preservation Order No.01 along the boundary on Hillgate. Care should be taken to ensure that no development occurs within the Root Protection Areas of the trees as calculated using British Standard 5837:2012.</p> <p>The site does not include, and is not in close proximity to, any statutory designated sites.</p>

	<p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>Built heritage assets (including Historic Parks and Gardens) - The site fronts Hill Gate between numbers 6 and 12. The site of the Church of the Holy Trinity (Grade II*) also fronts Hills Gate, though further to the south (around 50 metres away) on the opposite side of the road. The proposed site is open farmland fronted by a hedge and trees. Beyond the site towards the church the frontage is developed comprising detached houses. Although the development of the site would potentially urbanise the character of the frontage, the site is not significant in terms of the setting of the heritage asset. It is therefore considered that its development would not directly impact on the setting of the church.</p> <p>Potential mitigation: not necessary but maintaining a landscaped frontage would soften the development of the site overall; Potential enhancement – not necessary in respect of the heritage asset but as above re general setting.</p> <p>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.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. It is located adjacent to the existing built-up area of Gedney Hill and relates well to the existing village. The site is well contained by existing development meaning that it would have little impact on the character of the area.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 Gedney Hill area.</p> <p>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.</p> <p>New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could</p>

	<p>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.</p> <p>There is currently no existing sewerage in the area meaning that substantial off-site sewerage infrastructure would be required to connect the site to the foul water network. Furthermore, Anglian Water considers that demand from the site may place a burden on the water supply network and that it may require upgrading or the diversion of assets may be required. 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. However, there is considered to be capacity available at the West Walton Water Recycling Centre.</p> <p>The proposal would lead to the permanent loss of approx. 3.34ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 3.34ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓✓</p> <p>This site is within Environment Agency Flood Zone 1 (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact. Given the size of the site, a flood risk assessment is required to consider other sources of flooding. This should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and National Planning Practice Guidance.</p> <p>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.</p> <p>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.</p>
<p>12. Climate</p>	<p style="text-align: center;">✓/x</p>

Change	<p>Some of the area's 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 and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 147 people would generate some new car journeys and hence carbon emissions.</p> <p>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 Gedney Hill 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.</p> <p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area. Furthermore, the National Grid have indicated that there would likely be problems in connecting new sites in Gedney Hill to their gas network.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">x</p> <p>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. Gedney Hill is a Minor Service Centre – the Local Plan proposes that Minor Service Centre's will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. However, there is a lack of potential employment opportunities within the preferred 7km distance which could have a negative impact on this objective.</p> <p>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).</p> <p>The increased population (147 people) will generate some 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.</p>

GEH004: Land to the north of Mill Lane, Gedney Hill	
Sustainability Objective	<p>Indicative development scenario: Total site area: 0.82ha Potential open space: 0.11ha Development area: 0.71ha Potential no of dwellings: 16</p>
1. Housing	✓

	<p>Overall, the site has the potential to contribute towards the 120 dwellings proposed for Gedney Hill over the plan period.</p> <p>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 Gedney Hill and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites within defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<p>2. Health and Well-being</p>	<p style="text-align: center;">✓/x</p> <p>Gedney Hill & District Memorial Hall and the nearest open space (located behind the village's primary school) are approx. 500m and 790m from the site respectively. However, some of the other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre and leisure centre/playing pitches are both outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 35 people (2.2 occupants in each of the 16 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.</p> <p>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.</p> <p>Overall, Gedney Hill 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Gedney Hill to accommodate future residents.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (The Saints ward) showed that 94.4% of households owned at least one car and 46.7% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km walk of the nearest local shop (approx. 690m from McColl's on Hillgate). Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p>

	<p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Gedney Hill should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stop is approx. 260m from the site on West Drove North, within the ideal 400m walking distance of the site. However, the frequency of public transport in Gedney Hill is poor which may deter some residents from using it.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">x</p> <p>ONS statistics indicate that The Saints ward is not a deprived area, for example: in 2015 compared with the national average, its long term unemployment rate was below average (20% compared to 26.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.6% compared to 18%) while crime rate per 1000 is 31.9 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Some of the area's services and facilities are outside the ideal walking distances meaning that social inclusion may be more difficult to achieve. Furthermore, there is a lack of potential employment opportunities in and around Gedney Hill and so it may prove difficult for residents to easily walk or cycle to access employment. This could have a negative impact, potentially excluding access for some residents to local employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 16 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 3 primary pupils and 3 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Gedney Hill Church of England Primary School around 720m from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p>

	<p>The local education authority has indicated that there is sufficient capacity at primary level to accommodate the development proposed. However, at the nearest secondary school and sixth form facilities in Holbeach there is currently no capacity available and so additional provision will be required.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on hedging along the frontage on Mill Lane. Hedging and trees can act as important stepping stones between the green infrastructure in the built area and so harm to these can fragment habitats, thereby undermining their sustainability.</p> <p>The site does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">x</p> <p>The site has a long frontage along West Drove South. It is presently a Nursery site with low lying buildings/structures and a low hedge frontage. The Grade II listed Gedney Hill Mill is visible across the site from its eastern most extent. From the street frontage in front of the mill the view towards the site is not an open one due to traditional residential and workshop development. Residential development of the immediate setting around the mills has impacted on its setting in the landscape. The view from within the mill site would be affected by the development of the proposed site which would be urbanised. There is late 20th century residential development of two properties to the east and facing the mill on the opposite side of the road. Beyond are open fields. The site is part of the wider open agricultural setting of the mill. Development of the site is likely to have a negative effect as it would impact on the historic connection to the landscape as experienced from within the curtilage of the mill.</p> <p>Potential mitigation - As it is an open landscape setting that will be compromised there is not much in the way of mitigation that can address this aside from very low development density and single storey properties;</p> <p>Potential enhancement – none.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. It is located within the existing built-up area of Gedney Hill and so it relates well to the existing village. The site is surrounded by development and currently comprises of a plant nursery and dwelling meaning that its development would little impact on the character of the area.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and	<p style="text-align: center;">x</p>

Water Resources	<p>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 vegetation 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 Gedney Hill area.</p> <p>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.</p> <p>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.</p> <p>The proposal would lead to the permanent loss of approx. 0.82ha of grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 0.82ha of mostly greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓✓</p> <p>This site is within Environment Agency Flood Zone 1 (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact.</p> <p>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.</p> <p>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.</p>

12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Some of the area's 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 and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 35 people would generate some new car journeys and hence carbon emissions.</p> <p>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 Gedney Hill 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.</p> <p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area. Furthermore, the National Grid have indicated that there would likely be problems in connecting new sites in Gedney Hill to their gas network.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">x</p> <p>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. Gedney Hill is a Minor Service Centre – the Local Plan proposes that Minor Service Centre's will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. However, there is a lack of potential employment opportunities within the preferred 7km distance which could have a negative impact on this objective.</p> <p>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).</p> <p>The increased population (35 people) will generate some additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

GEH015: Land to the east of West Drove South, Gedney Hill	
Sustainability Objective	Indicative development scenario: Total site area: 1.44ha Potential open space: 0.20ha Development area: 1.24ha Potential no of dwellings: 29
1. Housing	✓

	<p>Overall, the site has the potential to contribute towards the 80 dwellings proposed for Gedney Hill over the plan period.</p> <p>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 Gedney Hill and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Furthermore, housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">x</p> <p>The nearest open space (located behind the village's primary school) is approx. 930m from the site. However, the majority of other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre, leisure centre/playing pitches and Gedney Hill & District Memorial Hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 64 people (2.2 occupants in each of the 29 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 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.</p> <p>Overall, Gedney Hill does not currently have enough open space to meet its resident's needs. 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 0.20ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (The Saints ward) showed that 94.4% of households owned at least one car and 46.7% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km walk of the nearest local shop (approx. 780m from McColl's on Hillgate). Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Gedney Hill should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all.</p>

	<p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stop is approx. 390m from the site on Lincoln Avenue, just within the ideal 400m walking distance of the site. However, the frequency of public transport in Gedney Hill is poor which may deter some residents from using it.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">x</p> <p>ONS statistics indicate that The Saints ward is not a deprived area, for example: in 2015 compared with the national average, its long term unemployment rate was below average (20% compared to 26.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.6% compared to 18%) while crime rate per 1000 is 31.9 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Some of the area's services and facilities are outside the ideal walking distances meaning that social inclusion may be more difficult to achieve. Furthermore, there is a lack of potential employment opportunities in and around Gedney Hill and so it may prove difficult for residents to easily walk or cycle to access employment. This could have a negative impact, potentially excluding access for some residents to local employment.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 29 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 6 primary pupils and 6 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Gedney Hill Church of England Primary School around 840m from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>Gedney Hill currently has some capacity at primary level, although there is a lack of capacity at secondary level in the district with generally</p>

	<p>little scope for expansion due to constrained sites. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site appears to be free of environmental constraints, although it is approx. 710m from a protected site (Lambert Drain to Highstock Drain Connection LWS) meaning that development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓/x</p> <p>Development of the site by itself would have an adverse impact on the character and appearance of the area. It has a poor relationship with the existing village with a large area of undeveloped land to its north separating it from the existing built-up area. However, if the land to the north (Geh003) were to be developed first this issue would be overcome.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 vegetation 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 Gedney Hill area.</p> <p>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.</p> <p>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.</p> <p>The proposal would lead to the permanent loss of approx. 1.44ha of grade 1 agricultural land.</p>
10. Sustainable	<p style="text-align: center;">x</p>

<p>use of Land and Waste</p>	<p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.44ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓✓</p> <p>This site is within Environment Agency Flood Zone 1 (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact. Given the size of the site, a flood risk assessment is required to consider other sources of flooding. This should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and National Planning Practice Guidance.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>Some of the area's 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 and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 64 people would generate some new car journeys and hence carbon emissions.</p> <p>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 Gedney Hill 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.</p> <p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely</p>

	<p>that reinforcement works would be required to release new capacity to cope with new residential development in this area. Furthermore, the National Grid have indicated that there would likely be problems in connecting new sites in Gedney Hill to their gas network.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">x</p> <p>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. Gedney Hill is a Minor Service Centre – the Local Plan proposes that Minor Service Centre’s will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. However, there is a lack of potential employment opportunities within the preferred 7km distance which could have a negative impact on this objective.</p> <p>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).</p> <p>The increased population (64 people) will generate some additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

Minor Service Centres – Gosberton

GOS001: Land to the east of York Gardens, Gosberton	
Sustainability Objective	<p>Indicative development scenario: Total site area: 3.8ha Potential open space: 0.53ha Development area: 3.27ha Potential no of dwellings: 76</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 270 dwellings proposed for the Gosberton area over the plan period.</p> <p>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 Gosberton and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Furthermore, housing sites adjacent to defined settlement limits – such as Gos001 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">✓</p> <p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest amenity open space (off Welby Drive) and Gosberton Church Hall are approx. 300m and 540m from the site respectively. The nearest health centre (Gosberton Medical</p>

	<p>Centre) is around 710m away and the playing field off High Street is approx. 770 from the site. Access to Gosberton Medical Centre and the countryside for recreational activities could be improved if an access were to be incorporated on the eastern boundary of the site.</p> <p>It is anticipated that the increase in population – approximately 167 people (2.2 occupants in each of the 76 dwellings) - associated with this site would place 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.</p> <p>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.</p> <p>Overall, Gosberton 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 0.53ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%.</p> <p>The site is well outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km distance of the local shop from a housing site, being around 480m from the Co-operative store on High Street. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents’ everyday shopping needs.</p> <p>The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and around Gosberton 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Bus services currently operate 7 times daily (weekdays) through Gosberton between Spalding and Boston; however the nearest bus stop is outside the ideal 400m walking distance.</p>
4. Socially Inclusive	<p style="text-align: center;">✓</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the Lincolnshire</p>

<p>Communities</p>	<p>average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7.</p> <p>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.</p> <p>Gos001 is within the ideal walking distance of a number of essential services and facilities which should help promote social inclusion.</p> <p>The new housing development may improve physical access to local employment. For instance, the nearest employment site is located approx. 6.1km away at Millfield Road in Donington, although it is outside the ideal 1km walking distance. Pinchbeck and Spalding, with their more extensive employment opportunities, are further away outside the ideal 7km driving distance.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 76 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 15 primary pupils and 14 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Gosberton Primary School is around 940m from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is a small amount of capacity available at primary level in the immediate term, although the school is likely to be at capacity soon. At the closest secondary school in Donington there is no capacity available and so additional places will be required to accommodate the proposed developments. In terms of sixth form facilities, the closest are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend in Holbeach/Bourne/Deepings. A new secondary school with sixth form will be required in the second phase of the plan.</p> <p>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.</p>

6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The biodiversity interest on the site is limited. However, it is in close proximity to a protected site (approx. 640m from the Boston Road Brick Pits LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>Built heritage assets (including Historic Parks and Gardens) - The site is within an area of 20th century expansion. The boundary of the site is close to but not abutting the Gosberton Conservation Area boundary as it wraps around the rear of 99 High Street. Both 99 and 97 High Street are listed buildings. Their main setting is the High Street. The site does not have a High Street frontage. The gardens of existing development sit between the rear boundaries of the listed buildings and the site. If the rear setting of numbers 97 and 99 High Street was to be compromised by development, this has already happened. The impact on the heritage assets at this location is therefore minor.</p> <p>Potential mitigation – not necessary; Potential enhancement – not necessary.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. The site is located adjacent to the development limits of Gosberton and is bordered by development on two sides – residential development to the south and north-west. The site relates well to the existing built form.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 Gosberton area.</p> <p>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.</p>

	<p>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.</p> <p>Demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Gosberton's Water Recycling Centre to serve the proposed growth. 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. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 3.8ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 3.8ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>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 1 with areas of Flood Zones 3a and 2 and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Gosberton for the plan period, and other benefits including improving health, enhancing the range of properties available, no adverse impact on the character of the area and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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</p>

	<p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>A number of local facilities and services are within the ideal walking distances from the site. 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 likely that the anticipated increase in 167 people would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 Gosberton. 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.</p> <p>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.</p>
<p>13. Economy and Employment</p>	<p style="text-align: center;">✓/x</p> <p>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. Gosberton is a Minor Service Centre – the Local Plan proposes that Gosberton will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. This site could have a positive impact on the local economy by bringing 167 people within the ideal 7km drive of employment opportunities in Donington (Millfield Road) although, as discussed in Objective 4, Pinchbeck and Spalding with their more extensive employment opportunities are located further away.</p> <p>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).</p> <p>The increased population (167 people) will generate some additional traffic. Schemes to minimise traffic impact in the area and enable</p>

	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.
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GOS003: Land to the west of Quadring Road, Gosberton	
Sustainability Objective	Indicative development scenario: Total site area: 4.05ha Potential open space: 0.57ha Development area: 3.48ha Potential no of dwellings: 81
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 270 dwellings proposed for the Gosberton area over the plan period.</p> <p>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 Gosberton and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Furthermore, housing sites adjacent to defined settlement limits – such as Gos003 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>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 (Gosberton Medical Centre), leisure centre/playing pitches and Gosberton Church Hall are all outside the ideal walking distances. However, the closest amenity open space (off Welby Drive) is approx. 840m away.</p> <p>It is anticipated that the increase in population – approximately 178 people (2.2 occupants in each of the 81 dwellings) - associated with this site would place 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.</p> <p>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.</p> <p>Overall, Gosberton 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 0.57ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>

3. Transport	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%.</p> <p>The site is well outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km distance of the local shop from a housing site, being around 880m from the Co-operative store on High Street. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and around Gosberton 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.</p> <p>Bus services currently operate 7 times daily (weekdays) through Gosberton between Spalding and Boston; however the nearest bus stop is outside the ideal 400m walking distance.</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the Lincolnshire average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7.</p> <p>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.</p> <p>Gos003 is outside the ideal walking distance of many essential services, facilities and public transport links meaning that it may be more difficult to achieve social inclusion.</p> <p>The new housing development may improve physical access to local employment. For instance, the nearest employment site is located approx. 5.5km away at Millfield Road in Donington, although it is outside the ideal 1km walking distance. Pinchbeck and Spalding, with their more extensive employment opportunities, are further away outside the ideal 7km driving distance.</p> <p>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.</p>

	No infrastructure will be lost on site as a consequence of this proposal.
5. Education	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 81 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 16 primary pupils and 15 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Gosberton Primary School is around 1.3km from the site • Thomas Cowley High School is approx. 4.6km away <p>However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is a small amount of capacity available at primary level in the immediate term, although the school is likely to be at capacity soon. At the closest secondary school in Donington there is no capacity available and so additional places will be required to accommodate the proposed developments. In terms of sixth form facilities, the closest are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend in Holbeach/Bourne/Deepings. A new secondary school with sixth form will be required in the second phase of the plan.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: right;">✓/x</p> <p>The biodiversity interest on the site is limited although its development could result in the loss of some mature trees at the north of 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 these trees and maximising opportunities for enhancement and mitigation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: right;">x</p> <p>The site is significant in heritage terms as it forms the setting of Holme Lee House (Grade II listed), wrapping as it does around three sides of the immediate curtilage. The site also shares a Quadring Road frontage with Holme Lee House. There is an impact (likely to be negative) due to the fact that the site comprises the wider setting of Holme Lee House. However as the site is a brownfield site of particularly 'unsympathetic' development, the potential impact is not as much as if it was a greenfield site. There is a significant potential enhancement opportunity provided by the allocation to improve the setting of Holme Lee House. This would result in a positive impact.</p> <p>Potential mitigation - Any development proposal would need to be informed by a Heritage Impact Assessment which should explore the opportunity for the development to have a positive impact on the setting of Holme Lee House.</p> <p>Potential enhancement - There is potential on the Quadring Road frontage of the Allocation Site to site development so that the Quadring</p>

	road frontage setting of Holmelee House is enhanced. From within the curtilage of Holmlee House the views out should be taken into account in road layout and landscaping proposals.
8. Landscape and Townscape	<p style="text-align: center;">x</p> <p>Although the site is located adjacent to the development limits of Gosberton its development would have an adverse impact on the character and appearance of the area. It would extend development further into the countryside in this location and the site has a poor relationship with the existing built form.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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 Gosberton area.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Gosberton's Water Recycling Centre to serve the proposed growth. 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. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would secure the reuse of approx 4.05ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">✓</p> <p>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</p>

	<p>the type and provenance of building materials, and building regulations governing developers.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would secure the reuse of approx 4.05ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: right;">✓</p> <p>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 1 with areas of Flood Zone 3a and 2 and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Gosberton for the plan period, and other benefits including improving health, enhancing the range of properties available, no adverse impact on the character of the area and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>

12. Climate Change	<p style="text-align: right;">✓/x</p> <p>Many local facilities, services and public transport links are outside the ideal walking distances from the site. 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 likely that the anticipated increase in 178 people would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 Gosberton. 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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: right;">✓/x</p> <p>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. Gosberton is a Minor Service Centre – the Local Plan proposes that Gosberton will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. This site could have a positive impact on the local economy by bringing 178 people within the ideal 7km drive of employment opportunities in Donington (Millfield Road) although, as discussed in Objective 4, Pinchbeck and Spalding with their more extensive employment opportunities are located further away.</p> <p>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).</p> <p>The increased population (178 people) will generate some 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.</p>

GOS006: Land to the north of Westhorpe Road, Gosberton	
Sustainability Objective	<p>Indicative development scenario: Total site area: 0.50ha Potential open space: 0.07ha Development area: 0.43ha Potential no of dwellings: 10</p>
1. Housing	<p style="text-align: right;">✓</p> <p>Overall the site has the potential to contribute towards the 270 dwellings proposed for the Gosberton area over the plan period.</p> <p>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 Gosberton and SE Lincolnshire it will have a</p>

	<p>positive impact on this objective.</p> <p>Furthermore, housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<p>2. Health and Well-being</p>	<p style="text-align: center;">x</p> <p>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 (Gosberton Medical Centre), leisure centre/playing pitches and Gosberton Church Hall are all outside the ideal walking distances. However, the closest amenity open space (off Welby Drive) is approx. 860m away.</p> <p>It is anticipated that the increase in population – approximately 22 people (2.2 occupants in each of the 10 dwellings) - associated with this site, and cumulatively with other new development, could put some pressure on these facilities over the plan period. However given the size of the site, developer contributions are not able to be sought. Should additional/improved healthcare, sports facilities or open space be required, other funding sources would need to be used.</p> <p>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.</p> <p>Overall, Gosberton 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Gosberton to accommodate future residents.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%.</p> <p>The site is well outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km distance of the local shop from a housing site, being around 910m from the Co-operative store on High Street. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential traffic generated by this site on its own is not significant, but any traffic impact may be exacerbated by the potential cumulative impact of an increased local population generated from this site in combination with other sites in the village. Any impact should be carefully</p>

	<p>managed to not restrict access to jobs and services, and promote safe, easy use for all.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Bus services currently operate 7 times daily (weekdays) through Gosberton between Spalding and Boston; however the nearest bus stop is outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the Lincolnshire average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7.</p> <p>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.</p> <p>Gos006 is outside the ideal walking distance of the majority of essential services, facilities and public transport links meaning that it may be more difficult to achieve social inclusion.</p> <p>The new housing development may improve physical access to local employment. For instance, the nearest employment site is located approx. 5.9km away at Millfield Road in Donington, although it is outside the ideal 1km walking distance. Pinchbeck and Spalding, with their more extensive employment opportunities, are further away outside the ideal 7km driving distance.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 10 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 2 primary pupils and 2 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Gosberton Primary School is around 1.4km from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p>

	<p>The local education authority has indicated that there is a small amount of capacity available at primary level in the immediate term, although the school is likely to be at capacity soon. At the closest secondary school in Donington there is no capacity available and so additional places will be required to accommodate the proposed developments. In terms of sixth form facilities, the closest are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend in Holbeach/Bourne/Deepings. A new secondary school with sixth form will be required in the second phase of the plan.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The biodiversity interest on the site is limited and it does not include, and is not in close proximity to, any statutory designated sites. However, development of the site may require some trees/hedging to be removed from the northern boundary of the site in order to allow access to 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 as many trees as possible and maximising opportunities for enhancement and mitigation. Furthermore, some of the trees to the north-east of the site are protected by the Gosberton Tree Preservation Order No.1. Care should be taken to ensure that no development occurs within the Root Protection Areas of the trees as calculated using British Standard 5837:2012.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not be likely to have an adverse impact on the character and appearance of the area. The site is located adjacent to the development limits of Gosberton and would extend existing frontage development along Bowgate. Other properties in Bowgate have trees fronting the road and so retaining as many trees as possible along the northern boundary would preserve the character of the road.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and	<p style="text-align: center;">x</p>

Water Resources	<p>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 vegetation 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 Gosberton area.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the water supply network and so it may require upgrading or the diversion of assets may be required. Anglian Water considers that there is capacity within the existing foul sewerage network to receive foul water from the site and there is sufficient capacity at Gosberton's Water Recycling Centre to serve the proposed growth. 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. The design of the site should therefore take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 0.50ha of grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 0.50ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p>

	<p>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 Gosberton for the plan period, and other benefits including enhancing the range of properties available, no adverse impact on the character of the area and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>The majority of local facilities, services and public transport links are outside the ideal walking distances from the site. 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 likely that the anticipated increase in 22 people would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 Gosberton. 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.</p> <p>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.</p>

13. Economy and Employment	✓/x
	<p>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. Gosberton is a Minor Service Centre – the Local Plan proposes that Gosberton will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. This site could have a positive impact on the local economy by bringing 22 people within the ideal 7km drive of employment opportunities in Donington (Millfield Road) although, as discussed in Objective 4, Pinchbeck and Spalding with their more extensive employment opportunities are located further away.</p> <p>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).</p> <p>The increased population (22 people) will generate some additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

GOS023: Bowgate Lane, Gosberton	
Sustainability Objective	<p>Indicative development scenario: Total site area: 3.49ha Potential open space: 0.49ha Development area: 3ha Potential no of dwellings: 70</p>
1. Housing	√
	<p>Overall the site has the potential to contribute towards the 230 dwellings proposed for the Gosberton area over the plan period.</p> <p>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 Gosberton and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Furthermore, housing sites adjacent to defined settlement limits – such as Gos023 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>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 (Gosberton Medical Centre), leisure centre/playing pitches and Gosberton Church Hall are all outside the ideal walking distances. However, the closest amenity open space (off Welby Drive) is approx. 880m away.</p> <p>It is anticipated that the increase in population – approximately 154 people (2.2 occupants in each of the 70 dwellings) - associated with this site would place 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.</p>

	<p>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.</p> <p>Overall, Gosberton 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 0.49ha 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.</p> <p>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. Additionally, to the north of the site there is currently an unused industrial site. However, if this were to come back into use it could have adverse impacts on the amenities that would be enjoyed by new dwellings at the east of the site. Structural landscaping such as trees of mixed provenance may be necessary along the adjoining boundary to help mitigate any potential noise and air pollution as well as helping to minimise the visual impact generated through proximity to the site. Careful layout, dwelling choice and orientation may also be required to ameliorate this issue.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%.</p> <p>The site is well outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km distance of the local shop from a housing site, being around 930m from the Co-operative store on High Street. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and around Gosberton 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.</p> <p>Highway access may be problematic given that the site is located behind frontage development on Bowgate and would need to be accessed through a gap on Bowgate. This would also be likely to have an adverse impact on the amenity of the adjacent residential property. A better access could potentially be delivered if this site were to be developed in conjunction with Gos003 to the north.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Bus services currently operate 7 times daily (weekdays) through Gosberton between Spalding and Boston; however the nearest bus stop is outside the ideal 400m walking distance.</p>
<p>4. Socially</p>	<p style="text-align: center;">√</p>

<p>Inclusive Communities</p>	<p>ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the Lincolnshire average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7.</p> <p>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.</p> <p>Gos023 is outside the ideal walking distance of the majority of essential services, facilities and public transport links meaning that it may be more difficult to achieve social inclusion.</p> <p>The new housing development may improve physical access to local employment. For instance, the nearest employment site is located approx. 5.9km away at Millfield Road in Donington, although it is outside the ideal 1km walking distance. Pinchbeck and Spalding, with their more extensive employment opportunities, are further away outside the ideal 7km driving distance.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 70 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 14 primary pupils and 13 secondary pupils. Primary aged pupils are most likely to go to:</p> <ul style="list-style-type: none"> • Gosberton Primary School is around 1.4km from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>There is currently a lack of capacity at primary and secondary level in and around Gosberton and there are also constrained sites meaning reduced scope for expansion. Furthermore, in Spalding – where secondary aged pupils also attend school - the equivalent of a new secondary school with 6th form will be required in order to accommodate children from the additional dwellings anticipated in South Holland. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.</p>

	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	0
	The biodiversity interest on the site is limited and it does not include, and is not in close proximity to, any statutory designated sites.
	There is no significant geodiversity at this site - it is unlikely that 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	√
	Development of the site would not have an adverse impact on the character and appearance of the area. The site is located adjacent to the development limits of Gosberton and is surrounded by development on three sides – residential development to the east and south and an unused industrial site to the north. The site relates well to the existing built form. 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 Gosberton 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.
10. Sustainable	The proposal would lead to the permanent loss of approx. 3.49ha of grade 1 agricultural land. x

<p>use of Land and Waste</p>	<p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 3.49ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">√</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Gosberton for the plan period, and other benefits including enhancing the range of properties available, no adverse impact on the character of the area and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>

12. Climate Change	<p style="text-align: center;">√/x</p> <p>The majority of local facilities, services and public transport links are outside the ideal walking distances from the site. 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 likely that the anticipated increase in 154 people would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable.</p> <p>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 Gosberton. 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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">√/x</p> <p>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. Gosberton is a Minor Service Centre – the Local Plan proposes that Gosberton will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. This site could have a positive impact on the local economy by bringing 154 people within the ideal 7km drive of employment opportunities in Donington (Millfield Road) although, as discussed in Objective 4, Pinchbeck and Spalding with their more extensive employment opportunities are located further away.</p> <p>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).</p> <p>The increased population (154 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.</p>

Minor Service Centres: Moulton

MOU016: Land to the east of Broad Lane, Moulton	
Sustainability Objective	Indicative development scenario: Total site area: 2.2ha Potential open space: 0.22ha Development area: 1.98ha Potential no of dwellings: 44
1. Housing	✓
	<p>Overall, the site has the potential to contribute towards the 190 dwellings proposed for the Moulton area over the plan period.</p> <p>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 Moulton and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to defined settlement limits – such as Mou016 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓/x
	<p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest community centre/village hall (Moulton Community Centre and Village Hall) is approx. 510m away. Furthermore, the nearest accessible playing pitch and open space (Moulton Harrox Playing Field) and nearest health centre (Moulton Medical Centre) are around 540m and 580m from the site respectively.</p> <p>It is anticipated that the increase in population - approximately 97 people (2.2 occupants in each of the 44 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.</p> <p>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.</p> <p>Overall, Moulton currently has enough open space to meet its resident's needs. However, 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 0.22ha 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 planning process it would have a positive impact on this objective.</p> <p>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, Oldershaw's of Moulton is to the south west of the site which may have an impact on the amenities that would be enjoyed by new dwellings. Structural</p>

	landscaping such as trees of mixed provenance may be necessary, particularly along the southern boundary, to help mitigate any possible noise pollution. Careful layout, dwelling choice and orientation will also likely be required to ameliorate this issue.
3. Transport	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Moulton, Weston and Cowbit) showed that 91.7% of households owned at least one car and 48.4% travelled to work by car/van, above the Lincolnshire average of 82% and 36.9%.</p> <p>The site is within the ideal 7km distance to a big supermarket being around 6.3km from the Tesco store in Holbeach (Boston Road South) – the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, it is within the ideal 1km walk of the nearest local shop being approx. 630m from the Londis store in Moulton. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents’ everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Moulton 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Buses run to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). However there are no bus stops within the ideal 400m walking distance.</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓</p> <p>ONS statistics (2001) indicate that Moulton, Weston and Cowbit was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (18.4% compared to 27.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.1% compared to 18%) while crime rate per 1000 is 20.4 compared to 49.7.</p> <p>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.</p> <p>The majority of the area’s services and facilities are within the ideal walking distances which should contribute towards achieving social inclusion.</p> <p>The nearest potential employment opportunities are located within the preferred 7km drive at Springfields Retail Outlet (approx. 4.7km away) in Spalding, although it is outside the ideal 1km walking distance. There are also other employment opportunities further away in</p>

	<p>Pinchbeck and Spalding.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 44 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 9 primary pupils and 8 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> The John Harrox Primary School is around 360m from the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is sufficient capacity available at primary level to accommodate the developments proposed in the village. In addition, there is also currently capacity available at the nearest secondary school and sixth form facilities in Spalding. However, this capacity is likely to decrease in the medium to long-term where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school with sixth form places will therefore be required in the second phase of the plan.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 460m from the Moulton Park and River LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>Development of the site may have an adverse impact on matures trees situated along the south-eastern facing boundary. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Given the scale of the site, good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p>

	<p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">x</p> <p>Development of the site would have an adverse impact on the character and appearance of the area. Although it is located adjacent to Moulton's existing built-up area, its development would form an intrusion into the countryside.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 Moulton area.</p> <p>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.</p> <p>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.</p> <p>There is considered to be sufficient capacity at Moulton's Water Recycling Centre to accommodate the site. However, demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, 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. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 2.2ha of grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p>

	<p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 2.2ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓✓</p> <p>This site is within Environment Agency Flood Zone 1 and a small area of Flood Zone 3a (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact. Given the size of the site, a flood risk assessment is required to consider other sources of flooding. This should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and National Planning Practice Guidance.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Some local facilities and services are within the ideal walking distances from the site. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 97 people would generate new car journeys and hence carbon emissions.</p> <p>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 Moulton 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.</p> <p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area.</p> <p>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.</p>
13. Economy	<p style="text-align: center;">✓/x</p>

<p>and Employment</p>	<p>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. Moulton is a Minor Service Centre – the Local Plan proposes that Minor Service Centre’s will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 97 people within the ideal 7km drive of employment opportunities in Spalding (e.g. Springfields Retail Outlet) and Pinchbeck.</p> <p>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).</p> <p>The increased population (97 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.</p>
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MOU023: Land to the east of Church Lane, Moulton	
<p>Sustainability Objective</p>	<p>Indicative development scenario: Total site area: 0.51ha Potential open space: 0.05ha Development area: 0.46ha Potential no of dwellings: 10</p>
<p>1. Housing</p>	<p style="text-align: center;">✓</p> <p>Overall, the site has the potential to contribute towards the 190 dwellings proposed for the Moulton area over the plan period.</p> <p>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 Moulton and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<p>2. Health and Well-being</p>	<p style="text-align: center;">✓</p> <p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest accessible playing pitch and open space (Moulton Harrox Playing Field) and health centre (Moulton Medical Centre) are around 840m and 920m from the site respectively. However, the nearest community centre/village hall (Moulton Community Centre and Village Hall) is outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 22 people (2.2 occupants in each of the 10 dwellings) – associated with this site, and cumulatively with other new development, could put some pressure on these facilities over the plan period. However given the size of the site, developer contributions are not able to be sought. Should additional/improved healthcare, sports facilities or open space be required, other funding sources would need to be used.</p>

	<p>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.</p> <p>Overall, Moulton has enough open space to meet its resident's needs. However, 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Moulton to accommodate future residents.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Moulton, Weston and Cowbit) showed that 91.7% of households owned at least one car and 48.4% travelled to work by car/van, above the Lincolnshire average of 82% and 36.9%.</p> <p>The site is within the ideal 7km distance to a big supermarket being around 5.5km from the Tesco store in Holbeach (Boston Road South) – the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, it is within the ideal 1km walk of the nearest local shop being approx. 700m from the Londis store in Moulton. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential traffic generated by this site on its own is not significant, but any traffic impact may be exacerbated by the potential cumulative impact of an increased local population generated from this site in combination with other sites in the village. Any impact should be carefully managed to not restrict access to jobs and services, and promote safe, easy use for all.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Buses run to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). The nearest buses stop around 300m away on High Road, within the ideal 400m walking distance</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓</p> <p>ONS statistics (2001) indicate that Moulton, Weston and Cowbit was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (18.4% compared to 27.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.1% compared to 18%) while crime rate per 1000 is 20.4 compared to 49.7.</p> <p>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</p>

	<p>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.</p> <p>The majority of the area's services and facilities are within the ideal walking distances which should contribute towards achieving social inclusion.</p> <p>The nearest potential employment opportunities are located within the preferred 7km drive at Springfields Retail Outlet (approx. 5.9km away) in Spalding, although it is outside the ideal 1km walking distance. There are also other employment opportunities further away in Holbeach, Pinchbeck and Spalding.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 10 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 2 primary pupils and 2 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • The John Harrox Primary School is around 940m from the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is sufficient capacity available at primary level to accommodate the developments proposed in the village. In addition, there is also currently capacity available at the nearest secondary school and sixth form facilities in Spalding. However, this capacity is likely to decrease in the medium to long-term where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school with sixth form places will therefore be required in the second phase of the plan.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 100m from the Moulton Park and River LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>

	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
7. Heritage	0 <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	✓ <p>Development of the site would not have an adverse impact on the character and appearance of the area. The site is adjacent to the existing built-up area of the village and would extend the frontage development along this side of Church Lane which has recently been added to. Furthermore, there is already frontage development on the opposite side the road.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	x <p>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 vegetation 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 Moulton area.</p> <p>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.</p> <p>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.</p> <p>There is considered to be sufficient capacity at Moulton's Water Recycling Centre and in the existing foul sewerage network to serve the growth proposed. However, demand from the site may place a burden on the water supply network and so it could require upgrading or diversion of assets may be required. In addition, 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.</p> <p>The proposal would lead to the permanent loss of approx. 0.51ha of grade 1 agricultural land.</p>
10. Sustainable	x

<p>use of Land and Waste</p>	<p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 0.51ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>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 with areas of Flood Zone 1 and 2 and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Moulton for the plan period, and other benefits including improving health, promoting sustainable transport, enhancing the range of properties available, not having an adverse impact on the character of the area and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>

12. Climate Change	<p style="text-align: right;">✓/x</p> <p>As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 22 people would generate new car journeys and hence carbon emissions. However, the majority of local facilities, services and transport links are within the ideal walking distances from the site which should have a positive impact on minimising the need to travel by car.</p> <p>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 Moulton 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.</p> <p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: right;">✓/x</p> <p>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. Moulton is a Minor Service Centre – the Local Plan proposes that Minor Service Centre's will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 22 people within the ideal 7km drive of employment opportunities in Holbeach, Spalding (e.g. Springfields Retail Outlet) and Pinchbeck.</p> <p>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).</p> <p>The increased population (22 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

MOU035: Former Gardman Premises, High Street, Moulton	
Sustainability Objective	Indicative development scenario: Total site area: 2.58ha Potential open space: 0.26ha Development area: 2.32ha Potential no of dwellings: 52
1. Housing	✓
	<p>Overall, the site has the potential to contribute towards the 190 dwellings proposed for the Moulton area over the plan period.</p> <p>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 Moulton and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites within Moulton's settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓
	<p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre (Moulton Medical Centre) is approx. 230m away. Furthermore, the closest community centre/village hall (Moulton Community Centre and Village Hall) and accessible playing pitch and open space (Moulton Harrox Playing Field) are around 340m and 390m from the site respectively.</p> <p>It is anticipated that the increase in population - approximately 114 people (2.2 occupants in each of the 52 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.</p> <p>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.</p> <p>Overall, Moulton currently has enough open space to meet its resident's needs. However, 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 0.06ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	✓
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Moulton, Weston and Cowbit) showed that 91.7% of households owned at least one car and 48.4% travelled to work by car/van, above the Lincolnshire average of 82% and 36.9%.

	<p>The site is within the ideal 7km distance to a big supermarket being around 6.4km from the Tesco store in Holbeach (Boston Road South) -- the car/van is likely to be the preferred mode of transport for this purpose.</p> <p>Furthermore, it is within the ideal 1km walk of the nearest local shop being approx. 230m from the Londis store in Moulton. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Moulton 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Buses run to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). The nearest buses stop around 180m away on High Street, within the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓</p> <p>ONS statistics (2001) indicate that Moulton, Weston and Cowbit was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (18.4% compared to 27.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.1% compared to 18%) while crime rate per 1000 is 20.4 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>The majority of the area's services and facilities and public transport links are within the ideal walking distances which should contribute towards achieving social inclusion.</p> <p>The nearest potential employment opportunities are located within the preferred 7km drive at Springfields Retail Outlet (approx. 5.3km away) in Spalding, although it is outside the ideal 1km walking distance. There are also other employment opportunities further away in Pinchbeck and Spalding.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p>

	<p>The development would be likely to accommodate 52 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 10 primary pupils and 10 secondary pupils. Primary aged pupils are most likely to go to:</p> <ul style="list-style-type: none"> • The John Harrox Primary School is around 490m from the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>Moulton currently has a lack of capacity at primary level with limited scope to expand due to site constraints. Secondary aged pupils are likely to attend school in either nearby Spalding or Holbeach. In Spalding, the equivalent of a new secondary school with 6th form will be required in order to accommodate children from the additional dwellings anticipated in South Holland. Furthermore, in Holbeach, the secondary school is located on a constrained site and so any possible expansion would require careful consideration. The LEA will continue to review school place provision on an annual basis to provide more certainty to developers should the scheme come forward for development.</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: right;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 70m from the Moulton Park and River LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>Furthermore, development of the site may have an impact on mature trees along the southern boundary. To determine the value of these trees for wildlife, they should be subject to a quality assessment. However given the size of the site, good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
<p>7. Heritage</p>	<p style="text-align: center;">?</p> <p>The site is presently in light industrial use. It shares its north boundary with the Conservation Area which defines the edge of the historic core at this location. Within the conservation area at this location are Moulton Mill a Grade I listed building and Mulberry House a fine Georgian property which has an historic relationship with the mill. It once housed the village bakery. The light industrial uses presently on the site impacts on the setting of these buildings as does the 20th century light commercial building to the rear of the mill (though outside the site).</p> <p>The existing light industrial use has a detrimental impact on the wider setting of Moulton Mill and Mulberry House. There is the opportunity presented by its redevelopment for the site to contribute positively to their setting.</p>

	<p>Any development proposal would need to be informed by a Heritage Impact Assessment which would should explore the opportunity for the development to have a positive impact on the setting of Moulton Mill and Mulberry House.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Given the former use of the site (factory), its redevelopment would have a positive impact on the character of the village as it is in a prominent location within the existing built-up area.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design. Development of the site is likely to have a positive impact on residential amenity given the previous use.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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 Moulton area.</p> <p>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.</p> <p>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.</p> <p>There may be some contamination on this site as it is a former factory and has filled land in places.</p> <p>However this site does secure the redevelopment of 2.58ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>However this site does secure the redevelopment of 2.58ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p>

	This site is not within a Mineral Safeguarding Area.
11. Flood Risk	<p style="text-align: center;">✓✓</p> <p>This site is within Environment Agency Flood Zone 1 (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact. Given the size of the site, a flood risk assessment is required to consider other sources of flooding. This should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and National Planning Practice Guidance.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>The majority of local facilities, services and transport links are within the ideal walking distances from the site. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 114 people would generate new car journeys and hence carbon emissions.</p> <p>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 Moulton 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.</p> <p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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. Moulton is a Minor Service Centre – the Local Plan proposes that Moulton will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing</p>

	<p>114 people within the ideal 7km drive of employment opportunities in Spalding (e.g. Springfields Retail Outlet) and Pinchbeck.</p> <p>However, development of this site for housing would see the loss of an employment site, although the site is not of strategic scale and the loss of 2.58ha of employment land would be unlikely to have adverse impacts on the potential for the local economy to provide jobs for local residents.</p> <p>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).</p> <p>The increased population (114 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.</p>
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Minor Service Centres: Moulton Chapel

MOU029: Land to the south of Roman Road, Moulton Chapel	
Sustainability Objective	<p>Indicative development scenario: Total site area: 2.05ha Potential open space: 0.29ha Development area: 1.76ha Potential no of dwellings: 41</p>
1. Housing	✓
	<p>The site has the potential to contribute towards the 130 dwellings proposed for Moulton Chapel over the plan period.</p> <p>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 Moulton Chapel and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to the defined settlement limits of Moulton Chapel would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>The nearest open space (off Cekhira Avenue) is around 420m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre, community centre/village hall and leisure centre/playing pitches are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 90 people (2.2 occupants in each of the 41 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities</p>

	<p>near the site could be needed to meet the needs of future residents.</p> <p>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.</p> <p>Overall, the Moulton area currently has enough open space to meet its resident's needs. However, 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 0.29ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Moulton, Weston and Cowbit) showed that 91.7% of households owned at least one car and 48.4% travelled to work by car/van, above the Lincolnshire average of 82% and 36.9%.</p> <p>The site is outside the ideal 7km distance to a big supermarket – the car/van is likely to be the preferred mode of transport for this purpose. However, it is within the ideal 1km walking distance of a local shop being approx. 380m from Ken's Kabin on Roman Road. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Moulton Chapel 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. However, there is no regular bus service running through Moulton Chapel which is likely to deter residents from using this form of public transport.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">x</p> <p>ONS statistics (2001) indicate that Moulton, Weston and Cowbit was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (18.4% compared to 27.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.1% compared to 18%) while crime rate per 1000 is 20.4 compared to 49.7.</p> <p>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.</p> <p>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</p>

	<p>market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents.</p> <p>The majority of the area's services and facilities as well as public transport links are outside the ideal walking distances meaning that social inclusion may be difficult to achieve. Furthermore, there is a lack of potential employment opportunities in and around Moulton Chapel.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 41 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 8 primary pupils and 8 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Moulton Chapel Primary School is around 870m from the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is capacity at primary level in the village although this may need to be increased by the end of the plan period. At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this is likely to decrease in the medium to long-term.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">x</p> <p>Built heritage assets (including Historic Parks and Gardens) – The site is an open field to the rear of the Grade II listed Moulton Chapel Mill and forms part of the open Fenland setting of the Mill. The windmill can be viewed from Roman Road at the end of a private drive. The site</p>

	<p>of the windmill is flanked by 20th century development either side. It has a garden setting. As viewed from Roman Road, the open agricultural setting to the mill has long since gone. The critical impact of the site on the heritage asset is the views from the mill across open farmland to the rear. Its development would therefore likely have a negative effect.</p> <p>Potential mitigation – mitigation opportunities are limited as they would require that the land to the rear of the Windmill was kept open; Potential enhancement – none.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
<p>8. Landscape and Townscape</p>	<p style="text-align: center;">✓</p> <p>Development of the site would not be likely to have an adverse impact on the character and appearance of the area. It relates well to the existing built up area and is located behind existing dwellings on Roman Road and Cekhira Avenue. Public views of the site would therefore be restricted meaning that its visual impacts would be limited.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p>9. Air, Soil and Water Resources</p>	<p style="text-align: center;">x</p> <p>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 Moulton Chapel area.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. Furthermore, it is considered that there is insufficient capacity available at Cowbit's Water Recycling Centre and in the water supply network to serve the proposed growth. In addition, 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. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p>

	The proposal would lead to the permanent loss of approx. 2.05ha of grade 1 agricultural land.
10. Sustainable use of Land and Waste	x
	<p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 2.05ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	✓✓
	<p>This site is within Environment Agency Flood Zone 1 (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact. Given the size of the site, a flood risk assessment is required to consider other sources of flooding. This should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and National Planning Practice Guidance.</p> <p>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.</p> <p>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.</p>
12. Climate Change	✓/x
	The majority of the area's facilities and 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 the number of residents with access to a car is higher than for the rest of the county. It is therefore likely that the anticipated increase in 90 people would generate new car journeys and hence carbon emissions.

	<p>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 Moulton Chapel 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.</p> <p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area. Furthermore, the National Grid have indicated that there would likely be problems in connecting new sites in Moulton Chapel to their gas network.</p> <p>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.</p>
13. Economy and Employment	x
	<p>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. Moulton Chapel is a Minor Service Centre – the Local Plan proposes that Minor Service Centre’s will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. However, there is a lack of potential employment opportunities in and around Moulton Chapel which is likely to limit the extent to which more sustainable modes of transport can be used to travel to work.</p> <p>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).</p> <p>The increased population (90 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.</p>

MOU042: Land to the north of Roman Road, Moulton Chapel	
Sustainability Objective	<p>Indicative development scenario: Total site area: 3.9ha Potential open space: 0.55ha Development area: 3.35ha Potential no of dwellings: 78</p>
1. Housing	✓
	<p>The site has the potential to contribute towards the 130 dwellings proposed for Moulton Chapel over the plan period.</p> <p>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 Moulton Chapel and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to the defined settlement limits of Moulton Chapel would, in general, be more important to the delivery of the</p>

	settlement hierarchy.
2. Health and Well-being	x
	<p>The nearest amenity open space (off Braybrooks Way) is around 110m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre, community centre/village hall and leisure centre/playing pitches are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 172 people (2.2 occupants in each of the 78 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 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.</p> <p>Overall, the Moulton area currently has enough open space to meet its resident's needs. However, 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 0.55ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	x
	<p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Moulton, Weston and Cowbit) showed that 91.7% of households owned at least one car and 48.4% travelled to work by car/van, above the Lincolnshire average of 82% and 36.9%.</p> <p>The site is outside the ideal 7km distance to a big supermarket – the car/van is likely to be the preferred mode of transport for this purpose. However, it is within the ideal 1km walking distance of a local shop being approx. 550m from Ken's Kabin on Roman Road. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Moulton Chapel 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. However, there is no regular bus service running through Moulton Chapel which is likely to deter residents from using this form of public transport.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>
4. Socially	x

<p>Inclusive Communities</p>	<p>ONS statistics (2001) indicate that Moulton, Weston and Cowbit was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (18.4% compared to 27.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.1% compared to 18%) while crime rate per 1000 is 20.4 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>The majority of the area's services and facilities as well as public transport links are outside the ideal walking distances meaning that social inclusion may be difficult to achieve. Furthermore, there is a lack of potential employment opportunities in and around Moulton Chapel.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 78 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 16 primary pupils and 15 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Moulton Chapel Primary School is around 1.5km from the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is capacity at primary level in the village although this may need to be increased by the end of the plan period. At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this is likely to decrease in the medium to long-term.</p> <p>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.</p>
<p>6. Biodiversity,</p>	<p style="text-align: center;">0</p>

Geodiversity and Green Infrastructure	<p>The site appears to be free of environmental constraints and it is not in close proximity to any statutory designated sites. However, care should be taken to ensure no harm is caused to trees adjacent to the site.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not be likely to have an adverse impact on the character and appearance of the area. It relates well to the existing built up area and is located behind existing dwellings on Braybrooks Way, Wiles Avenue and Roman Road. Public views of the site would therefore be restricted meaning that its visual impacts would be limited.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 Moulton Chapel area.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. Furthermore, it is considered that there is insufficient capacity available at Cowbit's Water Recycling Centre and in the water supply network to serve the proposed growth. In addition, 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 cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 3.9ha of grade 1 agricultural land.</p>

10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 3.9ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓✓</p> <p>This site is within Environment Agency Flood Zone 1 (no hazard). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact. Given the size of the site, a flood risk assessment is required to consider other sources of flooding. This should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and National Planning Practice Guidance.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>The majority of the area's facilities and 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 the number of residents with access to a car is higher than for the rest of the county. It is therefore likely that the anticipated increase in 172 people would generate new car journeys and hence carbon emissions.</p> <p>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 Moulton Chapel 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.</p>

	<p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area. Furthermore, the National Grid have indicated that there would likely be problems in connecting new sites in Moulton Chapel to their gas network.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">x</p> <p>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. Moulton Chapel is a Minor Service Centre – the Local Plan proposes that Minor Service Centre’s will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. However, there is a lack of potential employment opportunities in and around Moulton Chapel which is likely to limit the extent to which more sustainable modes of transport can be used to travel to work.</p> <p>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).</p> <p>The increased population (172 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.</p>

Minor Service Centres: Quadring

QUA002: Land to the south-west of Main Road, Quadring	
Sustainability Objective	<p>Indicative development scenario: Total site area: 0.69ha Potential open space: 0.10ha Development area: 0.59ha Potential no of dwellings: 14</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall, the site has the potential to contribute towards the 130 dwellings proposed for Quadring over the plan period.</p> <p>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 Quadring and SE Lincolnshire it will have a positive impact on this objective.</p> <p>However, housing sites detached from defined settlement limits would, in general, be contrary to the principles of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">✓/x</p> <p>St Margaret’s Church Hall is approx. 500m from the site and open space and a children’s play area is located off St Margaret’s around 750m</p>

	<p>away. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre and leisure centre/playing pitches are both outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 31 people (2.2 occupants in each of the 14 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.</p> <p>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.</p> <p>Overall, Quadring 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Quadring to accommodate future residents.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%.</p> <p>The site is outside the ideal 7km distance to a big supermarket – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km walk of the nearest local shop (approx. 350m from Quadring Post Office and Stores). Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents’ everyday shopping needs.</p> <p>The potential traffic generated by this site on its own is not significant, but any traffic impact may be exacerbated by the potential cumulative impact of an increased local population generated from this site in combination with other sites in the village. Any impact should be carefully managed to not restrict access to jobs and services, and promote safe, easy use for all.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Bus services currently operate 7 times daily (weekdays) through Quadring between Spalding and Boston. The nearest bus stops approx. 330m from the site on Main Road, within the ideal 400m walking distance.</p>
4. Socially	x

<p>Inclusive Communities</p>	<p>ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the Lincolnshire average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Some of the area's services and facilities are outside the ideal walking distances meaning that social inclusion may be more difficult to achieve.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Millfield Lane Industrial Estate (3.8km) are within the ideal 7km drive of the site, although they are outside the ideal 1km walking distance which may discourage some residents from walking to work. Spalding, with its more extensive employment opportunities, is outside the ideal 7km drive.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 14 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 3 primary pupils and 3 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Quadring Cowley and Browns Primary School around 1.5km from the site • Thomas Cowley High School is approx. 3.1km away <p>However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that no capacity is available at primary level within the village and that an extension will be required over the plan period. In addition, there is currently no capacity at the closest secondary school in Donington where additional places will need to be provided. The nearest sixth form facilities are in Spalding where there is currently capacity available. However, it is likely that this capacity will fill where children cannot attend in Holbeach/Bourne/Deepings.</p>

	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	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on some trees located within the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</p> <p>The site does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would be unlikely to have an adverse impact on the character and appearance of the area. It is located within Quadring's existing built-up area and therefore relates well to the existing settlement. There is development around the site so its development would cause little harm to the character of the area.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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 vegetation 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 Quadring area.</p> <p>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</p>

	<p>are kept out of the groundwater.</p> <p>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.</p> <p>Demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Gosberton's Water Recycling Centre to serve the proposed growth. 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.</p> <p>However this site would secure the redevelopment of a predominantly previously-developed site which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>However this site would secure the redevelopment of a predominantly previously-developed site which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>This site is within Environment Agency Flood Zones 1 and 2 with a small area of Flood Zone 3 (no hazard, no depth) and National Planning Practice Guidance (NPPG) states that this may be considered an appropriate location for housing development if there are no other reasonably available sites in Flood Zone 1. 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 meaning that the suitability of sites in Flood Zone 2 may be considered.</p> <p>A Flood Risk Assessment should 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. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and the NPPG.</p>

	<p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>Some of the area's 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 and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 31 people would generate some new car journeys and hence carbon emissions.</p> <p>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 Quadring 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.</p> <p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area.</p> <p>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.</p>
<p>13. Economy and Employment</p>	<p style="text-align: center;">✓/x</p> <p>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. Quadring is a Minor Service Centre – the Local Plan proposes that Minor Service Centre's will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. This site could have a positive impact on the local economy by bringing 31 people within the ideal 7km drive of employment opportunities in Donington (Millfield Road) although, as discussed in Objective 4, Pinchbeck and Spalding with their more extensive employment opportunities are located further away.</p> <p>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).</p> <p>The increased population (31 people) will generate some additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

QUA003: Land to the north-east of Main Road, Quadring	
Sustainability Objective	Indicative development scenario: Total site area: 4.15ha Potential open space: 0.58ha Development area: 3.57ha Potential no of dwellings: 83
1. Housing	<p style="text-align: center;">✓/x</p> <p>Overall, the site has the potential to contribute towards the 130 dwellings proposed for Quadring over the plan period. However, this site would provide almost 70% of the village's requirement and any unforeseen problems with delivery would impact on meeting needs.</p> <p>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 Quadring and SE Lincolnshire it will have a positive impact on this objective.</p> <p>However, housing sites detached from defined settlement limits would, in general, be contrary to the principles of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">✓/x</p> <p>St Margaret's Church Hall is approx. 470m from the site and open space and a children's play area is located off St Margaret's around 700m away. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre and leisure centre/playing pitches are both outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 183 people (2.2 occupants in each of the 83 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.</p> <p>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.</p> <p>Overall, Quadring 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 0.58ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%.</p>

	<p>The site is outside the ideal 7km distance to a big supermarket — the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km walk of the nearest local shop (approx. 310m from Quadring Post Office and Stores). Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Quadring 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Bus services currently operate 7 times daily (weekdays) through Quadring between Spalding and Boston; The nearest bus stop is approx. 340m from the site on Main Road, within the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the Lincolnshire average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Many of the area's services and facilities are outside the ideal walking distances meaning that social inclusion may be more difficult to achieve.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Millfield Lane Industrial Estate (4km) are within the ideal 7km drive of the site, although they are outside the ideal 1km walking distance which may discourage some residents from walking to work. Spalding, with its more extensive employment opportunities, is outside the ideal 7km drive.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>

5. Education	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 83 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 17 primary pupils and 16 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Quadring Cowley and Browns Primary School around 1.7km from the site • Thomas Cowley High School is approx. 3.3km away <p>However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that no capacity is available at primary level within the village and that an extension will be required over the plan period. In addition, there is currently no capacity at the closest secondary school in Donington where additional places will need to be provided. The nearest sixth form facilities are in Spalding where there is currently capacity available. However, it is likely that this capacity will fill where children cannot attend in Holbeach/Bourne/Deepings.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>The site appears to be free of environmental constraints and does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would have relatively little impact on the character and appearance of the area. It is located adjacent to Quadring's existing built-up area and relates well to the existing settlement. The site is largely situated behind frontage development along Main Road and Watergate, restricting public views into the site thereby meaning that its visual impacts would be limited.</p>

	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	<p style="text-align: center;">x</p> <p>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 Quadring area.</p> <p>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.</p> <p>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.</p> <p>Demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Gosberton's Water Recycling Centre to serve the proposed growth. 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.</p> <p>The proposal would lead to the permanent loss of approx. 4.15ha of grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 4.15ha of predominantly greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	✓

	<p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zones 1, 2 and 3a and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Quadring for the plan period, and other benefits including unlikely to have an adverse impact on the character of the area and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>Some of the area's 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 and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 183 people would generate new car journeys and hence carbon emissions.</p> <p>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 Quadring area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the</p>

	<p>incorporation of energy efficient methods and renewable energy.</p> <p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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. Quadring is a Minor Service Centre – the Local Plan proposes that Minor Service Centre’s will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. This site could have a positive impact on the local economy by bringing 183 people within the ideal 7km drive of employment opportunities in Donington (Millfield Road) although, as discussed in Objective 4, Pinchbeck and Spalding with their more extensive employment opportunities are located further away.</p> <p>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).</p> <p>The increased population (183 people) will generate some 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.</p>

QUA004: Land to the east of Casswell Drive, Quadring	
Sustainability Objective	<p>Indicative development scenario: Total site area: 0.88ha Potential open space: 0.12ha Development area: 0.76ha Potential no of dwellings: 18</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall, the site has the potential to contribute towards the 130 dwellings proposed for Quadring over the plan period.</p> <p>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 Quadring and SE Lincolnshire it will have a positive impact on this objective.</p> <p>However, housing sites detached from defined settlement limits would, in general, be contrary to the principles of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: center;">✓/x</p> <p>St Margaret’s Church Hall is approx. 500m from the site and open space and a children’s play area is located off St Margaret’s around 780m away. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a</p>

	<p>community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre and leisure centre/playing pitches are both outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 40 people (2.2 occupants in each of the 18 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.</p> <p>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.</p> <p>Overall, Quadring 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Quadring to accommodate future residents.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: right;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%.</p> <p>The site is outside the ideal 7km distance to a big supermarket – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km walk of the nearest local shop (approx. 390m from Quadring Post Office and Stores). Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential traffic generated by this site on its own is not significant, but any traffic impact may be exacerbated by the potential cumulative impact of an increased local population generated from this site in combination with other sites in the village. Any impact should be carefully managed to not restrict access to jobs and services, and promote safe, easy use for all.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Bus services currently operate 7 times daily (weekdays) through Quadring between Spalding and Boston; The nearest bus stop is around 400m from the site on Main Road, the maximum ideal walking distance.</p>
<p>4. Socially Inclusive</p>	<p style="text-align: right;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the Lincolnshire</p>

<p>Communities</p>	<p>average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Some of the area's services and facilities are outside the ideal walking distances meaning that social inclusion may be more difficult to achieve.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Millfield Lane Industrial Estate (4.3km) are within the ideal 7km drive of the site, although they are outside the ideal 1km walking distance which may discourage some residents from walking to work. Spalding, with its more extensive employment opportunities, is outside the ideal 7km drive.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 18 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 4 primary pupils and 3 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Quadring Cowley and Browns Primary School around 2.1km from the site • Thomas Cowley High School is approx. 3.6km away <p>However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that no capacity is available at primary level within the village and that an extension will be required over the plan period. In addition, there is currently no capacity at the closest secondary school in Donington where additional places will need to be provided. The nearest sixth form facilities are in Spalding where there is currently capacity available. However, it is likely that this capacity will fill where children cannot attend in Holbeach/Bourne/Deepings.</p>

	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	0
	The site appears to be free of environmental constraints and does not include, and is not in close proximity to, any statutory designated sites.
	There is no significant geodiversity at this site - it is unlikely that 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) - No significant historic or culturally-significant features are likely to be affected by development of the site. Although a Grade II listed building (14 Town Drove) is to the north north-east of the site, the site is not within its setting. Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	✓
	Development of the site would be unlikely to have an adverse impact on the character and appearance of the area. It is located adjacent to Quadring's existing built-up area and relates well to the existing settlement. It is located behind frontage development on Town Drove and Casswell Drive, restricting public views into the site thereby minimising its visual impact 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 vegetation 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 Quadring 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.

	<p>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.</p> <p>Demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. There is considered to be capacity available at Gosberton's Water Recycling Centre to serve the proposed growth. 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.</p> <p>The proposal would lead to the permanent loss of approx. 0.88ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 0.88ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zones 1, 2 and 3a and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Quadding for the plan period, and other benefits including unlikely to have an adverse impact on the character of the area and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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</p>

	<p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>Some of the area's 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 and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 40 people would generate new car journeys and hence carbon emissions.</p> <p>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 Quadring 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.</p> <p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area.</p> <p>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.</p>
<p>13. Economy and Employment</p>	<p style="text-align: center;">✓/x</p> <p>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. Quadring is a Minor Service Centre – the Local Plan proposes that Minor Service Centre's will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. This site could have a positive impact on the local economy by bringing 70 people within the ideal 7km drive of employment opportunities in Donington (Millfield Road) although, as discussed in Objective 4, Pinchbeck and Spalding with their more extensive employment opportunities are located further away.</p> <p>Development on this site will generate employment during the construction period and thereby provide some protection to the local</p>

	<p>economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).</p> <p>The increased population (40 people) will generate some additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>
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Minor Service Centres: Surfleet

SUR003: Land to the north of Station Road, Surfleet	
Sustainability Objective	<p>Indicative development scenario: Total site area: 1.23ha Potential open space: 0.17ha Development area: 1.06ha Potential no of dwellings: 25</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall, the site has the potential to contribute towards the 180 dwellings proposed for Surfleet over the plan period.</p> <p>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 Surfleet and SE Lincolnshire it will have a positive impact on this objective.</p>
2. Health and Well-being	<p style="text-align: center;">✓/x</p> <p>Some of the facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Surfleet Village Hall and Playing Field are approx. 210m from the site. However, the nearest health centre and open space are outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 55 people (2.2 occupants in each of the 25 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.</p> <p>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.</p> <p>Overall, 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 its overall quality. Based on the site area, about 0.17ha 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 planning process it would have a positive impact on this objective.</p> <p>Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from</p>

	other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car use – 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% respectively.</p> <p>The site is within the ideal short 7km driving distance to a big supermarket being around 5.4km from the Morrisons store in Pinchbeck (Wardentree Lane). It is also within the 1km ideal walk of a local shop (approx. 830m from Glenside Stores) meaning that the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this and other sites means that schemes to address traffic impact in and around Surfleet 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.</p> <p>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.</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that 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.</p> <p>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.</p> <p>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.</p> <p>Sur003 is outside the ideal walking distance of some services and facilities and public transport links which may have an impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest employment opportunities at Wardentree Lane (4.6km) are within the ideal 7km drive of the site, although they are outside the ideal 1km walking distance. There are also other employment opportunities slightly further away in Spalding town.</p> <p>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.</p>

	No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	<p>The development would be likely to accommodate 25 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 5 primary pupils and 5 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Surfleet Primary School around 170m from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently limited capacity available at primary level in Surfleet and so expansion of the school will be required. At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this is likely to decrease in the medium to long-term.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x
	<p>The site is in close proximity to two protected sites:</p> <ul style="list-style-type: none"> • The River Glen Corridor LWS is approx. 60m away • Surfleet Lows SSSI is around 460m from the site <p>There is the potential for increased residential development in this area to have an impact upon biodiversity at the SSSI due to increased footfall, particularly given that the site is a nature reserve with public access.</p> <p>Additionally, development of the site may have an adverse impact on mature trees along the northern and eastern boundaries of 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.</p> <p>There is no geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
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.

	<p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. It relates well to the existing built form and is surrounded by development on three sides – Surfleet Primary School to the east, Station Road to the south and residential to the west.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 vegetation 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 Surfleet area.</p> <p>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.</p> <p>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.</p> <p>Anglian Water considers that there is sufficient capacity within the water supply network to accommodate the site. However, demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, it is considered that there is not sufficient capacity available at Surfleet's Water Recycling Centre to serve the proposed growth, and 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. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 1.23ha of grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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</p>

	<p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.23ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zones 1 and 3a with a small area of Flood Zone 2 and is identified within the SFRA as mostly 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Surfleet for the plan period, protecting the quality and character of landscape and townscape; and other benefits including generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>

12. Climate Change	<p style="text-align: right;">✓/x</p> <p>Some local facilities and 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 likely that the anticipated increase in 55 people would generate new car journeys and hence carbon emissions.</p> <p>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 Surfleet 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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: right;">✓/x</p> <p>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. Surfleet is a Minor Service Centre – the Local Plan proposes that Surfleet will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. This site could have a positive impact on the local economy by bringing 55 people within the ideal 7km drive of employment opportunities in Pinchbeck, although Spalding town is slightly further away.</p> <p>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).</p> <p>The increased population (55 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

SUR006: Land to the south of Park Lane, Surfleet	
Sustainability Objective	<p>Indicative development scenario: Total site area: 5.26ha Potential open space: 0.74ha Development area: 4.52ha Potential no of dwellings: 105</p>
1. Housing	<p style="text-align: right;">✓/x</p> <p>Overall, the site has the potential to contribute towards the 180 dwellings proposed for Surfleet over the plan period. However, this site would provide around 60% of the village's requirement and any unforeseen problems with delivery would impact on meeting needs.</p> <p>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 Surfleet and SE Lincolnshire it will have a positive impact on this objective.</p>
2. Health and	x

<p>Well-being</p>	<p>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 and community centre/village hall are all outside the ideal walking distance. However, Surfleet playing field is within the 1km walking distance being approx. 870m away.</p> <p>It is anticipated that the increase in population - approximately 231 people (2.2 occupants in each of the 105 dwellings) – associated with the site could be accommodated within existing facilities.</p> <p>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.</p> <p>Overall, 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 its overall quality. Open space could be secured on-site through the masterplanning it would have a positive impact on this objective.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car use – 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% respectively.</p> <p>The site is within the ideal short 7km driving distance to a big supermarket being around 4.9km from the Morrisons store in Pinchbeck (Wardentree Lane). 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.</p> <p>The potential for additional traffic to be generated by this and other sites means that schemes to address traffic impact in and around Surfleet 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.</p> <p>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.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that 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.</p>

	<p>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.</p> <p>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.</p> <p>Sur006 is outside the ideal walking distance of the majority of essential services and facilities and public transport links which may have an impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest employment opportunities at Wardentree Lane (4.3km) are within the ideal 7km drive of the site, although they are outside the ideal 1km walking distance. There are also other employment opportunities slightly further away in Spalding town.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 105 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 21 primary pupils and 20 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Surfleet Primary School is around 1.2km from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently limited capacity available at primary level in Surfleet and so expansion of the school will be required. At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this is likely to decrease in the medium to long-term.</p> <p>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.</p>
6. Biodiversity,	<p style="text-align: center;">✓/x</p>

Geodiversity and Green Infrastructure	<p>The biodiversity interest on the site itself is limited, however the site is in close proximity to two protected sites:</p> <ul style="list-style-type: none"> • The River Glen Corridor LWS is approx. 260m away • Surfleet Lows SSSI is around 590m from the site <p>The site falls within a SSSI Impact Risk Zone. 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.</p> <p>There is the potential for increased residential development in this area to have an impact upon biodiversity at the SSSI due to increased footfall, particularly given that the site is a nature reserve with public access.</p> <p>There is no geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>Built heritage assets (including Historic Parks and Gardens) – The site is some distance from the Grade I listed Church of St Lawrence. The site is not visible from the Station Road boundary of the churchyard looking across The River Glen. Established trees obscure the view. Though accepted this is a seasonal screen, there is existing development that wraps around the site which also obscures the view. There is therefore no clear link between development of the site and any impact on heritage assets.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. It relates well to the existing built form, adjoining existing development fronting Surfleet Road and Woods Lane and a farm yard and house on Park Lane.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 vegetation 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 Surfleet area.</p> <p>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</p>

	<p>are kept out of the groundwater.</p> <p>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.</p> <p>Anglian Water considers that there is sufficient capacity within the water supply network to accommodate the site. However, demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, it is considered that there is not sufficient capacity available at Surfleet's Water Recycling Centre to serve the proposed growth, and 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.</p> <p>The proposal would lead to the permanent loss of approx. 5.26ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 5.26ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>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 of mostly 'danger for most' and 'low hazard' in terms of flood hazard. Flood depths vary across the site from 0-0.25m to 0.5-1.0m, although most of the site is 0.25-0.5m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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</p>

	<p>identified for Surfleet for the plan period and protection of the landscape.. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk. However, the use of a planning obligation may be necessary to help improve access to healthcare, sports facilities or open space.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>The majority of 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. It is likely that the anticipated increase in 231 people would generate new car journeys and hence carbon emissions.</p> <p>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 Surfleet 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.</p> <p>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.</p>
<p>13. Economy and Employment</p>	<p style="text-align: center;">✓/x</p> <p>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. Surfleet is a Minor Service Centre – the Local Plan proposes that Surfleet will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. This site could have a positive impact on the local economy by bringing 231 people within the ideal 7km drive of employment opportunities in Pinchbeck, although Spalding town is slightly further away.</p> <p>Development on this site will generate employment during the construction period and thereby provide some protection to the local</p>

	<p>economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).</p> <p>The increased population (231 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.</p>
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SUR016: Land to the west of Coalbeach Lane South, Surfleet	
Sustainability Objective	<p>Indicative development scenario: Total site area: 2.18ha Potential open space: 0.31ha Development area: 1.87ha Potential no of dwellings: 44</p>
1. Housing	<p style="text-align: center;">✓</p> <p>Overall, the site has the potential to contribute towards the 180 dwellings proposed for Surfleet over the plan period.</p> <p>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 Surfleet and SE Lincolnshire it will have a positive impact on this objective.</p>
2. Health and Well-being	<p style="text-align: center;">x</p> <p>Surfleet Playing Field is approx. 960m from the site. 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. Surfleet Village Hall, the nearest health centre and open space are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 97 people (2.2 occupants in each of the 44 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 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.</p> <p>Overall, 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 0.31ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car use – 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%</p>

	<p>respectively.</p> <p>The site is within the ideal short 7km driving distance to a big supermarket being around 5km from the Morrisons store in Pinchbeck (Wardentree Lane). It is also within the 1km ideal walk of a local shop (approx. 290m from Glenside Stores) meaning that the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this and other sites means that schemes to address traffic impact in and around Surfleet 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.</p> <p>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.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: right;">✓/x</p> <p>ONS statistics indicate that 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.</p> <p>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.</p> <p>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.</p> <p>Sur016 is outside the ideal walking distance of the majority of services and facilities and public transport links which may have an impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest employment opportunities at Wardentree Lane (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 slightly further away in Spalding town.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p>

	<p>The development would be likely to accommodate 44 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 9 primary pupils and 8 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Surfleet Primary School around 640m from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is currently limited capacity available at primary level in Surfleet and so expansion of the school will be required. At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this is likely to decrease in the medium to long-term.</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">✓/x</p> <p>The site does not include any statutory designated sites, however it is in close proximity to a protected site, being approx. 70m from the River Glen Corridor LWS. There is the potential for increased residential development in this area to have an impact upon the biodiversity of this LWS due to increased footfall along the adjacent Public Right of Way.</p> <p>Development of the site could also have an adverse impact on three mature trees within the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. Care should be taken to avoid causing harm to trees along the south-western boundary.</p> <p>There is no geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
<p>7. Heritage</p>	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
<p>8. Landscape and Townscape</p>	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. The site relates well to the existing built-up area and, although it has some intrinsic amenity value due to the three mature trees contributing to the area's character, it could be developed without undue harm to the character and appearance of the area.</p>

	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	<p style="text-align: center;">x</p> <p>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 Surfleet area.</p> <p>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.</p> <p>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.</p> <p>Anglian Water considers that there is sufficient capacity within the water supply network to accommodate the site. However, demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, it is considered that there is not sufficient capacity available at Surfleet's Water Recycling Centre to serve the proposed growth, and 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.</p> <p>The proposal would lead to the permanent loss of approx. 2.18ha of grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 2.18ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	✓

	<p>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 mostly within Environment Agency Flood Zone 3a and is identified within the SFRA as predominantly 'low hazard' in terms of flood hazard and flood depths of 0-0.25m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Surfleet for the plan period, and other benefits including not having an adverse impact on the character of the area and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>The majority of local facilities and 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 likely that the anticipated increase in 97 people would generate a considerable number of new car journeys and hence carbon emissions.</p> <p>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 Surfleet area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the</p>

	<p>incorporation of energy efficient methods and renewable energy.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: right;">✓/x</p> <p>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. Surfleet is a Minor Service Centre – the Local Plan proposes that Surfleet will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. This site could have a positive impact on the local economy by bringing 97 people within the ideal 7km drive of employment opportunities in Pinchbeck, although Spalding town is slightly further away.</p> <p>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).</p> <p>The increased population (97 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.</p>

Minor Service Centres: Sutton St James

SUJ007: Land to the south of Chapel Gate, Sutton St James	
Sustainability Objective	<p>Indicative development scenario: Total site area: 0.53ha Potential open space: 0.07ha Development area: 0.46ha Potential no of dwellings: 11</p>
1. Housing	<p style="text-align: right;">✓</p> <p>The site has the potential to contribute towards the 70 dwellings proposed for Sutton St James over the plan period.</p> <p>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 Sutton St James and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites within the defined settlement limits of Sutton St James would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	<p style="text-align: right;">✓/x</p> <p>The nearest amenity open space (off Needham Drive) and Sutton St James Village Hall are approx. 170m and 320m from the site respectively. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m</p>

	<p>for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre and leisure centre/playing pitches are both outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 24 people (2.2 occupants in each of the 11 dwellings) – associated with this site would place 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.</p> <p>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.</p> <p>Overall, Sutton St James 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Sutton St James to accommodate future residents.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (The Saints ward) showed that 94.4% of households owned at least one car and 46.7% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket, the nearest being the Tesco store in Holbeach – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km walk of a local shop (approx. 80m from the Spar store on Chapel Gate). Consequently, development of this site would create a development where sustainable modes of transport can be used to meet resident's everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around the village 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. However, Sutton St James is not currently on a bus route (although the Call Connect service operates in this area) meaning that public transport access would be difficult for new residents living on this site.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">x</p> <p>ONS statistics indicate that The Saints ward is not a deprived area, for example: in 2015 compared with the national average, its long term unemployment rate was below average (20% compared to 26.8%). Furthermore, compared with Lincolnshire, those without access to a car</p>

	<p>is below average (5.6% compared to 18%) while crime rate per 1000 is 31.9 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Suj007 is outside the ideal walking distance of many of the area's services and facilities and public transport links which could have an adverse impact on social inclusion. Furthermore, there is a lack of potential employment opportunities in and around Sutton St James.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 11 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 2 primary pupils and 2 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Sutton St James Community Primary School is around 250m from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that sufficient capacity is available at primary level to accommodate the developments proposed. At secondary level, there is limited capacity at the nearest secondary school in Long Sutton in the first two years of the plan. After that, additional secondary places will be required. The closest post-16 provision is in Holbeach where no capacity is available.</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on some mature trees along the eastern and southern boundaries. 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.</p>

	<p>However the site does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">✓</p> <p>Built heritage assets (including Historic Parks and Gardens) – The site faces the entrance to the Grade II listed Church of St James on the opposite side of Chapel Gate. The site is an industrial site, Johnson and Sons. It has a two storey building fronting it with vehicular accesses to the rear on either side. Industrial buildings are visible from the Chapel Gate frontage. The site is run down and presently has a negative impact on the street frontage. This impacts on the wider setting of the Church and the Grade II* listed Tower to the Church of St James which has a lawn area opposite the site and fronting Chapel Gate. If developed, the site has potential for enhancement in including a significant landscaping component at the Chapel Gate frontage. Its development is therefore likely to have a positive effect. Potential mitigation – not necessary as the present impact on setting is so negative; Potential enhancement – the development would provide for the potential enhancement of the setting. Attention to landscaping, both hard and soft on the Chapel Gate frontage.</p> <p>Archaeological assets – No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. It is located within the village's existing built-up area and is surrounded by development.</p> <p>Given that the buildings on the site are currently disused and appear unsightly, the sites development would provide opportunities to improve the townscape. However, the contribution that it could make would ultimately depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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 vegetation 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 Sutton St James area.</p> <p>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.</p>

	<p>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.</p> <p>There is considered to be sufficient capacity at the Sutton St James Sutton Gate Water Recycling Centre to accommodate the site. However, demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. The site 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.</p> <p>The site is not agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: right;">✓</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>However this site would secure the redevelopment of land a large part of which is previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: right;">✓</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zones 2 and 3a with a small area of Flood Zone 1 and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Sutton St James for the plan period, protecting the quality and character of landscape and townscape; protection and improvement of the quality of soil, air and water resources; and other benefits including</p>

	<p>generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Many of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than the county average. It is likely that the anticipated increase in 24 people would generate new car journeys and hence carbon emissions.</p> <p>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 Sutton St James 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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">x</p> <p>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. Sutton St James is a Minor Service Centre – the Local Plan proposes that Sutton St James will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. However, there is a lack of potential employment opportunities in and around Sutton St James which is likely to limit the extent to which more sustainable modes of transport can be used to travel to work.</p> <p>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).</p>

	The increased population (24 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.
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SUJ012: Land to the south of Chapel Gate, Sutton St James

Sustainability Objective	Indicative development scenario: Total site area: 2.1ha Potential open space: 0.29ha Development area: 1.81ha Potential no of dwellings: 42
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1. Housing	✓/x
	<p>Overall the site has the potential to contribute towards the 70 dwellings proposed for Sutton St James over the plan period. However, this site would provide over 50% of the village’s requirement and any unforeseen problems with delivery would impact on meeting needs.</p> <p>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 Sutton St James and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to the defined settlement limits of Sutton St James would, in general, be more important to the delivery of the settlement hierarchy.</p>

2. Health and Well-being	x
	<p>The nearest amenity open space (off Needham Drive) is approx. 910m from the site. However, the majority of facilities that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Sutton St James Village Hall and the nearest health centre and leisure centre/playing pitches are all outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 92 people (2.2 occupants in each of the 42 dwellings) – associated with this site would place 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.</p> <p>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.</p> <p>Overall, Sutton St James 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 0.29ha 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 planning process it would have a positive impact on this objective.</p> <p>Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from</p>

	other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (The Saints ward) showed that 94.4% of households owned at least one car and 46.7% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket, the nearest being the Tesco store in Holbeach -- the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km walk of a local shop (approx. 830m from the Spar store on Chapel Gate). Consequently, development of this site would create a development where sustainable modes of transport can be used to meet resident’s everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around the village 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. However, Sutton St James is not currently on a bus route (although the Call Connect service operates in this area) meaning that public transport access would be difficult for new residents living on this site.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>
4. Socially Inclusive Communities	<p style="text-align: center;">x</p> <p>ONS statistics indicate that The Saints ward is not a deprived area, for example: in 2015 compared with the national average, its long term unemployment rate was below average (20% compared to 26.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.6% compared to 18%) while crime rate per 1000 is 31.9 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Suj012 is outside the ideal walking distance of the majority of the area’s services and facilities and public transport links which could have an adverse impact on social inclusion. Furthermore, there is a lack of potential employment opportunities in and around Sutton St James.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>

5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 42 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 8 primary pupils and 8 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> Sutton St James Community Primary School is around 1.1km from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that sufficient capacity is available at primary level to accommodate the developments proposed. At secondary level, there is limited capacity at the nearest secondary school in Long Sutton in the first two years of the plan. After that, additional secondary places will be required. The closest post-16 provision is in Holbeach where no capacity is available.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>Development may have an adverse impact on mature trees and vegetation surrounding the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</p> <p>The site does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">✓</p> <p>Built heritage assets (including Historic Parks and Gardens) - The site forms part of the wider setting of St Ives Cross, a Scheduled Ancient Monument and listed building (grade II). The monument is at the junction of 4 roads on an area of lawn. Development at the junction around it comprises a range of housing developments from the 19th and 20th centuries in large gardens. The site is a light industrial site fronted by a lawn area and a large tree(s). Its significance in terms of the setting of the Monument is high because of its proximity. However, the impact of its redevelopment could be easily addressed through landscaping. There is potential for development of the site to enhance the setting of the heritage asset which is likely to have a positive effect.</p> <p>Potential mitigation – maintain and landscaped frontage;</p> <p>Potential enhancement - The development would potentially have a non-impact but could also have a positive impact with a landscaping scheme that addressed the setting of the monument. The employment of landscaping as a leading component of the design approach could be used to good effect to enhance the setting of the monument.</p>

	<p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. The site relates well to the village's existing built-up area – there is development to the west on the opposite side of Mill Lane as well as frontage development on Chapel Gate which limits views of the site from the north-east/east. If the trees along the southern boundary of the site were to be retained it would minimise the visual impact of development when viewed from the south along Mill Lane.</p> <p>Given the former use of the site there is the potential for townscape improvements to be made, although the contribution that the development could make would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">✓</p> <p>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 Sutton St James area.</p> <p>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.</p> <p>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.</p> <p>There is considered to be sufficient capacity at the Sutton St James Sutton Gate Water Recycling Centre to accommodate the site. However, demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, 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.</p> <p>The site is not agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">✓/x</p> <p>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</p>

	<p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The site is partly brownfield and partly greenfield.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Sutton St James for the plan period, and other benefits including not having an adverse impact on the character of the area and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>

12. Climate Change	<p style="text-align: right;">✓/x</p> <p>The majority of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than the county average. It is likely that the anticipated increase in 92 people would generate new car journeys and hence carbon emissions.</p> <p>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 Sutton St James 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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">x</p> <p>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. Sutton St James is a Minor Service Centre – the Local Plan proposes that Sutton St James will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. However, there is a lack of potential employment opportunities in and around Sutton St James which is likely to limit the extent to which more sustainable modes of transport can be used to travel to work.</p> <p>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).</p> <p>The increased population (92 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.</p>

Minor Service Centres: Tydd St Mary

TYD014: Land at Lowgate, Tydd St Mary	
Sustainability Objective	Indicative development scenario: Total site area: 1.54ha Potential open space: 0.22ha Development area: 1.32ha Potential no of dwellings: 31
1. Housing	✓

	<p>The site has the potential to contribute towards the 40 dwellings proposed for Tydd St Mary over the plan period.</p> <p>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 Tydd St Mary and SE Lincolnshire it will have a positive impact on this objective.</p> <p>However, housing sites detached from defined settlement limits would, in general, be contrary to the principles of the settlement hierarchy.</p>
<p>2. Health and Well-being</p>	<p style="text-align: center;">✓/x</p> <p>Tydd St Mary's Community Playing field is approx. 540m from the site. However, some 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. Tydd St Mary Village Hall and the nearest health centre are both outside the ideal walking distances.</p> <p>Although the site is not crossed by any PROW, it is near to National Cycle Network Route 1 which would provide recreational opportunities for residents.</p> <p>It is anticipated that the increase in population - approximately 68 people (2.2 occupants in each of the 31 dwellings) – associated with this site would place 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.</p> <p>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.</p> <p>Overall, Tydd St Mary 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 0.22ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Long Sutton ward) showed that 85.7% of households owned at least one car and 42.5% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket, the nearest being the Tesco store in Holbeach -- the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km walk of a local shop (approx. 830m from Tydd St Mary Village Stores on Common Way). Consequently, development of this site would create a development where sustainable modes of</p>

	<p>transport can be used to meet resident's everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around the village 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Buses run through Tydd St Mary to Long Sutton and Wisbech, Monday-Saturday, although buses are not very frequent which may deter some residents from using this service. Furthermore there are no bus stops within the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Long Sutton ward, for example: in 2015 compared with the national average, its long term unemployment rate was above average (30.8% compared to 26.8%). However, compared with Lincolnshire, those without access to a car is below average (14.3% compared to 18%) while crime rate per 1000 is 37.5 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Tyd014 is outside the ideal walking distance of many of the area's services and facilities and public transport links which could have an adverse impact on social inclusion. Furthermore, there is a lack of potential employment opportunities in and around Tydd St Mary which may be problematic given that the long term unemployment rate in this area is above average.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 31 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 6 primary pupils and 6 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Tydd St Mary Church of England Primary School is around 700m from the site

	<p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that sufficient capacity is available at primary level to accommodate the developments proposed. At secondary level, there is limited capacity at the nearest secondary school in Long Sutton in the first two years of the plan. After that, additional secondary places will be required. The closest post-16 provision is in Holbeach where no capacity is available.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>The biodiversity interest in the site is limited and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>Built heritage assets (including Historic Parks and Gardens) - The field is part of the wider agricultural setting of Minerva Farmhouse (Grade II listed). The immediate setting of the Minerva has however been harmed by the 20th century housing along the Low Gate frontage either side of the Farmhouse. This in itself impacts on the visual contribution of the site to the wider setting from Low Gate or from within the curtilage of Minerva Farmhouse. The contribution of the site to the agricultural setting of Minerva Farmhouse can only be appreciated once outside of the curtilage of the Farmhouse and the existing 20th century development around the Farmhouse has effectively reduced the potential harm that this site could have had. The impact is therefore low/negligible.</p> <p>Potential mitigation – not necessary; Potential enhancement – not necessary.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on the character and appearance of the area. The site relates reasonably well to the existing village being bordered by frontage development to the north and the east. The site is also well contained by drainage channels on the southern and western boundaries. However, development of the site would extend the village further into the countryside in this location meaning that mitigation would likely be required in order to help blend the site into the landscape.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and	<p style="text-align: center;">x</p>

<p>Water Resources</p>	<p>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 Tydd St Mary area.</p> <p>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.</p> <p>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.</p> <p>There is considered to be sufficient capacity at the Sutton Bridge Water Recycling Centre to accommodate the site. However, demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, 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.</p> <p>The proposal would lead to the permanent loss of approx. 1.54ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.54ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p>

	<p>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 a mix of Flood Zone 3a; and is identified within the SFRA as a mix of danger for some and danger for most with an area of no/low hazard in terms of flood hazard, and with flood depths between 0-1.0m, with an area of no hazard. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Tydd St Mary for the plan period. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>Many of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than the county average. It is likely that the anticipated increase in 68 people would generate new car journeys and hence carbon emissions.</p> <p>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 Tydd St Mary 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.</p>

	<p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with the scale of residential development anticipated in this area. Furthermore, the National Grid have indicated that there would likely be problems in connecting new sites in Tydd St Mary to their gas network.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">x</p> <p>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. Tydd St Mary is a Minor Service Centre – the Local Plan proposes that Minor Service Centre’s will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. However, there is a lack of potential employment opportunities in and around Tydd St Mary which is likely to be problematic in that it would do little to alleviate the above average unemployment rate in the area and could well limit the extent to which more sustainable modes of transport can be used to travel to work.</p> <p>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).</p> <p>The increased population (68 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.</p>

Minor Service Centres: Weston

WSN003: Land to the north of High Road, Weston	
Sustainability Objective	<p>Indicative development scenario: Total site area: 6.1ha Potential open space: 0.85ha Development area: 5.25ha Potential no of dwellings: 122</p>
1. Housing	<p style="text-align: center;">✓/x</p> <p>Overall, the site has the potential to contribute towards the 310 dwellings proposed for the Weston area over the plan period. However, this site would provide over 50% of the village’s requirement and any unforeseen problems with delivery would impact on meeting needs.</p> <p>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 Weston and SE</p>

	<p>Lincolnshire it will have a positive impact on this objective.</p> <p>Furthermore, housing sites adjacent to defined settlement limits – such as Wsn003 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<p>2. Health and Well-being</p>	<p style="text-align: center;">x</p> <p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre (Moulton Medical Centre), leisure centre/playing pitches and Weston Village Hall are all outside the ideal walking distances. However, the closest amenity open space (off Small Drove/Wimberley Close) is approx. 390m from the site.</p> <p>It is anticipated that the increase in population - approximately 268 people (2.2 occupants in each of the 122 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.</p> <p>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.</p> <p>Overall, Weston 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 0.85ha 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.</p> <p>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 north-western part of the site is adjacent to A151 High Road which may have an adverse impact on the amenities that would be enjoyed by new dwellings. However, the scale of the site means that structural landscaping such as trees of mixed provenance can be included to help mitigate any possible noise and air pollution. There are currently trees on the bypass boundary which could be retained. The layout, dwelling choice and orientation should be carefully considered and take account of traffic noise.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Moulton, Weston and Cowbit) showed that 91.7% of households owned at least one car and 48.4% travelled to work by car/van, above the South Holland average of 85.4% and 45.8% respectively.</p> <p>The site is within the ideal 7km distance to a big supermarket being around 5.4km from the Sainsburys store in Spalding (Holland Market) -- the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, it is within the ideal 1km walk of the nearest local shop being approx. 700m from Weston Village Store. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p>

	<p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Weston 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stop is approx. 290m away on High Road, within the ideal 400m walking distance. Buses run to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday).</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: right;">✓/x</p> <p>ONS statistics (2001) indicate that Moulton, Weston and Cowbit was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (18.4% compared to 27.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.1% compared to 18%) while crime rate per 1000 is 20.4 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Wsn003 is outside the ideal walking distance of many essential services and facilities meaning that it may be more difficult to achieve social inclusion.</p> <p>The new housing development may improve physical access to local employment. For instance, the nearest potential employment opportunities are located approx. 3.1km away at Springfield Retail Outlet in Spalding, although it is outside the ideal 1km walking distance. However, there are also other employment opportunities within the ideal 7km drive in Pinchbeck and Spalding.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 122 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 24 primary pupils and 23 secondary pupils. The nearest primary and secondary schools are:</p>

	<ul style="list-style-type: none"> • Weston St Mary's Church of England Primary School is around 900m from the site • Sir John Gleed School is approx. 4.6km away <p>However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that capacity is currently available at primary level in Weston, although an extension will be required in the second phase of the plan period in order to accommodate the number of pupils new developments are anticipated to generate. At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this is likely to decrease in the medium to long-term.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>The biodiversity interest on the site is limited and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>Built heritage assets (including Historic Parks and Gardens) - The site is a large field. Its development will urbanise an existing open frontage. It is dissected from the High Road frontage where Oakleigh House (Grade II) and Barn (grade II) are located by Pinfold Lane. The setting of the listed buildings has been compromised along the High Road frontage from Pinfold Lane by late 20th century residential development. The site sits opposite two large housing estate developments at the south west entrance to the village. It is therefore considered that development of the site would not have an impact on the heritage assets.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site is not likely to have an adverse impact on the character and appearance of the area. Although it will change the appearance of the village when viewed from High Road through Weston, It is located adjacent to the existing built-up area and is well screened by trees along the northern boundary meaning that there will be little visual impact when viewed from the bypass.</p>

	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
	<p>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 Weston area.</p> <p>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.</p> <p>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.</p> <p>There is considered to be sufficient capacity at the Moulton Water Recycling Centre to accommodate the site. However, demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, 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.</p> <p>The proposal would lead to the permanent loss of approx. 6.1ha of grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	x
	<p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 6.1ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
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 a mix of Flood Zone 1, 3a and 2; and is identified within the SFRA as a mix of danger for some and danger for most with an area of no/low hazard in terms of

	<p>flood hazard, and with flood depths between 0-1.0m, with an area of no hazard. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Weston for the plan period; efficient use of South East Lincolnshire’s transport infrastructure; and protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>The majority of local facilities, services and public transport links are outside the ideal walking distances from the site. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 268 people would generate new car journeys and hence carbon emissions.</p> <p>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 Weston 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.</p> <p>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.</p>

13. Economy and Employment	✓/x
	The settlement hierarchy in the SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. Weston is a Minor Service Centre – the Local Plan proposes that Weston will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 268 people within the ideal 7km drive of employment opportunities in Spalding (e.g. Springfield Retail Outlet) and Pinchbeck.
	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 (268 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.

WSN022: Land to the east of Small Drove, Weston	
Sustainability Objective	Indicative development scenario: Total site area: 3.91ha Potential open space: 0.55ha Development area: 3.36ha Potential no of dwellings: 78
1. Housing	✓
	Overall, the site has the potential to contribute towards the 310 dwellings proposed for the Weston 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 Weston and SE Lincolnshire it will have a positive impact on this objective.
	Furthermore, housing sites adjacent to defined settlement limits – such as Wsn022 – 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. Weston Village Hall, the nearest health centre (Moulton Medical Centre) and leisure centre/playing pitches are all outside the ideal 1km walk. However, the closest amenity of open space (off Small Drove/Wimberley Close) is approx. 610m from the site.
	It is anticipated that the increase in population - approximately 172 people (2.2 occupants in each of the 78 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.

	<p>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.</p> <p>Overall, Weston 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 0.55ha 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 planning process it would have a positive impact on this objective.</p> <p>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 site is adjacent to A151 High Road which may have an adverse impact on the amenities that would be enjoyed by new dwellings. However, the scale of the site means that structural landscaping such as trees of mixed provenance can be included to help mitigate any possible noise and air pollution.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Moulton, Weston and Cowbit) showed that 91.7% of households owned at least one car and 48.4% travelled to work by car/van, above the South Holland average of 85.4% and 45.8% respectively.</p> <p>The site is within the ideal 7km distance to a big supermarket being around 6km from the Sainsburys store in Spalding (Holland Market) – the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, it is within the ideal 1km walk of the nearest local shop being approx. 140m from Weston Village Store. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Weston 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>There nearest bus stop is approx. 320m from the site on High Road, within the ideal 400m walking distance. Buses run to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday).</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics (2001) indicate that Moulton, Weston and Cowbit was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (18.4% compared to 27.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.1% compared to 18%) while crime rate per 1000 is 20.4 compared to 49.7.</p> <p>The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside</p>

	<p>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.</p> <p>Wsn022 is outside the ideal walking distance of the majority of essential services and facilities meaning that it may be more difficult to achieve social inclusion.</p> <p>The new housing development may improve physical access to local employment. For instance, the nearest potential employment opportunities are located approx. 3.7km away at Springfields Retail Outlet in Spalding, although it is outside the ideal 1km walking distance. However, there are also other employment opportunities within the ideal 7km drive in Pinchbeck and Spalding.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 78 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 16 primary pupils and 15 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Weston St Mary's Church of England Primary School is around 470m from the site <p>However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that capacity is currently available at primary level in Weston, although an extension will be required in the second phase of the plan period in order to accommodate the number of pupils new developments are anticipated to generate. At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this is likely to decrease in the medium to long-term.</p> <p>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.</p>
6. Biodiversity,	0

Geodiversity and Green Infrastructure	<p>The biodiversity interest on the site is limited and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">x</p> <p>Built heritage assets (including Historic Parks and Gardens) - The site does not form part of the immediate setting of the Grade I listed Church of St Mary and churchyard. It is however a large site at the entrance to the village from the A151 and due to its scale will have an impact on the character of this location. Due to the curve of High Street, the church, Lychgate (Grade II) and Churchyard Cross (Grade II listed and Scheduled Monument) are not visible along the frontage of the site. However, from the Lychgate, and along the frontage of the churchyard the site is visible and forms part of the wider setting which is currently of an open aspect. Although the High Street frontage on this side of the road facing the church and churchyard is characterised by 20th century residential development, the site represents the remaining characteristic open frontage of a fenland settlement. Development of the site would therefore be likely to have a negative effect.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site is not likely to have an adverse impact on the character and appearance of the area. It is located adjacent to, and has a good relationship with, the existing built-up area. Furthermore it is relatively well contained by residential development to the south-west and High Road to the north-west and north-east.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 Weston area.</p> <p>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.</p> <p>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</p>

	<p>has an appropriate water supply.</p> <p>There is considered to be sufficient capacity at the Moulton Water Recycling Centre to accommodate the site. However, demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, 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.</p> <p>The proposal would lead to the permanent loss of approx. 3.91ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 3.91ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Weston for the plan period, efficient use of South East Lincolnshire's transport infrastructure; not likely to have an adverse impact on the character of the area and generating employment during the construction period and thereby providing some protection to the local economy.</p> <p>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</p>

	<p>sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>The majority of local facilities and services are outside the ideal walking distances from the site. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 172 people would generate new car journeys and hence carbon emissions.</p> <p>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 Weston 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.</p> <p>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.</p>
<p>13. Economy and Employment</p>	<p style="text-align: center;">✓/x</p> <p>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. Weston is a Minor Service Centre – the Local Plan proposes that Weston will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 172 people within the ideal 7km drive of employment opportunities in Spalding (e.g. Springfields Retail Outlet) and Pinchbeck.</p> <p>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).</p> <p>The increased population (172 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.</p>

WSN029: Land off High Road, Weston	
Sustainability Objective	Indicative development scenario: Total site area: 2.83ha Potential open space: 0.40ha Development area: 2.43ha Potential no of dwellings: 57
1. Housing	✓
	<p>Overall, the site has the potential to contribute towards the 310 dwellings proposed for the Weston area over the plan period.</p> <p>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 Weston and SE Lincolnshire it will have a positive impact on this objective.</p> <p>However, housing sites detached from defined settlement limits would, in general, be contrary to the principles of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre (Moulton Medical Centre), leisure centre/playing pitches and Weston Village Hall are all outside the ideal walking distances. However, the closest amenity open space (off Small Drove/Wimberley Close) is approx. 550m from the site.</p> <p>It is anticipated that the increase in population - approximately 125 people (2.2 occupants in each of the 57 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.</p> <p>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.</p> <p>Overall, Weston does not currently have enough open space to meet its resident's needs. 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 0.40ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	✓
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Moulton, Weston and Cowbit) showed that 91.7% of households owned at least one car and 48.4% travelled to work by car/van, above the South Holland average of 85.4% and 45.8% respectively.

	<p>The site is within the ideal 7km distance to a big supermarket being around 5.1km from the Sainsburys store in Spalding (Holland Market) — the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, it is within the ideal 1km walk of the nearest local shop being approx. 860m from Weston Village Store. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Weston 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stop is approx. 400m away on High Road, at the maximum ideal walking distance. Buses run to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday).</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: right;">✓/x</p> <p>ONS statistics (2001) indicate that Moulton, Weston and Cowbit was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (18.4% compared to 27.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.1% compared to 18%) while crime rate per 1000 is 20.4 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Wsn029 is outside the ideal walking distance of some essential services and facilities meaning that it may be more difficult to achieve social inclusion.</p> <p>The new housing development may improve physical access to local employment. For instance, the nearest potential employment opportunities are located approx. 2.7km away at Springfields Retail Outlet in Spalding, although it is outside the ideal 1km walking distance. However, there are also other employment opportunities within the ideal 7km drive in Pinchbeck and Spalding.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: right;">✓/x</p>

	<p>The development would be likely to accommodate 57 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 11 primary pupils and 11 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Weston St Mary's Church of England Primary School is around 860m from the site • Sir John Gleed School is approx. 4.3km away <p>However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that capacity is currently available at primary level in Weston, although an extension will be required in the second phase of the plan period in order to accommodate the number of pupils new developments are anticipated to generate. At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this is likely to decrease in the medium to long-term.</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">0</p> <p>There are a number of mature trees located on the site, however they may be used by the owners for sale meaning that the biodiversity interest on the site is limited.</p> <p>The site does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
<p>7. Heritage</p>	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
<p>8. Landscape and Townscape</p>	<p style="text-align: center;">✓</p> <p>Development of the site is not likely to have an adverse impact on the character and appearance of the area. Although it will change the appearance of the village when viewed from High Road through Weston, it is located adjacent to the existing built-up area and is well screened by trees along the northern boundary meaning that there will be little visual impact when viewed from the bypass.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p>9. Air, Soil and</p>	<p style="text-align: center;">x</p>

Water Resources	<p>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 Weston area.</p> <p>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.</p> <p>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.</p> <p>There is considered to be sufficient capacity at the Moulton Water Recycling Centre to accommodate the site. However, demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, 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.</p> <p>The proposal would lead to the permanent loss of approx. 2.83ha of grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 2.83ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓/x</p> <p>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 a mix of Flood Zone 3a, 1 and 2; and is identified within the SFRA as a mix of no/low hazard and danger for some/most in terms of flood hazard, and with flood depths between 0-1.0m, with an area of no depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p>

	<p>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 Weston for the plan period; efficient use of South East Lincolnshire’s transport infrastructure; and protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>Some of the areas local facilities and services are outside the ideal walking distances from the site. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is therefore likely that the anticipated increase in 125 people would generate new car journeys and hence carbon emissions.</p> <p>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 Weston 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.</p> <p>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.</p>
<p>13. Economy and</p>	<p style="text-align: center;">✓/x</p> <p>The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner,</p>

Employment	<p>reflecting the needs, roles and functions of each settlement. Weston is a Minor Service Centre – the Local Plan proposes that Weston will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 125 people within the ideal 7km drive of employment opportunities in Spalding (e.g. Springfields Retail Outlet) and Pinchbeck.</p> <p>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).</p> <p>The increased population (125 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.</p>
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Minor Service Centres: Whaplode

WHA002: Land to the east of Stockwell Gate, Whaplode	
Sustainability Objective	<p>Indicative development scenario: Total site area: 1.95ha Potential open space: 0.27ha Development area: 1.68ha Potential no of dwellings: 39</p>
1. Housing	✓
	<p>Overall, the site has the potential to contribute towards the 130 dwellings proposed for Whaplode over the plan period.</p> <p>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 Whaplode and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	x
	<p>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, leisure centre/playing pitches, amenity open space and community centre/village hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 86 people (2.2 occupants in each of the 39 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.</p> <p>The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to</p>

	<p>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.</p> <p>Overall, Whaplode 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 0.27ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
3. Transport	<p style="text-align: center;">✓</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Whaplode and Holbeach St John's) showed that 92.4% of households owned at least one car and 47.3% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is within the ideal 7km distance to a big supermarket being around 3.2km from the Tesco store in Holbeach (Boston Road South) – the car/van is likely to be the preferred mode of transport for this purpose. The site is also within the ideal 1km walk of the nearest local shop (approx. 770m from the Co-operative Food Store on High Road). Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around the Whaplode area 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Buses run through Whaplode to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). The nearest bus stop is approx. 320m from the site on High Road, within the ideal 400m walking distance.</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that the Whaplode and Holbeach St John's ward was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (22.2% compared to 26.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (7.6% compared to 18%) while crime rate per 1000 is 34.1 compared to 49.7.</p> <p>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.</p> <p>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</p>

	<p>market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents.</p> <p>Some of the area services and facilities necessary for health and wellbeing are outside the ideal walking distances meaning that it may be more difficult to achieve social inclusion.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at the Fleet Road Industrial Estate (4.4km) are within the ideal 7km drive of the site. However, they are outside the ideal 1km walk which might discourage residents from walking to work. Spalding, with its more extensive employment opportunities, is further away.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 39 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 8 primary pupils and 7 secondary pupils. The nearest education facilities are:</p> <ul style="list-style-type: none"> • Whaplode Church of England Primary School is around 620m 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. 3.8km away. <p>The local education authority has indicated that sufficient capacity is available at primary level in Whaplode to accommodate the developments proposed. However, at secondary level no capacity is available at the nearest school in Holbeach and its post-16 facilities are also at capacity. Additional spaces will therefore be required.</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 740m from Guy Wells Pit LWS) meaning that development may have an effect on habitats and BAP species and consequently biodiversity. Furthermore, the site is adjacent to Whaplode River and a drainage channel runs along part of the western boundary. Disturbance due to development can result in the movement of species, therefore undermining their sustainability. Mitigation may be required to offset any potential harm identified but this will depend upon implementation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>

7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. The site is adjacent to Whaplode's existing built-up area and would link existing residential development within the village to a group of dwellings currently detached from the settlement.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 Whaplode area.</p> <p>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.</p> <p>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.</p> <p>There is considered to be sufficient capacity at the Moulton Water Recycling Centre to accommodate the site. However, demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, 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.</p> <p>The proposal would lead to the permanent loss of approx. 1.95ha of mostly grade 1 agricultural land.</p>
10. Sustainable	<p style="text-align: center;">x</p>

<p>use of Land and Waste</p>	<p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.95ha of mostly greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Whaplode for the plan period, and other benefits including good accessibility to local services, no adverse impact on local character, generating employment and providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>

12. Climate Change	<p style="text-align: right;">✓/x</p> <p>Some of the areas facilities and services necessary for health and wellbeing 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 the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 86 people would generate new car journeys and hence carbon emissions.</p> <p>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 Whaplode 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.</p> <p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: right;">✓/x</p> <p>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. Whaplode is a Minor Service Centre – the Local Plan proposes that Minor Service Centre’s will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 86 people within the ideal 7km drive of employment opportunities in Holbeach (Fleet Road Industrial Estate). However Spalding, with its more extensive employment opportunities, is further away.</p> <p>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).</p> <p>The increased population (86 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

WHA019: Land to the south of Cobgate, Whaplode	
Sustainability Objective	Indicative development scenario: Total site area: 1.37ha Potential open space: 0.19ha Development area: 1.18ha Potential no of dwellings: 27
1. Housing	<p style="text-align: center;">✓</p>

	<p>Overall, the site has the potential to contribute towards the 130 dwellings proposed for Whaplode over the plan period.</p> <p>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 Whaplode and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<p>2. Health and Well-being</p>	<p style="text-align: center;">✓/x</p> <p>The site is approx. 470m from the playground and open space off Church Gate and Whaplode Village Hall is around 590m away. However, some 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 and leisure centre/playing pitches are both outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 59 people (2.2 occupants in each of the 27 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.</p> <p>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.</p> <p>Overall, Whaplode 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 0.19ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Whaplode and Holbeach St John's) showed that 92.4% of households owned at least one car and 47.3% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is within the ideal 7km distance to a big supermarket being around 4.1km from the Tesco store in Holbeach (Boston Road South) – the car/van is likely to be the preferred mode of transport for this purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the site is outside the ideal 1km walking distance of the nearest local shop (the Co-operative Food Store on High Road).</p>

	<p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around the Whaplode area 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Buses run through Whaplode to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). However the nearest bus stop is outside the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that the Whaplode and Holbeach St John's ward was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (22.2% compared to 26.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (7.6% compared to 18%) while crime rate per 1000 is 34.1 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Some of the area's services and facilities and public transport links are outside the ideal walking distances meaning that it may be more difficult to achieve social inclusion.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at the Fleet Road Industrial Estate (5.3km) are within the ideal 7km drive of the site. However, they are outside the ideal 1km walk which might discourage residents from walking to work. Spalding, with its more extensive employment opportunities, is further away.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 27 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 5 primary pupils and 5 secondary pupils. The nearest education facilities are:</p> <ul style="list-style-type: none"> Whaplode Church of England Primary School is around 1.2km from the site

	<ul style="list-style-type: none"> University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 4.6km away <p>The local education authority has indicated that sufficient capacity is available at primary level in Whaplode to accommodate the developments proposed. However, at secondary level no capacity is available at the nearest school in Holbeach and its post-16 facilities are also at capacity. Additional spaces will therefore be required.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on mature trees surrounding the site. Mature trees can be important habitats for a variety of species and so their removal could have an adverse effect on biodiversity through the loss and fragmentation of habitats. 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 as many trees as possible and maximising opportunities for enhancement and mitigation.</p> <p>The site does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. The site is located adjacent to Whaplode's existing built-up area and relates well to the existing village being located opposite residential development on Abbots Gardens and adjacent to Cobgate Close. The site's development would be to the same depth as that to the east along Cobgate.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and	<p style="text-align: center;">✓</p>

<p>Water Resources</p>	<p>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 vegetation 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 Whaplode area.</p> <p>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.</p> <p>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.</p> <p>There is considered to be sufficient capacity at the Moulton Water Recycling Centre to accommodate the site. However, demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, 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.</p> <p>The site is not agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">✓/x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>Development of the site would result in the loss of a combination of brownfield and greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓✓</p> <p>This site is within Environment Agency Flood Zone 1 (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact. Given the size of the site, a flood risk assessment is required to consider other sources of flooding. This should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account 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. Reference</p>

	<p>should be made to the South East Lincolnshire Strategic Flood Risk Assessment and National Planning Practice Guidance.</p> <p>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.</p> <p>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.</p>
<p>12. Climate Change</p>	<p style="text-align: center;">✓/x</p> <p>Some of the areas facilities and 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 the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 59 people would generate new car journeys and hence carbon emissions.</p> <p>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 Whaplode 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.</p> <p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area.</p> <p>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.</p>
<p>13. Economy and Employment</p>	<p style="text-align: center;">✓/x</p> <p>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. Whaplode is a Minor Service Centre – the Local Plan proposes that Minor Service Centre’s will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 59 people within the ideal 7km drive of employment opportunities in Holbeach (Fleet Road Industrial Estate). However Spalding, with its more extensive employment opportunities, is further away.</p> <p>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).</p> <p>The increased population (59 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 the impact on the local road network does not worsen and is detrimental to</p>

	the economy.
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WHA029: Land off Main Road, Whaplode	
Sustainability Objective	Indicative development scenario: Total site area: 1.29ha Potential open space: 0.18ha Development area: 1.11ha Potential no of dwellings: 26
1. Housing	✓
	Overall, the site has the potential to contribute towards the 130 dwellings proposed for Whaplode 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 Whaplode and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Well-being	x
	The site is approx. 820m from the playground and open space off Church Gate. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre, leisure centre/playing pitches and community centre/village hall are all outside the ideal walking distances. It is anticipated that the increase in population - approximately 57 people (2.2 occupants in each of the 26 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 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, Whaplode 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 0.18ha 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 planning process 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	✓

	<p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Whaplode and Holbeach St John’s) showed that 92.4% of households owned at least one car and 47.3% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is within the ideal 7km distance to a big supermarket being around 4.3km from the Tesco store in Holbeach (Boston Road South) – the car/van is likely to be the preferred mode of transport for this purpose. The site is also within the ideal 1km walk of the nearest local shop (approx. 790m from the Co-operative Food Store on High Road). Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents’ everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around the Whaplode area 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.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Buses run through Whaplode to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). The nearest bus stop is approx. 260m from the site on High Road, within the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that the Whaplode and Holbeach St John’s ward was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (22.2% compared to 26.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (7.6% compared to 18%) while crime rate per 1000 is 34.1 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Some of the areas services and facilities necessary for health and wellbeing are outside the ideal walking distances meaning that it may be more difficult to achieve social inclusion.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at the Fleet Road Industrial Estate (5.5km) are within the ideal 7km drive of the site. However, they are outside the ideal 1km walk which might discourage residents from walking to work. Spalding, with its more extensive employment opportunities, is further away.</p> <p>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.</p>

	No infrastructure will be lost on site as a consequence of this proposal.
5. Education	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 26 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 5 primary pupils and 5 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> Whaplode Church of England Primary School is around 1.1km from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that sufficient capacity is available at primary level in Whaplode to accommodate the developments proposed. However, at secondary level no capacity is available at the nearest school in Holbeach and its post-16 facilities are also at capacity. Additional spaces will therefore be required.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">0</p> <p>The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>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.</p> <p>Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. The site is located adjacent to Whaplode's existing built-up area and is located behind frontage development on High Road. The site's relationship with the existing village would be improved further if the site were to be developed in conjunction with Wha009 and Wha010.</p>

	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	<p style="text-align: center;">x</p> <p>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 vegetation 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 Whaplode area.</p> <p>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.</p> <p>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.</p> <p>Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 1.29ha of grade 1 agricultural land.</p>
10. Sustainable use of Land and Waste	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 1.29ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: center;">✓</p> <p>The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>In this instance, there are very few reasonably available sites within the local area with a lower probability of flooding than this site.</p>

	<p>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 Whaplode for the plan period, and other benefits including good accessibility to local services, no adverse impact on local character and providing some protection to the local economy.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>Some of the areas facilities and services necessary for health and wellbeing 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 the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 57 people would generate new car journeys and hence carbon emissions.</p> <p>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 Whaplode 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.</p> <p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area.</p> <p>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.</p>

13. Economy and Employment	✓/x
	<p>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. Whaplode is a Minor Service Centre – the Local Plan proposes that Minor Service Centre’s will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 57 people within the ideal 7km drive of employment opportunities in Holbeach (Fleet Road Industrial Estate). However Spalding, with its more extensive employment opportunities, is further away.</p>
	<p>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).</p> <p>The increased population (57 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 the impact on the local road network does not worsen and is detrimental to the economy.</p>

Minor Service Centres: Wigtoft

WIG014: Land to west of Asperton Road, Wigtoft	
Sustainability Objective	<p>Indicative development scenario: Total site area: 0.94ha Potential open space: 0.09ha Development area: 0.85ha Potential no of dwellings: 19</p>
1. Housing	✓
	<p>Overall the site has the potential to contribute towards the 30 dwellings proposed for Wigtoft over the plan period.</p> <p>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 Wigtoft and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
2. Health and Well-being	✓
	<p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest open space and accessible playing pitch (off Asperton Road) and Wigtoft Village Hall are approx. 260m and 520m from the site respectively. However, the nearest health centre is over 1km away.</p> <p>It is anticipated that the increase in population - approximately 42 people (2.2 occupants in each of the 19 dwellings) – would place</p>

	<p>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.</p> <p>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.</p> <p>Overall, Wigtoft 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 potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Wigtoft to accommodate future residents.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">x</p> <p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Five Village) showed that 89.9% of households owned at least one car and 44.7% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket, the nearest being the Aldi store in Boston (Queen Street) -- the car/van is likely to be the preferred mode of transport for this purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However the site is also outside the ideal 1km walk of a local shop (Sutterton Village Store).</p> <p>The potential traffic generated by this site on its own is not significant, but any traffic impact may be exacerbated by the potential cumulative impact of an increased local population generated from this site in combination with other sites in the village. Any impact should be carefully managed to not restrict access to jobs and services, and promote safe, easy use for all. Furthermore there is no regular bus service through Wigtoft which may deter residents from using this more sustainable mode of transport.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Five Village ward: Compared with the Lincolnshire average, its long term unemployment rate was above average (30.8% compared to 25.6%). However, the percentage of residents without access to a car is below the county average (10.1% compared to 18%) as is crime rate per 1000 at 39.8 compared to 49.7.</p> <p>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.</p> <p>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</p>

	<p>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.</p> <p>As discussed in Objective 13, the nearest significant potential employment opportunities at Enterprise Park in Sutterton (3.1km) are within the ideal 7km drive of the site. There are also other potential employment opportunities in Sutterton and Kirton that are less than 7km away. Boston and Spalding, with their more extensive employment opportunities, are both outside the ideal driving distance. These potential employment opportunities are also all outside the ideal 1km walk which may discourage some residents from walking to work and could prevent some from accessing employment. This could have an adverse impact in respect of alleviating deprivation and improving the areas long term unemployment rate.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 19 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 4 primary pupils and 4 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> • Fourfields Church of England Primary School is around 3km from the site <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that, at primary level, there is currently no capacity available at the nearest primary school in Sutterton. An extension will therefore be required in order to accommodate the number of pupils new development in the area is anticipated to generate. However, there is sufficient capacity available at the closest secondary school in Kirton to accommodate the developments proposed. The nearest post-16 facilities are in Boston which currently has limited capacity and is likely to be full in the near future.</p> <p>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.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p style="text-align: center;">0</p> <p>The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>

	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	✓ Development of the site would not have an adverse impact on the character and appearance of the area. Although its development would extend Wigtoft's built-up area into the countryside, the site relates reasonably well with the existing village and is bordered by development on two sides. 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 vegetation 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 Wigtoft 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. There is considered to be sufficient capacity at the Sutterton-Wigtoft Water Recycling Centre to accommodate the site. However, demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, 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 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. 0.94ha 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.

	<p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 0.94ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
11. Flood Risk	<p style="text-align: right;">✓/x</p> <p>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 Flood Zone 3a and is identified within the SFRA as a mix of no/low hazard and danger for some/most in terms of flood hazard; and with flood depths including an area of no hazard and between 0-1.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Wigtoft for the plan period; improving health and wellbeing and protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: right;">✓/x</p> <p>As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is therefore likely that the anticipated increase in 42 people would generate new car journeys and hence carbon</p>

	<p>emissions.</p> <p>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 Wigtoft 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.</p> <p>Advice from Western Power Distribution is that the capacity of the electricity network in this area of Boston Borough is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area.</p> <p>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.</p>
13. Economy and Employment	✓/x
	<p>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. Wigtoft is a Minor Service Centre – the Local Plan proposes that Minor Service Centre's will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 42 people within the ideal 7km drive of potential employment opportunities in Sutterton and Kirton. Boston and Spalding, with their more extensive employment opportunities, are further away.</p> <p>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).</p> <p>The increased population (42 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.</p>

Minor Service Centres: Wrangle

WRA013: Land to the west of Tooley Lane and north of Main Road, Wrangle	
Sustainability Objective	<p>Indicative development scenario: Total site area: 2.25ha Potential open space: 0.23ha Development area: 2.02ha Potential no of dwellings: 45</p>
1. Housing	✓
	<p>Overall, the site has the potential to contribute towards the 100 dwellings proposed for Wrangle over the plan period.</p> <p>The Strategic Housing Market Assessment has identified the need for new housing over the South East Lincolnshire Plan period. If the type,</p>

	<p>tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Wrangle and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to the defined settlement limits of Wrangle would, in general, be more important to the delivery of the settlement hierarchy.</p>
<p>2. Health and Well-being</p>	<p style="text-align: center;">✓/x</p> <p>The nearest playing field and open space (off the A52) is approx. 220m from the site. However, some other facilities 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. Wrangle Parish Hall and the nearest health centre (Old Leake Medical Centre) are both outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 99 people (2.2 occupants in each of the 45 dwellings) – associated with this site would place considerable 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.</p> <p>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.</p> <p>Overall, Wrangle 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 0.23ha 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 planning process it would have a positive impact on this objective.</p> <p>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.</p>
<p>3. Transport</p>	<p style="text-align: center;">✓/x</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Old Leake and Wrangle) showed that 89.3% of households owned at least one car and 42.2% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is outside the ideal 7km distance to a big supermarket, the nearest being located in Boston town -- the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km walk of a local shop (approx. 590m from The Stores, Wrangle). Consequently, development of this site would create a development where sustainable modes of transport can be used to meet resident’s everyday shopping needs.</p> <p>The potential for additional traffic to be generated by this and other sites in Wrangle means that schemes to address traffic impact in and around the village should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for</p>

	<p>all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Buses run through Wrangle to Boston and Skegness multiple times a day (Monday-Saturday). The nearest bus stop is approx. 270m from the site on Main Road, within the ideal 400m walking distance.</p>
<p>4. Socially Inclusive Communities</p>	<p style="text-align: right;">✓/x</p> <p>ONS statistics indicate that Old Leake and Wrangle was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (21.2% compared to 26.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (10.7% compared to 18%) while crime rate per 1000 is 32.5 compared to 49.7.</p> <p>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.</p> <p>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.</p> <p>Wra013 is within the ideal walking distance of some of the area's services and facilities which should help towards achieving social inclusion.</p> <p>As discussed in Objective 13 the nearest potential employment opportunities at M Baker & Sons (Old Leake) (1.7km) are within the ideal 7km drive of the site. However, the site is outside the ideal 1km walk of the majority of employment opportunities in the area which may discourage some residents from walking to work. Boston, with its more extensive employment opportunities, is outside the ideal 7km drive.</p> <p>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.</p> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<p>5. Education</p>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 45 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 9 primary pupils and 9 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Wrangle Primary School is around 770m from the site • The Giles Academy is approx. 2.7km away

	<p>However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.</p> <p>The local education authority has indicated that there is sufficient capacity available at primary level in Wrangle. However, there is currently no capacity available at the closest secondary school and post-16 facilities in Old Leake. Additional capacity will therefore be required in order to accommodate the number of pupils new development is anticipated to generate.</p> <p>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.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p style="text-align: center;">✓/x</p> <p>The site appears to be free of environmental constraints and does not include any statutory designated sites. However, European and national environmental designations at The Wash are about 3.2km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
7. Heritage	<p style="text-align: center;">0</p> <p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
8. Landscape and Townscape	<p style="text-align: center;">✓</p> <p>Development of the site would not have an adverse impact on the character and appearance of the area. It is adjacent to the existing built-up area and is screened from public view from most directions meaning that the visual impacts would be limited.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
9. Air, Soil and Water Resources	<p style="text-align: center;">x</p> <p>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 Wrangle area.</p> <p>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.</p> <p>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</p>

	<p>has an appropriate water supply.</p> <p>There is considered to be sufficient capacity at the Old Leake-Skipmarsh Lane Water Recycling Centre to accommodate the site. However, demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, 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.</p> <p>The proposal would lead to the permanent loss of approx. 2.25ha of grade 1 agricultural land.</p>
<p>10. Sustainable use of Land and Waste</p>	<p style="text-align: center;">x</p> <p>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.</p> <p>As the site would involve new development it is inevitable that there will be an increase in household waste production.</p> <p>The proposal would lead to the permanent loss of approx. 2.25ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p>11. Flood Risk</p>	<p style="text-align: center;">✓/x</p> <p>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 Flood Zone 3a and is identified within the SFRA as danger for most in terms of flood hazard; and with flood depths between 0.25m-1.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>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 Wrangle for the plan period; and protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</p> <p>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</p>

	<p>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.</p> <p>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.</p> <p>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.</p>
12. Climate Change	<p style="text-align: center;">✓/x</p> <p>As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 99 people would generate new car journeys and hence carbon emissions.</p> <p>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 Wrangle 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.</p> <p>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.</p>
13. Economy and Employment	<p style="text-align: center;">✓/x</p> <p>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. Wrangle is a Minor Service Centre – the Local Plan proposes that Wrangle will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 99 people within the ideal 7km drive of potential employment opportunities in Old Leake (M Baker & Sons). However it is outside the ideal 1km walk. Boston, with its more extensive employment opportunities, is further away.</p> <p>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).</p> <p>The increased population (99 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.</p>