

Appendix 7

Boston

Q1 and Q2 in combination	
Sustainability Objective	Indicative development scenario: Total site area: 83.82ha Potential open space: 10.73ha Development area: 69.25ha Potential no of dwellings: 2,017
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 majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre, open space, sports facilities and community centre are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 4,437 people (2.2 occupants in each of the 2,017 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 South does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing their overall quality. Based on the site area, about 10.73ha 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>

	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 (Boston South) showed that 89.7% of households owned at least one car and 48.5% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is well within the ideal short 7km driving distance to a big supermarket being around 1.9km from the Tesco store in Boston (New Hammond Beck Road) and the planning permission on part of the site includes the provision of a 7,000sqm foodstore. Most of the site is outside the ideal 1km walk of a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site. Large scale development such as this site can provide improved footpath, cycle and public transport links as well as a local centre with shopping facilities.</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>Part of the site has planning permission and is providing the first part of the Boston Distributor Road and the other part is in extremely close proximity to the proposed route of the Boston Distributor Road and therefore can contribute towards the delivery of this road.</p> <p>There are no bus stops within the ideal 400m walking distance for most of the site, however, as mentioned previously, large scale development such as this can help facilitate improved public transport links which would have a positive impact on promoting sustainable transport use.</p>
4. Socially Inclusive Communities	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Boston South is not a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was below average (21.4% compared to 25.6%) as is the percentage of residents without access to a car (10.3% compared to 18%). Furthermore, statistics show that crime rate per 1000 is below the county average at 36.3 compared to 49.7.</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>Although many of the area's services, facilities and public transport links are outside the ideal walking distances, given the scale of the site, there is potential for the site to provide supporting infrastructure which will help promote social inclusion.</p> <p>As discussed in Objective 13 the planning permission on part of the site includes a 7,000 sqm foodstore and petrol station, 2,200 sqm of pub, restaurant and takeaway uses, and a 60 bed hotel. There is also a small employment allocation on part of the site which together provide employment opportunities within a 1 Km walk for parts of the site. The nearest employment opportunities outside the site are at the Endeavour Park (1.9km) and are within the ideal 7km drive. However, they are outside the ideal 1km walk for part of the site. Overall this could have a positive impact, potentially including access for some 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 2,017 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 403 primary pupils and 288 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> • Wyberton Primary School is around 1.85km from the site • Boston Grammar School (with 6th Form) is approx. 2.85km 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; a site of this scale has the potential to incorporate such infrastructure.</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 number of protected Local Wildlife Sites, the nearest being approximately 1km from the site: the South Forty Foot Drain and Boston Woods 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 development's needs.
7. Heritage	<p style="text-align: center;">XX</p> <p>Boston Borough Council's Consultant Architect has commented that the site borders onto a Scheduled Ancient Monument located on Wyberton West Road (a medieval moated site) which is located in an urban area which has developed close to the south side of the South Forty Foot Drain. Although there are houses to each side of and opposite the Monument, the land to its south is largely free from development apart from some low level bungalows which form a U shaped block. The open area behind the bungalows is a sports ground. The rest of the area to the south and west of the Monument is currently agricultural/grassed land and it is this area which is the proposed local plan site. Scheduled Ancient Monuments are of national importance and the setting of this Monument will be affected by urban development on its west side. In order to retain the rural character of this Ancient Monument site it will be important to ensure that the development of Sou006 is screened by the trees which are already present and that these are added to. Tall buildings (three storey or over) should not be located close to the southern and western boundaries of the Monument. White bargeboards also need to be avoided as these can be very jarring and intrusive.</p>
8. Landscape and Townscape	<p style="text-align: center;">X</p> <p>Although the site is mostly adjacent to the development limits of Boston and is surrounded by the town's built-up area on most sides, one boundary has no 'natural' definition. Furthermore, its scale means that it would inevitably have major impacts upon the character and appearance of the area. However, development on this scale also offers opportunities to mitigate such. Good quality, sensitive design, incorporating structural landscaping could help reduce the visual impact any development might have on the local landscape.</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, sewers and a pumping station may be affected by development on this site - these must remain accessible. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 83.82ha of Grade's 1 and 2 greenfield 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. 83.82ha of Grade's 1 and 2 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;">✓/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 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 and its ability to provide supporting infrastructure. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk.</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 the areas facilities, services and public transport links are outside the ideal walking distances from the site meaning that there is less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car and car ownership is above average for the county, although there is the potential for development of this scale to incorporate supporting infrastructure which will help minimise the need to travel elsewhere. Nonetheless, it is likely that the anticipated increase in 4,437 people would generate a significant 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>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, 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 4,437 people within the ideal 7km drive of local employment at Endeavour Park, and a 7,000 sqm foodstore and petrol station, 2,200 sqm of pub, restaurant and takeaway uses, and a 60 bed hotel on part of the site, with planning permission. In addition a small employment allocation is made on part of the site, which together provide employment opportunities within a 1 Km walk for parts of the site. This could have a positive impact, potentially including access for some residents to local employment. 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 (4,437 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>
--	---