

## **Appendix 8**

### **Reasonable Alternatives for Non-Strategic Housing Sites**

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

<b>Sub-Regional Centres</b>	<b>Page</b>
Boston	1
Spalding	132
<b>Main Service Centres</b>	
Crowland	462
Donington	516
Holbeach	560
Kirton	630
Long Sutton	686
Pinchbeck	770
Sutterton	808
Sutton Bridge	860
Swineshead	895
<b>Minor Service Centres</b>	
Bicker	932
Butterwick	966
Cowbit	971
Deeping St Nicholas	1002
Fishtoft	1019
Fleet Hargate	1030
Gedney Hill	1052
Gosberton	1087
Moulton	1098
Moulton Chapel	1104
Quadring	1138
Surfleet	1169
Sutton St James	1195
Tydd St Mary	1216
Weston	1227
Whaplode	1296
Wigtoft	1323
Wrangle	1338

## Sub-Regional Centres: Boston

FEN003: Land to the east of Punchbowl Lane, Boston	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 3.87ha Potential open space: 0.39ha Development area: 3.48ha Potential no of dwellings: 116
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/x
	<p>The nearest open space (off Punchbowl Lane) is approx. 530m from the site and the Peter Paine Sports Centre is around 890m 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 healthcentre (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 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>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 0.39ha 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>
<b>3. Transport</b>	x

	<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 1.2km 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><b>4. Socially Inclusive Communities</b></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>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 (2.3km) 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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 116 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 23 primary pupils and 22 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Boston West Primary Academy is around 1.3km from the site</li> <li>• Boston Grammar School (with 6<sup>th</sup> Form) is approx. 3km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 760m from Witham Way, Anton's Gowt to Boston 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 and is dominated by existing development to its south and east. 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>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<p><b>Water Resources</b></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>The proposal would lead to the permanent loss of approx. 3.87ha of Grade 2 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 3.87ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 '0.5-1.0m' and 1.0-2.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>The site has a resolution to grant planning permission.</p>
<p><b>12. Climate Change</b></p>	<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</p>

	<p>and hence carbon emissions. However, given the anticipated increase in 255 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>
<b>13. Economy and Employment</b>	<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 255 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 (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 and at junctions does not worsen and is detrimental to the economy</p>

<b>FEN004: 36 Witham Bank West, Boston</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.29ha Potential no of dwellings: 9
<b>1. Housing</b>	<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>
<b>2. Health and Well-</b>	✓/x

<p><b>being</b></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 playing pitch and open space on Carlton Road is around 660m away and Fenside Community Centre is approx. 520m from the site. However, the closest health centre (Stuart House Surgery) is outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 20 people (2.2 occupants in each of the 9 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>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><b>3. Transport</b></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 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 810m from the Asda store in Boston (Lister Way). It is also within the ideal 1km walk of a local shop being approx. 570m 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 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 close proximity (approx. 760m 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 330m from the site on Carlton 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><b>4. Socially Inclusive</b></p>	<p style="text-align: center;">✓</p> <p>ONS statistics indicate that Boston Fenside is a deprived area: Compared with the Lincolnshire average, its long term unemployment</p>

<p><b>Communities</b></p>	<p>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>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 Boston's General Business Area (950m) are within both the ideal 7km 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>
<p><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 9 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"> <li>• Carlton Road Academy is around 710m from the site</li> <li>• Boston Grammar School (with 6<sup>th</sup> Form) is approx. 1.8km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 2.2km 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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 220m from Witham Way, Anton's Gowt to Boston LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. There are also a number of mature trees in the garden which are likely to be affected by development. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>The majority of the site falls within the Boston Conservation Area. Development of the site could have adverse impacts on the Conservation Area and the neighbouring listed building (38 Castle Street, Grade II listed). Any such impacts could be prevented by careful design.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Boston. It is bordered by residential development to the north-west and south-east with Castle Street to the south-west and the River Witham forms a strong boundary along the north-eastern border. Consequently, development of the site would not 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>
<b>9. Air, Soil and Water Resources</b>	<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>

	The site is not agricultural land.
<b>10. Sustainable use of Land and Waste</b>	<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. 0.29ha of predominantly greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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/ danger for some and low hazard and flood depths of from 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; links to sustainable transport modes; contribution to promoting strong, secure, socially inclusive and cohesive communities; contribution to the 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. 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/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 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.</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>
<b>13. Economy and Employment</b>	<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 20 people within both the ideal 7km drive and 1km walk of local employment. 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 (20 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>

<b>FEN010: Land to the north of Puritan Way, Boston</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.16ha Potential open space: 0.22ha Development area: 1.94ha Potential no of dwellings: 65
<b>1. Housing</b>	✓
	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.
<b>2. Health and Well-being</b>	✓/x
	The nearest open space (Grange Wood) is approx. 420m from the site and the Carlton Road playing pitch is around 490m 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.  It is anticipated that the increase in population - approximately 143 people (2.2 occupants in each of the 65 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 0.22ha 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.  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.
<b>3. Transport</b>	✓/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 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 310m from the site on Shaw 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><b>4. Socially Inclusive Communities</b></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 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 in Boston's General Business Area (1.9km) 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.
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 65 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"> <li>• Carlton Road Academy is around 1.4km from the site</li> <li>• Boston Grammar School (with 6<sup>th</sup> Form) is approx. 2.8km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 3.2km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 180m from Witham Way, Anton's Gowt to Boston 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Boston. It is largely enclosed by the town's built-up area and public views into the site are limited. 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>
<b>9. Air, Soil and</b>	x

<p><b>Water Resources</b></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>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. 2.16ha of Grade 2 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 2.16ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 most/ some and low/no hazard in terms of flood hazard, with flood depths 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</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 Holbeach 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>
<b>12. Climate Change</b>	<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, 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 143 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>
<b>13. Economy and Employment</b>	<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</p>



	<p>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 143 people within the ideal 7km drive of local employment with Boston's General Business Area approx. 1.9km from the site. 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 (143 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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<b>FEN017: Land to the east of Fenside Road, Boston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 5.02ha Potential open space: 0.50ha Development area: 4.52ha            Potential no of dwellings: 151</p>
<b>1. Housing</b>	<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>However, housing sites detached from defined settlement limits would, in general, be contrary to the principles of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>The nearest open space (Grange Wood) is approx. 250m from the site and Carlton Road playing pitch is around 850m 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 332 people (2.2 occupants in each of the 151 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</p>

	<p>required to accommodate additional patients from the Boston area and this will be reviewed with the CCGs and National Health Service England.</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 0.50ha 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>
<b>3. Transport</b>	<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 2km from the Asda store in Boston (Lister Way). 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 meaning that residents would be less likely to cycle or walk to the nearest convenience store. 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 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>An intertown bus service runs in Boston with buses departing every hour, 12 times a day (Monday-Saturday). However, the nearest stop is outside the ideal 400m walking distance meaning that access to public transport for residents is poor.</p>
<b>4. Socially Inclusive</b>	<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</p>

<p><b>Communities</b></p>	<p>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 impact on social inclusion, contrary to the sustainability objectives of the Local Plan.</p> <p>As discussed in Objective 13, the nearest employment opportunities in Boston's General Business Area (approx. 2.3km away) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 151 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 30 primary pupils and 29 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Carlton Road Academy is around 1.7km from the site</li> <li>• Boston Grammar School (with 6<sup>th</sup> Form) is approx. 3km away</li> </ul> <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>

	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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site, being approx. 70m from Witham Way, Anton's Gowt to Boston 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 given the recreational opportunities it provides. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. 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.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>The proposal would lead to the permanent loss of approx. 5.02ha of Grade 2 agricultural land.</p>
<b>10. Sustainable use</b>	<p style="text-align: center;">x</p>

<p><b>of Land and Waste</b></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. 5.02ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;"><b>x</b></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 of '0m-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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<p><b>12. Climate Change</b></p>	<p style="text-align: center;"><b>✓/x</b></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. Although, 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, the anticipated increase in 332 people is likely to 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><b>13. Economy and Employment</b></p>	<p style="text-align: center;"><b>✓/x</b></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 332 people within the ideal 7km drive of local employment. However, it is outside the ideal 1km walk. There are also other potential employment</p>

	<p>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 (332 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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<b>FIS013: Land to the north of Toot Lane, Boston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 4.77ha Potential open space: 0.48ha Development area: 4.29ha            Potential no of dwellings: 143</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<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 Wellington Road) 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 315 people (2.2 occupants in each of the 143 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.</p>

	<p>Based on the site area, about 0.48ha 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>
<p><b>3. Transport</b></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 2.3km from the Morrisons store in Boston (Horncastle Road). The site is also within the 1km ideal walk to a local shop being approx. 790m 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><b>4. Socially Inclusive Communities</b></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>Fis013 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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 143 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 29 primary pupils and 27 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Hawthorn Tree Primary School is around 910m from the site</li> <li>• Boston Grammar School is approx. 2km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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 3.7km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>There is no geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 does not have a countryside character, although its relationship with the existing settlement would be</p>



	<p>improved if the site were to be developed in conjunction with Fis018 to the north.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>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. 4.77ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 4.77ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<p><b>12. Climate Change</b></p>	<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 315 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>
<p><b>13. Economy and Employment</b></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 could have a positive impact on the local economy by bringing 315 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 (315 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>

<b>FIS014: Land to the west of Toot Lane, Boston</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 4.39ha Potential open space: 0.44ha Development area: 3.95ha Potential no of dwellings: 132
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	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. There is no health centre, open space, 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 290 people (2.2 occupants in each of the 132 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 0.44ha 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>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>
<b>3. Transport</b>	x
	<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 2.1km 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. 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><b>4. Socially Inclusive Communities</b></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>Fis014 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 at the Boston Port Estate (1.9km) 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><b>5. Education</b></p>	<p style="text-align: right;">✓</p>

	<p>The development would be likely to accommodate 290 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 26 primary pupils and 25 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St Nicholas Church of England Primary School is around 1.6km from the site</li> <li>• Boston Grammar School is approx. 2km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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 4km 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 settlement - the site is bordered by residential development on the north, west and part of the southern boundaries.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>The proposal would lead to the permanent loss of approx. 4.39ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 4.39ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<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</p>

	<p>likely that the anticipated increase in 290 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>
<b>13. Economy and Employment</b>	✓/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 290 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 (290 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>

<b>FIS015: Land to the west of Toot Lane, Boston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 6.54ha Potential open space: 0.65ha Development area: 5.89ha  Potential no of dwellings: 196</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>The majority of 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. There is no health centre, open space, 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 431 people (2.2 occupants in each of the 196 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 0.65ha 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.</p>
<p><b>3. Transport</b></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 2.5km from the Morrisons store in Boston (Horncastle Road). However, it is outside the 1km ideal walk to a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site.</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><b>4. Socially</b></p>	<p style="text-align: center;">✓/x</p>



<p><b>Inclusive Communities</b></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>Fis015 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 at the Boston Port Estate (2.1km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 196 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 39 primary pupils and 37 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Hawthorn Tree Primary School is around 320m from the site</li> <li>• Boston Grammar School is approx. 2.3km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 2.2km 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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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 3.9km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation. There is no geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 partly within the development limits of Boston although its relationship with the existing settlement would be improved if the site were to be developed in conjunction with Fis014.  The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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.  Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.  New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply.  Water mains cross the site and must remain accessible. The design of the site should take this into consideration.  The proposal would lead to the permanent loss of approx. 6.54ha of grade 1 agricultural land.</p>
<b>10. Sustainable use</b>	<p style="text-align: center;">x</p>

<p><b>of Land and Waste</b></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. 6.54ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;"><b>x</b></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 all 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<p><b>12. Climate Change</b></p>	<p style="text-align: center;"><b>✓/x</b></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 290 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>
<p><b>13. Economy and Employment</b></p>	<p style="text-align: center;"><b>✓/x</b></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 290 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</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 (290 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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**FIS018: Land to the west of Toot Lane, Boston**

<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 1.06ha Potential open space: 0.11ha Development area: 0.95ha  Potential no of dwellings: 32</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<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 Wellington Road) is approx. 960m 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 70 people (2.2 occupants in each of the 32 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 0.11ha 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>

	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.
<b>3. Transport</b>	<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 2km from the Morrisons store in Boston (Horncastle Road). The site is also within the 1km ideal walk to a local shop being approx. 790m 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>
<b>4. Socially Inclusive Communities</b>	<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>Fis018 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 (1.7km) 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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 32 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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Hawthorn Tree Primary School is around 1km from the site</li> <li>• Boston Grammar School is approx. 2km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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 3.9km 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 built-up area – the site is surrounded by residential development to the north, east and west. The site does not have a countryside character.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>

<b>9. Air, Soil and Water Resources</b>	<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/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>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>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.06ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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’ with an area of danger for most in terms of flood hazard, and 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</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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	✓/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 70 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>
<b>13. Economy and Employment</b>	✓/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 70 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 (70 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>



FIS019: Land to the north of Ward Crescent, Boston	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.15ha Potential no of dwellings: 5
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	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. There is no health centre, open space, 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 11 people (2.2 occupants in each of the 5 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>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>
<b>3. Transport</b>	✓/x
	<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 2.8km 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</p>

	<p>options, and ensuring that they are available to residents throughout the site.</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). The nearest bus stop is just outside the site, well within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>Fis019 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 at the Boston Port Estate (2.3km) 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>
<p><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 5 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p>

	<ul style="list-style-type: none"> <li>• Hawthorn Tree School is around 400m from the site</li> <li>• Boston Grammar School is approx. 2.7km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 2.6km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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 3.9km 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 Boston and is surrounded by development. Care would need to be taken to ensure a satisfactory relationship to existing neighbouring dwellings.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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/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>However this site does secure the redevelopment of 0.15ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.15ha 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>
<b>11. Flood Risk</b>	<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 ‘0.5-1.0m’. 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; contribution to the protection of the quality and character of landscape and townscape; and the reuse of a brownfield site. If the development can be made safe for its lifetime, it is considered that these</p>

	<p>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>
<b>12. Climate Change</b>	<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. However, the anticipated increase in 11 people may only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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 11 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</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 (11 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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**FIS023: Land to the south and east of Toot Lane and east of Whitehouse Lane, Boston**

<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 47.9ha Potential open space: 4.79ha Development area: 43.11ha  Potential no of dwellings: 1,437</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<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. However, there is no health centre, open space 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 3,161 people (2.2 occupants in each of the 1,437 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 4.79ha 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</p>

	other developments elsewhere in the settlement could have a negative impact on physical and mental health.
<b>3. Transport</b>	<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 2.9km 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>
<b>4. Socially Inclusive Communities</b>	<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>Fis023 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 (1.8km) within the ideal 7km drive of the site, although they are outside the ideal 1km walking distance. There are also other employment opportunities at</p>

	<p>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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 1,437 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 287 primary pupils and 273 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Hawthorn Tree Primary School is around 740m from the site</li> <li>• Boston Grammar School is approx. 2.5km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 2km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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 3.5km 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. Its eastern and southern boundaries do not follow strong, 'natural' features and its relationship with the existing settlement is poor owing to the large area of undeveloped land to the north-west. If Fis033 were to be developed in advance of this site it would improve its relationship with the existing built-up area. Development of this scale can offer opportunities to help mitigate any adverse environmental impacts.</p>



	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	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/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>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. 47.9ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	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. 47.9ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	xx
	<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' with an area of danger for most in terms of flood hazard, and with flood depths mainly 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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<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 3,161 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>
<b>13. Economy and Employment</b>	<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 3,161 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 (3,161 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>

FIS024: Land to the south and east of Toot Lane and east of Whitehouse Lane, Boston	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 35.52ha Potential open space: 3.55ha Development area: 31.97ha Potential no of dwellings: 900
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	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. However, there is no health centre, open space 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 1,980 people (2.2 occupants in each of the 900 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 3.55ha 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 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>
<b>3. Transport</b>	x
	<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 2.8km 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><b>4. Socially Inclusive Communities</b></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>Fis024 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 (1.7km) 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>

<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 900 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 180 primary pupils and 171 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Hawthorn Tree Primary School is around 720m from the site</li> <li>• Boston Grammar School is approx. 2.5km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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 3.5km 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. Its eastern and southern boundaries are arbitrary or do not follow strong, 'natural' features and its relationship with the existing settlement is poor owing to the large area of undeveloped land to the north-west. If Fis033 were to be developed in advance of this site it would improve its relationship with the existing built-up area. Development of this scale can offer opportunities to help mitigate any adverse environmental impacts.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<b>Water Resources</b>	<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>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. 35.52ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 35.52ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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' with an area of danger for most in terms of flood hazard, and with flood depths mainly 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</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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<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 1,980 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>
<b>13. Economy and Employment</b>	<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 1,980 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 (1,980 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>

<b>FIS025: Land to the south and east of Toot Lane, Boston</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 21.21ha Potential open space: 2.12ha Development area: 19.1ha Potential no of dwellings: 636
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	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. However, there is no health centre, open space 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 1,399 people (2.2 occupants in each of the 636 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 2.12ha 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 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>
<b>3. Transport</b>	x
	<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 2.8km 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><b>4. Socially Inclusive Communities</b></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>Fis025 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 (1.8km) 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.
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 636 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 127 primary pupils and 121 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Hawthorn Tree Primary School is around 450m from the site</li> <li>• Boston Grammar School is approx. 2.6km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 2km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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 3.6km 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. Its eastern and southern boundaries are arbitrary and its relationship with the existing settlement is poor owing to the large area of undeveloped land to the north-west. If Fis033 were to be developed in advance of this site it would improve its relationship with the existing built-up area. Development of this scale can offer opportunities to help mitigate any adverse environmental impacts.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<b>Water Resources</b>	<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>The proposal would lead to the permanent loss of approx. 21.21ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 21.21ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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' with an area of danger for most in terms of flood hazard, and with a flood depth mainly 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</p>

	appraisal, it appears that the development would deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.
<b>12. Climate Change</b>	✓/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 1,399 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>
<b>13. Economy and Employment</b>	✓/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 1,399 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 (1,399 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>

<b>FIS031: Land to the east of Toot Lane, Boston</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 3.21ha Potential open space: 0.32ha Development area: 2.89ha Potential no of dwellings: 96
<b>1. Housing</b>	✓
	<p>Overall, the site has the potential to contribute towards the 7,000 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>
<b>2. Health and Well-being</b>	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. There is no health centre, open space, 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 211 people (2.2 occupants in each of the 96 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 0.32ha 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>
<b>3. Transport</b>	x
	<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 2.8km 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. 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><b>4. Socially Inclusive Communities</b></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>Fis031 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 (2km) 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>

<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 96 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 19 primary pupils and 18 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Hawthorn Tree Primary School is around 230m from the site</li> <li>• Boston Grammar School is approx. 2.7km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 2.2km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 partly within the development limits of Boston and abuts development to the north and east. If Fis033 were to be developed in advance of this site it would improve its relationship with 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.</p>
<b>9. Air, Soil and Water Resources</b>	<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>The proposal would lead to the permanent loss of approx. 3.21ha of grade 1 agricultural land,.</p>
<b>10. Sustainable use of Land and Waste</b>	<b>x</b>
	<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. 3.21ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<b>x</b>
	<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 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>The site has a resolution to grant planning permission.</p>
<b>12. Climate Change</b>	<b>✓/x</b>
	<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 211 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.
<b>13. Economy and Employment</b>	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Boston will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing 211 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 (211 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.

<b>FRA025: Land to the east of Fen Road, Boston</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.85ha Potential no of dwellings: 18
<b>1. Housing</b>	✓
	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.
	However, housing sites outside the defined settlement limits would, in general, be contrary to the principles of the settlement hierarchy.
<b>2. Health and Well-being</b>	x
	The services and facilities that would help to maintain health and promote healthy lifestyles are over the ideal walking distance 1km (600m for a community centre/village hall) from housing development. Wyberton Village Hall, Wyberton playing field, the Woodville Road play area and the health centres in Boston are all outside the ideal walking distances.
	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. 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

	<p>England.</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 or Boston do 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 the area 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>
<b>3. Transport</b>	<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 (Frampton and Holme Ward) showed that 94.1% of households owned at least one car and 45% travelled to work by car/van. Both are above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is inside the ideal 7km distance to a big supermarket, being approx. 1.4km from the Tesco store on New Hammond Beck Road, 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 walking distance of a local convenience store. 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 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 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 (approx. 590m away) and therefore it has the potential to contribute towards the delivery of this road.</p> <p>Buses run to Boston and Spalding (Monday-Saturday) - The nearest bus stop is approx. 290m from the site on Swineshead Road, within the ideal 400m walking distance meaning that public transport access for residents is good.</p>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: center;">x</p> <p>ONS statistics depict a varying picture in relation to deprivation of Frampton and Holme Ward: Compared with the Lincolnshire average, its long term unemployment rate was above average (40% compared to 25.6%), but the percentage of residents without access to a car</p>

	<p>was below average (5.9% compared to 18%) as was the crime rate per 1000 (30.1 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>Fra025 is outside the ideal walking distance of many of the area's essential services and facilities meaning that it will be difficult to achieve social inclusion.</p> <p>Furthermore, new housing development may not improve physical access to local employment as Employment Sites are beyond the ideal 1km walking distance from the site, although they could be cycled to. There are also wider employment opportunities available within the ideal 7km drive in Boston 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><b>5. Education</b></p>	<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 primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Boston West Primary Academy approx. 2.6km from the site, and</li> <li>• Boston Grammar School around 4.5km away</li> </ul> <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 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>

<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site does not include any statutory designated sites, although it is in close proximity to a protected site being approx. 540m from the South Forty Foot Drain 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>Furthermore, development of the site would be likely to have an adverse impact on mature trees where the site abuts the public highway as well as 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>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 largely located behind existing development which restricts public views of the site, 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>
<b>9. Air, Soil and Water Resources</b>	<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>The site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.85ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">XX</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 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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Many 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. 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 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 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>
<b>13. Economy and Employment</b>	<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. Boston is a Sub Regional Centre. The Local Plan proposes that it will act as a service centre for the surrounding rural area whereby limited new development should support or improve their role as a</p>

	<p>focus for social and economic activity. 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 40 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 (40 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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<b>PIL001: Land to the east of South End, Boston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 0.13ha Potential no of dwellings: 5</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<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 nearest health centre (Greyfriars Surgery) are around 140m and 270m from the site respectively. The closest leisure centre (Boston Leisure Centre) is approx. 670m away. However, there are no community centres within the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 11 people (2.2 occupants in each of the 5 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>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><b>3. Transport</b></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 820m 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 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 80m from the site outside the Royal Mail Sorting Office, 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓</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.</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 (230m) 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</p>

	<p>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>
<b>5. Education</b>	✓
	<p>The development would be likely to accommodate 5 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Boston Pioneers Free School is around 480m from the site</li> <li>• Boston Grammar School is approx. 210m away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 320m 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	x
	<p>The site is in close proximity to a protected site (South Forty Foot Drain LWS) and so development may have an adverse affect on habitats and BAP species and consequently biodiversity. The site is also within the 5km radius (4.7km) of The Wash Ramsar site (a Wetland of International Importance) and SAC.</p> <p>In its current unused state vegetation has been allowed to grow on site. This 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>
<b>7. Heritage</b>	✓/x
	The site is partially within the Boston Conservation Area and there are a number of listed buildings near to the site. 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.
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Boston and is bordered by residential development to the east and south, the A1138 (South End) to the west and the Royal Mail Sorting Office to the north. Consequently, development of the site is not likely to have an adverse impact on the character of the area.</p> <p>The site is brownfield land (currently unused) 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 adjacent residential properties. Such impact will, however, be dependent on implementation and design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>However this site does secure the redevelopment of 0.13ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.13ha 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>

<b>11. Flood Risk</b>	<p style="text-align: center; background-color: red; color: black; margin: 0;">XX</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 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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<p style="text-align: center; background-color: blue; color: white; margin: 0;">✓/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>
<b>13. Economy and Employment</b>	<p style="text-align: center; background-color: green; color: white; margin: 0;">✓</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 11 people within both the ideal 7km drive and 1km walk of local employment with the General Business Area approx. 230m 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>

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<b>PIL005: Land to the north of Main Ridge East, Boston</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.25ha Potential no of dwellings: 14
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓
	<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. 480m from the site and the nearest health centre (Parkside Medical Centre) is around 620m away. The closest open space (Central Park) is approx. 630m 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 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 (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>
<b>3. Transport</b>	✓

	<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 640m from the Morrisons store in Boston (Horncastle Road). The site is also within the 1km ideal walk to a local shop being approx. 530m 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 310m away on John Adams Way, within the ideal 400m walking distance. Buses run multiple times a day through Boston and to Spalding (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></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 (220m) 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>

	No infrastructure will be lost on site as a consequence of this proposal.
<b>5. Education</b>	<p style="text-align: center;">✓</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. 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"> <li>• Boston Pioneers Free School is around 990m from the site</li> <li>• Boston Grammar School is approx. 690m away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 630m 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 740m 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>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the defined settlement limits of Boston and is surrounded by development meaning that public views into the site would be limited. 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 entirely brownfield, comprising of disused commercial premises and a car park and so redevelopment is likely to have a positive impact on residential amenity.</p> <p>The contribution, positive or negative, that the development could make to townscape, would depend upon the quality of the design.</p>

<b>9. Air, Soil and Water Resources</b>	<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 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 0.25ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.25ha 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>
<b>11. Flood Risk</b>	<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 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>
<b>12. Climate Change</b>	<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,</p>

	<p>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>
<b>13. Economy and Employment</b>	<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 31 people within both the ideal 7km drive and 1km walk of local employment with the General Business Area approx. 220m 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 (31 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>

<b>SKI002: Land to the south of Vauxhall Road, Boston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 0.13ha Potential no of dwellings: 4</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<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 amenity open space is located off Freiston Road around 220m away and Boston Leisure Centre is approx. 640m from the site. The closest health centre (Parkside Medical Centre) is around 780m away. However, there are no community centres within the ideal walking distance.</p>



	<p>It is anticipated that the increase in population - approximately 9 people (2.2 occupants in each of the 4 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>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><b>3. Transport</b></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 Skirbeck) showed that 70.3% of households owned at least one car and 35.3% 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 780m from the Morrisons store in Boston (Horncastle Road). The site is also within the 1km ideal walk to a local shop being approx. 680m 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 220m away on Freiston Road, within the ideal 400m walking distance. Buses run hourly between Boston and Fishtoft (Monday-Saturday).</p> <p>Development of the site would require the use of a relatively narrow existing vehicular access which may not be suitable.</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Boston Skirbeck ward: Compared with the Lincolnshire average, its long term unemployment rate was below average (22.4% compared to 25.6%) as was its crime rate per 1000 at 48.8 compared to 49.7. However, the percentage of residents without access to a car is above the county average (29.7% 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</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>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 (360m) 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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 4 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St Nicholas Church of England Primary School is around 880m from the site</li> <li>• Boston Grammar School is approx. 800m away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity</b>	<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</p>

<b>and Green Infrastructure</b>	<p>required to offset any potential harm identified but this will depend upon 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the defined settlement limits of Boston and is surrounded by residential development meaning that public views into the site would be limited. 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>
<b>9. Air, Soil and Water Resources</b>	<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>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 0.25ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.25ha 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>
<b>11. Flood Risk</b>	<p style="text-align: center;"><b>✓/x</b></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; improving health and well-being; links to sustainable transport modes; contributing to the 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. 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>

<b>12. Climate Change</b>	<p style="text-align: right;">✓/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>
<b>13. Economy and Employment</b>	<p style="text-align: right;">✓</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 9 people within both the ideal 7km drive and 1km walk of local employment with the General Business Area approx. 360m 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 (9 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>

<b>SKI003: Land to the north-east of Freiston Road, Boston</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: Potential no of dwellings: 8
<b>1. Housing</b>	✓
	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 within development limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓
	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 amenity open space is located behind the site around 130m away and Boston Leisure Centre is approx. 630m from the site. If a new access were to be incorporated into the north-eastern boundary of the site this would have a positive impact on the resident's access to open space by bringing the adjacent playing field within 30m. The closest health centre (Parkside Medical Centre) is around 880m away. However, there are no community centres within the ideal walking distance.  It is anticipated that the increase in population - approximately 18 people (2.2 occupants in each of the 8 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.  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.  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.
<b>3. Transport</b>	✓
	It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Boston Skirbeck) showed that 70.3% of households owned at least one car and 35.3% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1% respectively.  The site is well within the ideal short 7km driving distance to a big supermarket being around 780m from the Morrisons store in Boston

	<p>(Horncastle Road). The site is also within the 1km ideal walk to a local shop being approx. 760m from the Co-operative and One Stop stores 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 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 190m away on Freiston Road, within the ideal 400m walking distance. Buses run hourly between Boston and Fishtoft (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Boston Skirbeck ward: Compared with the Lincolnshire average, its long term unemployment rate was below average (22.4% compared to 25.6%) as was its crime rate per 1000 at 48.8 compared to 49.7. However, the percentage of residents without access to a car is above the county average (29.7% 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>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 (450m) 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><b>5. Education</b></p>	<p style="text-align: right;">✓</p>

	<p>The development would be likely to accommodate 8 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"> <li>• St Nicholas Church of England Primary School is around 910m from the site</li> <li>• Boston Grammar School is approx. 890m away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the defined settlement limits of Boston and is bordered by a playing field to the north and east and residential dwellings to the south and west. Consequently, development of the site is not likely to have an adverse impact on the character and appearance of the area. However, care should be taken in producing a layout and design that is in keeping, and has a satisfactory relationship, with neighbouring dwellings.</p> <p>The contribution, positive or negative, that the development could make to townscape, would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">✓</p>



<p><b>Water Resources</b></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>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 0.26ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.26ha 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><b>11. Flood Risk</b></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 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</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 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>
<b>12. Climate Change</b>	<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>
<b>13. Economy and</b>	✓

<b>Employment</b>	<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 18 people within both the ideal 7km drive and 1km walk of local employment with the General Business Area approx. 450m 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 (18 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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<b>SOU001: Land to the west of Wyberton Low Road, Boston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 3.29ha Potential open space: 0.33ha Development area: 2.96ha            Potential no of dwellings: 99</p>
<b>1. Housing</b>	<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 development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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, 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 218 people (2.2 occupants in each of the 99 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</p>

	<p>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 0.33ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the 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 western boundary of the site is adjacent to the A16 which may have an adverse impact on the amenities that would be enjoyed by new residential 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 this 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.</p>
<p><b>3. Transport</b></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 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 2.4km from the Aldi store in Boston (Queen Street). 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 buses stop on London Road well outside the ideal 400m walking distance. Buses run to Kirton and Spalding and into the centre of Boston multiple times a day (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></p>	<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>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 employment opportunities at the Riverside Industrial Estate (750m) 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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 99 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"> <li>• St Thomas' Church of England Primary School is around 370m from the site</li> <li>• Boston Grammar School (with 6<sup>th</sup> Form) is approx. 2.3km away</li> </ul> <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 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>
<b>6. Biodiversity,</b>	✓/x

<b>Geodiversity and Green Infrastructure</b>	<p>The site is in close proximity to a protected site (approx. 660m from the South Forty Foot Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. It is also within the 5km radius (3.9km) of The Wash Ramsar site (a Wetland of International Importance) and SAC.</p> <p>Development of the site may have an adverse impact on any wildlife and habitats within the drainage channel along the northern facing 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 are also trees along the southern and western 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. There may be some opportunity to retain trees along the southern and western boundaries in mitigating the effects of the site's close proximity to the A16.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 and is visually dominated by neighbouring residential development. 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>
<b>9. Air, Soil and Water Resources</b>	<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>

	The proposal would lead to the permanent loss of approx. 3.29ha of Grade 1 agricultural land.
<b>10. Sustainable use of Land and Waste</b>	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. 3.29ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	xx
	<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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	✓/x
	<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. It is therefore likely that the anticipated increase in 218 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</p>

	<p>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>
<b>13. Economy and Employment</b>	<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 218 people within the ideal 7km drive and 1km walk of local employment with the Riverside Industrial Estate approx. 750m 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 (218 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>

<b>SOU007: Former Norton Lea Hospital, London Road, Boston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 2.08ha Potential open space: 0.21ha Development area: 1.87ha  Potential no of dwellings: 62</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>The nearest accessible playing pitches (off Garfit's Lane) and the recreational route along the South Forty Foot Drain and River Haven are approx. 420m and 390m from the site 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 nearest health centre and community centre are both outside the ideal walking distances.</p>



	<p>It is anticipated that the increase in population - approximately 136 people (2.2 occupants in each of the 62 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 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 eastern boundary of the site is adjacent to the A16 and the roundabout adjoining Marsh Lane which may have an adverse impact on the amenities that would be enjoyed by new residential 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 this 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.</p>
<p><b>3. Transport</b></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 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 1.5km from the Aldi store in Boston (Queen Street). It is also within the ideal 1km walk of a local shop being approx. 350m from the Spar store on London 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 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. 290m 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 buses stop on London Road approx. 180m from the site, within the ideal 400m walking distance. Buses run to Kirton and Spalding and into the centre of Boston multiple times a day (Monday-Saturday).</p>

<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/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>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.</p> <p>As discussed in Objective 13 the nearest employment opportunities at the Riverside Industrial Estate (420m) 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><b>5. Education</b></p>	<p style="text-align: right;">✓</p> <p>The development would be likely to accommodate 62 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 12 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St Thomas' Church of England Primary School is around 620m from the site</li> <li>• Boston Grammar School (with 6<sup>th</sup> Form) is approx. 1.5km away</li> </ul> <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</p>

	<p>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 300m from the South Forty Foot Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. It is also within the 5km radius (4.3km) 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>Furthermore, development of the site may have an adverse impact on a number of mature trees lining all boundaries. There is also a tree protected by the Boston No. 29 Tree Preservation Order. However, due to the size of the site it is likely that any adverse impact could be minimized by careful layout, care being taken to ensure that no development occurs within the Root Protection Areas of the tree 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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on the Grade II listed Church of St Thomas on the northern side of London Road. However, any such impacts could be prevented by careful design and layout.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Boston and is contained by London Road to the north, the A16 to the east, an employment use to the south and residential development to the west. Furthermore, the site is well screened by mature trees and so public views into the site would be limited. Consequently, development of the site would not have an adverse impact on the character and appearance of the area.</p> <p>The site is a former institutional development of low townscape value. Redevelopment is therefore likely to have a positive impact upon townscape, however this would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>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 2.08ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 2.08ha 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>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Some 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, given that 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 136 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>
<b>13. Economy and Employment</b>	<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 136 people within the ideal 7km drive and 1km walk of local employment with the Riverside Industrial Estate approx. 420m 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 (136 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>

<b>STN001: Land to the west of Carlton Road, Boston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 0.18ha Potential no of dwellings: 6</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<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</p>

	<p>community/village hall), the ideal walking distance from housing development for such facilities. Open space off Sleaford Road and Boston Tennis Club are around 580m and 870m from the site respectively. Furthermore, the closest health centre (Stuart House Surgery) is approx. 540m away and Fenside Community Centre is around 410m from the site.</p> <p>It is anticipated that the increase in population - approximately 13 people (2.2 occupants in each of the 6 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>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>
<b>3. Transport</b>	<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 Staniland North) showed that 65.6% of households owned at least one car and 32.5% 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 600m from the Asda store in Boston (Lister Way). It is also within the ideal 1km walk of a local shop being approx. 290m 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 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 close proximity (approx. 970m 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 140m from the site on Carlton 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>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: center;">✓</p> <p>ONS statistics indicate that Boston Staniland North is a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was above average (29.2% compared to 25.6%) as is the percentage of residents without access to a car (33.3%</p>

	<p>compared to 18%). Furthermore, statistics show that crime rate per 1000 is well above the county average at 180.2 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>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 Boston's General Business Area (530m) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 6 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Carlton Road Academy is around 190m from the site</li> <li>• Boston Grammar School (with 6<sup>th</sup> Form) is approx. 1.4km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 1.8km 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 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</p>

	the local long term unemployed, which could help improve job prospects and prosperity for resident's particularly young people.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 640m from Witham Way, Anton's Gowt to Boston LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. There are also some mature trees along the eastern boundary of the site which may be affected by development. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Boston and is surrounded by residential development. 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>
<b>9. Air, Soil and Water Resources</b>	<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>However this site does secure the redevelopment of 0.18ha of predominantly previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use</b>	✓



<p><b>of Land and Waste</b></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 0.18ha 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><b>11. Flood Risk</b></p>	<p style="text-align: center; background-color: red; color: white;">XX</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 '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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<p><b>12. Climate Change</b></p>	<p style="text-align: center; background-color: lightblue; color: black;">✓/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>

<b>13. Economy and Employment</b>	✓
	<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 13 people within both the ideal 7km drive and 1km walk of local employment with Boston's General Business Area approx. 530m 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 (13 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>

<b>STN006: 2 Fydell House, Fydell Street, Boston</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.10ha Potential no of dwellings: 13
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>The open space of Central Park and Stuart House Surgery are around 460m and 760m from the site 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. Fenside Community Centre and the nearest sports facilities (Boston Tennis Centre) are both outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 29 people (2.2 occupants in each of the 13 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.</p>

	<p>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 Staniland 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 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. Structural landscaping such as trees of mixed provenance, may be necessary along the eastern boundary to help mitigate any noise and air pollution as well as helping to minimise the visual impact generated through proximity to the rail network.</p>
<p><b>3. Transport</b></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 Staniland North) showed that 65.6% of households owned at least one car and 32.5% 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 and 1km walk of a local shop/supermarket, being around 530m from the Asda store in Boston (Lister Way). 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 360m from the site on Lister Way, 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓</p> <p>ONS statistics indicate that Boston Staniland North is a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was above average (29.2% compared to 25.6%) as is the percentage of residents without access to a car (33.3% compared to 18%). Furthermore, statistics show that crime rate per 1000 is well above the county average at 180.2 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</p>

	<p>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, 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 Boston's General Business Area (690m) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 13 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 2 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Carlton Road Academy is around 660m from the site</li> <li>• Haven High Technology College is approx. 990m away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 2km 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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 630m from Witham Way, Anton's Gowt to Boston 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>

<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Boston in a primarily residential area and is bordered by the railway line to the east and the Asda store to the south. 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>
<b>9. Air, Soil and Water Resources</b>	<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>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 0.10ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.10ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p>

	This site is not within a Mineral Safeguarding Area.
<b>11. Flood Risk</b>	<p style="text-align: center;"><b>x</b></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 plus an area of no hazard in terms of flood hazard, with flood depths between no hazard up 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;"><b>✓/x</b></p> <p>A number 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>
<b>13. Economy and Employment</b>	<p style="text-align: center;"><b>✓</b></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 29 people within both the ideal 7km drive and 1km walk of local employment with Boston's General Business Area approx. 690m 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 (29 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>

<b>STS002: Land to the west of Frampton Place, Boston</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.13ha Potential no of dwellings: 4
<b>1. Housing</b>	✓
	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 within development limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x
	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 Sleaford Road and the nearest sports facilities (Boston Tennis Club) are approx. 340m and 740m from the site respectively, whilst the closest health centre (Stuart House Surgery) is around 450m away. However there is no community centre within easy walking distance.  It is anticipated that the increase in population - approximately 9 people (2.2 occupants in each of the 4 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.  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.  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.
<b>3. Transport</b>	✓
	It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Boston Staniland South) showed that 66.7% of households owned at least one car and 33.6% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1% respectively.  The site is well within the ideal short 7km driving distance to a big supermarket being around 520m from the Asda store in Boston (Lister Way). The site is also within the 1km ideal walk to a local shop being approx. 400m from the Co-operative store on Woodville Road. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday

	<p>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 260m from the site on Woodville 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Boston Staniland South is a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was above average (29.3% compared to 25.6%) as is the percentage of residents without access to a car (34.4% compared to 18%). Furthermore, statistics show that crime rate per 1000 is above the county average at 68.6 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>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 Boston's General Business Area (480m) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p>



	<p>The development would be likely to accommodate 4 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Boston Staniland Primary and Nursery School is around 480m from the site</li> <li>• Boston Grammar School is approx. 1.3km away</li> </ul> <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> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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 effect on habitats and BAP species and consequently biodiversity. Additionally, there are large trees on the northern boundary which could be affected by the development. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Boston and is surrounded by residential development. It is located behind frontage development which restricts public views of the site. Consequently, its development 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>
<b>9. Air, Soil and</b>	<p style="text-align: center;">✓</p>

<p><b>Water Resources</b></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>However this site does secure the redevelopment of 0.13ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.13ha 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><b>11. Flood Risk</b></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</p>

	<p>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>
<b>12. Climate Change</b>	<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. As identified in Objective 3 and Objective 4, travel to work use by car and car ownership is higher here than for the rest of the county. However it is likely that the anticipated increase in 9 people would only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 9 people within both the ideal 7km drive and 1km walk of local employment with Boston's General Business Area approx. 480m 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>
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WIT008: Land to the south of Norfolk Street, Boston	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 1.21ha Potential open space: 0.12ha Development area: 1.09ha            Potential no of dwellings: 36</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/x
	<p>The nearest open space (Central Park) and medical centre (Parkside Medical Centre) are approx. 260m and 330m from the site 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 accessible playing pitch (off Sheriff Way) and nearest community centre are outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 79 people (2.2 occupants in each of the 36 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 Witham 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 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</p>

	<p>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 opposite Boston Trade Park which generates vehicular traffic. This may have an impact on the amenities that would be enjoyed by residents living within the site.</p>
<p><b>3. Transport</b></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 Witham) showed that 69.3% of households owned at least one car and 35.5% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is within the ideal short 7km driving distance and 1km walk to a big supermarket and/or local shop being around 390m from the Morrisons store in Boston (Horncastle 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 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 360m from the site on Tawney Street, 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓</p> <p>ONS statistics indicate that Boston Witham is a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was above average (33.7% compared to 25.6%) as is the percentage of residents without access to a car (30.7% compared to 18%). Furthermore, statistics show that crime rate per 1000 is well above the county average at 141 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.</p>

	<p>As discussed in Objective 13 the nearest employment opportunities at Boston Trade Park (80m) 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>
<b>5. Education</b>	<p style="text-align: center;">✓</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 7 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Boston Park Community Primary School is around 790m from the site</li> <li>• Haven High Technology College is approx. 670m away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 1.8km 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 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 200m 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>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within Boston's built-up area and is bordered by residential development to the east and south, Norfolk Street to the north and</p>

	<p>employment premises to the west. Consequently, development of the site would not have an adverse impact on the character and appearance of the area.</p> <p>The site is brownfield land (largely unused industrial buildings) 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 east and 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><b>9. Air, Soil and Water Resources</b></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 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. Water mains and 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 1.21ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 1.21ha 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>
<b>11. Flood Risk</b>	<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 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; links to sustainable transport modes; promoting strong, secure, socially inclusive and cohesive communities; 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>
<b>12. Climate Change</b>	<p style="text-align: right;">✓/x</p>



	<p>Some 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. However it is likely that the anticipated increase in 79 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>
<p><b>13. Economy and Employment</b></p>	<p style="text-align: center;">xx</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 79 people within the ideal 7km drive and 1km walk of local employment with Boston Trade Park approx. 80m from the site. 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 (1.21ha). Furthermore, the site is of strategic scale, the loss of which could have a negative impact on the potential for the local economy to provide jobs for local residents. 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 (79 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>

<b>WIT009: Land to the north of Fountain Lane, Boston</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.29ha Potential no of dwellings: 9
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/x
	<p>The nearest open space (Central Park) and medical centre (Parkside Medical Centre) are approx. 260m and 410m from the site 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 leisure centre (Boston Leisure Centre) and community centre are outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 20 people (2.2 occupants in each of the 9 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>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>
<b>3. Transport</b>	✓
	<p>It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Boston Witham) showed that 69.3% of households owned at least one car and 35.5% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is within the ideal short 7km driving distance to a big supermarket being around 660m from the Morrisons store in Boston (Horncastle Road). The site is also within the ideal 1km walking distance of a local shop being approx. 240m 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.</p> <p>The nearest bus stops around 290m from the site on Wide Bargate, 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓</p> <p>ONS statistics indicate that Boston Witham is a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was above average (33.7% compared to 25.6%) as is the percentage of residents without access to a car (30.7% compared to 18%). Furthermore, statistics show that crime rate per 1000 is well above the county average at 141 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 are in very close proximity to the site as it is located within Boston's General Business Area. 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 9 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"> <li>• Boston Pioneers Free School is around 750m from the site</li> <li>• Boston Grammar School is approx. 710m away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 1.2km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 740m 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>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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>The site could have adverse impacts on historic assets as it is located within the Boston Conservation Area and the majority of buildings to the west are Grade II listed. Boston Sessions House to the south is Grade II*. However, any such impacts could be prevented by careful design.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within Boston's built-up area and is bordered by residential and retail development to the north and west, Fountain Lane to the south and Fountain Place to the east. Consequently, development would not have an adverse impact on the character and appearance of the area.</p> <p>The site is brownfield (currently an unused car park) and so redevelopment is likely to have a positive impact on townscape, particularly in terms of reinstating a vibrant streetscene. Such impact will, however, be dependent on implementation and design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>However this site does secure the redevelopment of 0.29ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.29ha 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><b>11. Flood Risk</b></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 '0.25-1.0m'. 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; links to sustainable transport modes; promoting strong, secure, socially inclusive and cohesive communities; 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>
<b>12. Climate Change</b>	<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. It is likely that the anticipated increase in 20 people would only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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 20 people within the ideal 7km drive and 1km walk of local employment as the site is within Boston's General Business Area. 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 (20 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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<b>WYB040: Disused petrol station, London Road, Boston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.26ha Potential open space: 0.03ha Development area: 0.23ha            Potential no of dwellings: 8</p>
<b>1. Housing</b>	✓
	<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 defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	x
	<p>The nearest playing field (off Garfit's Lane) is within the ideal 1km walk. 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, 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 18 people (2.2 occupants in each of the 8 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. 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>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 timber merchant's which could have an adverse impact on the amenities that would be enjoyed by new dwellings on 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>

<b>3. Transport</b>	<p style="text-align: right;">✓/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. 2.2km 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 London Road) which may discourage the use of more sustainable modes of transport.</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>Buses run to Boston, Kirton and Spalding multiple times a day (Monday – Saturday). The nearest bus stops approx. 260m from the site on London Road, within the ideal 400m walking distance. Therefore there is good public transport access for residents.</p>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: right;">✓/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 are outside the ideal walking distances which could have an adverse impact on social inclusion, contrary to the sustainability objectives of the Local Plan.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at the Redstone 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</p>



	<p>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>
<b>5. Education</b>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 8 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"> <li>• Wyberton Primary School is around 1.3km from the site</li> <li>• Boston Grammar School is approx. 2.3km away</li> </ul> <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 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The biodiversity interest in the site appears to be limited, although the site is in close proximity to a protected site (approx. 180m from Tytton Lane West Pits, East LWS) meaning that development may have an effect on habitats and BAP species and consequently biodiversity. 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 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The sites redevelopment would not have an adverse impact on the character and appearance of the area. The site is located within Boston's existing built-up area and is surrounded by development on all sides.</p>

	<p>Redevelopment of the site could have a positive impact on the townscape of the area given its current disused state. However, its impact would ultimately depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>However this site would secure the redevelopment of 0.26ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.26ha 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>
<b>11. Flood Risk</b>	<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 flood depths of 1-2m. 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 improvement 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Many 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. 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 18 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 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>
<p><b>13. Economy and Employment</b></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. Given this, it is likely that new development could have a positive impact on the local economy by bringing 18 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 (18 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>

## Sub-Regional Centres: Spalding

MON001: Land to the north of Bourne Road, Pode Hole	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.49ha Potential open space: 0.21ha Development area: 1.28ha Potential no of dwellings: 45
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	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 and playing field (Monk's House Playing Field), health centre (Pennygate Health Centre) and community centre/village hall (St Norbert's Community Hall) are all outside the ideal walking distances.</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 (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 Monk's House 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 0.21ha 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.</p>
<b>3. Transport</b>	x

	<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 2.8km from the Aldi store in Spalding (St Thomas’s Road). However, it is outside the ideal 1km walking distance from the nearest local shop (Premier store on Pennygate) meaning that residents would be less likely to use more sustainable modes of transport to meet their 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 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. 60m 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/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>A number 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 Spalding Town Centre (2.8km) 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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 22 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"> <li>• Monkshouse Primary School is around 1.9km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.2km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.2km 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 anticipated in the area. 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on mature trees and hedging along the northern, eastern and western 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. Due to the size of the site it is likely that any impacts could be minimised by careful layout. The site is also within approx. 290m of a protected site (Vernatt's 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>
<b>7. Heritage</b>	<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</p>

	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.
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is detached from the development limits of Spalding and there are primarily open countryside views to the north. However, the site is currently an industrial site and is bordered by frontage development. There is also Lincolnshire County Council's Highways depot to the west. Consequently, the site's development is not likely to adversely alter 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>
<b>9. Air, Soil and Water Resources</b>	<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 site is recorded on the South Holland contaminated land register meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance and protect soil resources.</p> <p>However this site does secure the redevelopment of previously-developed land (1.49ha) which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 previously-developed land (1.49ha) which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;"><b>✓/x</b></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 and flood depth of 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 vulnerability of the proposed use - the Exception Test should be applied. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Spalding for the plan period, and other benefits including not likely having an adverse impact on 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>
<p><b>12. Climate Change</b></p>	<p style="text-align: center;"><b>✓/x</b></p> <p>A number 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 99 people would generate new car journeys and hence</p>

	<p>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>
<b>13. Economy and Employment</b>	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 99 people within the ideal 7km drive of local employment. However, while 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 employment land (1.49ha) 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).</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>

MON002: Land to the south of Horseshoe Lane, Spalding	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.33ha Potential no of dwellings: 10
<b>1. Housing</b>	✓
	<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>
<p><b>2. Health and Well-being</b></p>	<p style="text-align: center;">x</p> <p>The nearest open space (off Kimblewick Lane) is approx. 660m 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/village hall are all outside the ideal walking distances.</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 Spalding area and this will be reviewed with the CCGs and National Health Service England.</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 also in close proximity to the proposed route of the Spalding Western Relief Road which may have an impact on the amenities that would be enjoyed by the residents of new dwellings. 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><b>3. Transport</b></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 2.3km from the Aldi store in Spalding (St Thomas’s Road). However, the site is outside the ideal 1km walking distance from a local shop being 1.9km 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 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 close proximity (approx. 540m from the edge of the site) to the proposed route of the Spalding Western Relief Road and</p>

	<p>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><b>4. Socially Inclusive Communities</b></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>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 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><b>5. Education</b></p>	<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"> <li>• St John's the Baptist Church of England Primary School is around 1.5km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 2.6km away</li> </ul>

	<p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.7km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">0</p> <p>The site appears to be free of environmental constraints and it does not include, as 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>Although the site is detached from the development limits of Spalding it is adjacent to existing residential development meaning that it is not likely to have an adverse impact on the character and appearance of the landscape.</p> <p>Furthermore, the site appears to be partially disused with poor quality buildings and so the site's development would likely have a positive impact on the environment, although its overall impact would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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</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>Water mains and 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 0.33ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.33ha 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><b>11. Flood Risk</b></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 not likely having an adverse impact on the landscape, redevelopment of previously developed land 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</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>
<b>12. Climate Change</b>	<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. 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 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 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>
<b>13. Economy and Employment</b>	<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 22 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 (22 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact</p>

	on the local road network does not worsen and is detrimental to the economy.
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<b>MON004: Land to the north of Bourne Road, Pode Hole</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.01ha Potential open space: 0.28ha Development area: 1.73ha Potential no of dwellings: 60
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>Access to the recreational route alongside Vernatt's Drain is approx. 500m 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/village hall (St Norbert's Community Hall) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 132 people (2.2 occupants in each of the 60 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 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 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. The site is also in close proximity to the proposed route of the Spalding Western Relief Road and is adjacent to Lincolnshire County Council's Highways depot</p>



	<p>which may have an impact on the amenities that would be enjoyed by the residents of new dwellings. 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><b>3. Transport</b></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 3km from the Aldi store in Spalding (St Thomas’s Road). However, it is outside the ideal 1km walking distance from the nearest local shop (Premier store on Pennygate) meaning that residents would be less likely to use more sustainable modes of transport to meet their 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 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 extremely close proximity 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><b>4. Socially Inclusive Communities</b></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>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 Spalding Town Centre (3km) are within the ideal 7km drive of the</p>

	<p>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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 60 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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Monkshouse Primary School is around 2.1km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.4km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site is not likely to have an adverse impact on any trees or vegetation. However, the site is within approx. 110m of a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. It would be necessary to create a buffer between residential development and the Drain 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is detached from the development limits of Spalding. However, the site is bounded by development on three sides. Lincolnshire County Council's Highways depot is adjacent to the site to the east, residential development fronting the A151 Bourne Road is to the south and a horticultural nursery is situated to the west. Consequently, the site's development is not likely to adversely alter 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>
<b>9. Air, Soil and Water Resources</b>	<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. 2.01ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 2.01ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 the majority is identified within the SFRA as 'danger for most' in terms of flood hazard, with some being 'danger for some'. The majority of the site has flood depths of 0.5-1.0m, although a small part 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 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>
<b>12. Climate Change</b>	<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</p>

	<p>the rest of the county. It is therefore likely that the anticipated increase in 132 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>
<b>13. Economy and Employment</b>	✓/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 132 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 (132 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>

MON007: Land to the south of Horseshoe Road, Spalding	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 6.94ha Potential open space: 0.97ha Development area: 5.97ha  Potential no of dwellings: 208</p>
<b>1. Housing</b>	✓
	<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>
<p><b>2. Health and Well-being</b></p>	<p style="text-align: center;">x</p> <p>Access to the recreational route alongside South Drove Drain is approx. 830m 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 458 people (2.2 occupants in each of the 208 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 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 0.97ha 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.</p>
<p><b>3. Transport</b></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 2.7km from the Aldi store in Spalding (St Thomas's Road). However, the site is outside the ideal 1km walking distance from a local shop (Premier store on Pennygate). The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, bicycles would have to share the existing highway network with motorists which may discourage cycle use and there are currently no public footpaths along South Drove meaning that pedestrian travel would be potentially hazardous.</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. 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>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/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>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 employment opportunities in Spalding Town Centre (2.7km) 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><b>5. Education</b></p>	<p style="text-align: right;">✓</p>

	<p>The development would be likely to accommodate 208 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 42 primary pupils and 40 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 1.9km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.1km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.1km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on a hedgerow – and its potential biodiversity and historic interest - along the north-eastern facing boundary. If a hedgerow is deemed to be 'important' its removal may be prohibited - Whether a hedgerow is considered to be 'important' depends on whether it meets the criteria set out in the Hedgerow Regulations 1997. Furthermore, the site is within approx. 590m of a protected site (South Drove 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and</b>	<p style="text-align: center;">x</p>



<b>Townscape</b>	<p>The site is detached from the development limits of Spalding and there are countryside views to the south and south-west. Development of the site would result in an incongruous group of dwellings in the countryside.</p> <p>The site appears to be disused with poor quality buildings and so development of the site is likely to have a positive impact on the environment, although the overall impact would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>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. 6.94ha of predominantly grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 6.94ha of predominantly greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 of the site is identified within the SFRA as 'no hazard' in terms of flood hazard and</p>

	<p>flood depth, although in some parts there is 'low hazard' and 'danger for most', with a depth of up to 1m in a very small part of the site. 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 Spalding 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 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>
<b>12. Climate Change</b>	<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. 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 458 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</p>

	<p>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>
<b>13. Economy and Employment</b>	<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 458 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 (458 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>

<b>MON010: Land to the south of Horseshoe Road, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 9.98ha Potential open space: 1.40ha Development area: 8.58ha  Potential no of dwellings: 299</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>Access to the recreational route alongside South Drove Drain is approx. 140m 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 658 people (2.2 occupants in each of the 299 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational</p>

	<p>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 1.40ha 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 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.</p>
<b>3. Transport</b>	<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 3.7km from the Aldi store in Spalding (St Thomas's Road). However, the site is outside the ideal 1km walking distance from a local shop (Premier store on Pennygate). The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, bicycles would have to share the existing highway network with motorists which may discourage cycle use and there are currently no public footpaths along South Drove meaning that pedestrian travel would be potentially hazardous.</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 extremely close proximity 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>
<b>4. Socially</b>	<p style="text-align: center;">✓/x</p>

<p><b>Inclusive Communities</b></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>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 employment opportunities in Spalding Town Centre (3.7km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 299 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 60 primary pupils and 57 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 2.9km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 4.1km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 4.1km 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</p>

	<p>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on a hedgerow – and its potential biodiversity and historic interest - along the south-western facing boundary. If a hedgerow is deemed to be 'important' its removal may be prohibited - Whether a hedgerow is considered to be 'important' depends on whether it meets the criteria set out in the Hedgerow Regulations 1997. Furthermore, the site is within approx. 120m of a protected site (South Drove 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>Although the site adjoins some residential development to the north, the site is detached from the development limits of Spalding and there are countryside views to the south and south-west. Development of the site would result in an incongruous group of dwellings in the countryside. However, if brought forward in conjunction with surrounding sites the site's development could act as part of an 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>
<b>9. Air, Soil and Water Resources</b>	<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. 9.98ha of grade 1 and 2 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 9.98ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 'danger for some', 'low hazard' and 'no hazard' in terms of flood hazard. Flood depth varies across the site mostly from no depth up to 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 identified for Spalding 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 must be conducted to ensure that the flood risk in the area has been appropriately assessed for the lifetime of</p>

	<p>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>
<b>12. Climate Change</b>	<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. 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 658 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>
<b>13. Economy and Employment</b>	<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 658 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</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 (658 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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<b>MON011: Land to the south of Horseshoe Road, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 2ha Potential open space: 0.28ha Development area: 1.72ha            Potential no of dwellings: 60</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>Access to the recreational route alongside South Drove Drain is approx. 940m 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 leisure centre/playing pitch, 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 132 people (2.2 occupants in each of the 60 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 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 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. 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><b>3. Transport</b></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 2.6km from the Aldi store in Spalding (St Thomas’s Road). However, the site is outside the ideal 1km walking distance from a local shop (Premier store on Pennygate). The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, bicycles would have to share the existing highway network with motorists which may discourage cycle use and there are currently no public footpaths along South Drove meaning that pedestrian travel would be potentially hazardous.</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. 390m 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><b>4. Socially Inclusive Communities</b></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>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 employment opportunities in Spalding Town Centre (2.8km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 60 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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 1.8km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 2.9km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3km 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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on a hedgerow – and its potential biodiversity and historic interest - along the south-western facing boundary. If a hedgerow is deemed to be 'important' its removal may be prohibited - Whether a hedgerow is considered to be 'important' depends on whether it meets the criteria set out in the Hedgerow Regulations 1997. Furthermore, the site is within approx. 690m of a protected site (South Drove 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from the development limits of Spalding and there are countryside views to the south and south-west. Development of the site would result in 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>
<b>9. Air, Soil and Water Resources</b>	<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. 2ha of grade 1 and 2 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 2ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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. However, given the vulnerability of the use, both parts of the Exception Test will need to be applied and passed. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Spalding for the plan period, and other benefits including generating employment during the construction period 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>
<b>12. Climate Change</b>	<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. 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 132 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>
<b>13. Economy and Employment</b>	✓/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 132 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 (132 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>

<b>MON012: Land to the south of Horseshoe Road, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 5.7ha Potential open space: 0.80ha Development area: 4.9ha  Potential no of dwellings: 171</p>
<b>1. Housing</b>	✓
	<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</p>

	<p>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>
<p><b>2. Health and Well-being</b></p>	<p style="text-align: center;">x</p> <p>Access to the recreational route alongside South Drove Drain is approx. 590m 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 376 people (2.2 occupants in each of the 171 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 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 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 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.</p>
<p><b>3. Transport</b></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 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 (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 and there are currently no public footpaths along South Drove meaning that pedestrian travel would be potentially hazardous.</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 extremely close proximity 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/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>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 employment opportunities in Spalding Town Centre (3.1km) 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><b>5. Education</b></p>	<p style="text-align: right;">✓</p>



	<p>The development would be likely to accommodate 171 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 34 primary pupils and 32 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 2.3km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.4km away</li> </ul> <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>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on some trees along the north-western facing boundary. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Furthermore, the site is within approx. 300m of a protected site (South Drove 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>
<p><b>7. Heritage</b></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 – 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>
<p><b>8. Landscape and Townscape</b></p>	<p style="text-align: center;">x</p> <p>The site is detached from the development limits of Spalding and there are countryside views to the south and south-west. Development of the site would result in an incongruous group of dwellings in the countryside. However, if brought forward in conjunction with</p>

	<p>surrounding sites the site's development could act as part of an 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>
<p><b>9. Air, Soil and Water Resources</b></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. 9.98ha of grade 1 and 2 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 9.98ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 some in terms of flood hazard, with flood depths 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</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>
<b>12. Climate Change</b>	<b>✓/x</b>
	<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. 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 376 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>

<b>13. Economy and Employment</b>	✓/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 376 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 (376 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>

<b>MON013: Land between Bourne Road, Horseshoe Road and East Road</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 77.71ha Potential open space: 10.88ha Development area: 66.83ha  Potential no of dwellings: 2,231</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	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 Kimblewick Lane) and playing field (Monk's House Playing Field), health centre (Pennygate Health Centre) and community centre (St Norbert's Community Hall) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 4,908 people (2.2 occupants in each of the 2231 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</p>

	<p>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 10.88ha 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>
<b>3. Transport</b>	<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 2.8km from the Aldi store in Spalding (St Thomas's Road). However, the site is outside the ideal 1km walking distance from a local shop (Premier store on Pennygate). The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, bicycles would have to share the A151 and Horseshoe Road with motorists which may discourage cycle use and there are currently no public footpaths along South Drove meaning that pedestrian travel would be potentially hazardous.</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 extremely close proximity 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>
<b>4. Socially Inclusive Communities</b>	<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>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 in Spalding Town Centre (2.7km) 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>Development of the site might result in the loss of some allotments. There is currently a deficit of allotments in South East Lincolnshire – development of the site could have a negative impact on residents ability to access green infrastructure for recreation as identified in Objective 6 and grow food locally which may have an indirect negative impact on carbon emissions identified in Objective 12, through the generation of more food miles and trips to shops for produce. However, it is likely that development of the site would be able to accommodate allotments.</p>
<p><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 2231 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 446 primary pupils and 424 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 2.1km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.4km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.3km 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</p>

	<p>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site is not likely to have an adverse impact on any trees or vegetation within the site. However, the site is within approx. 730m of two protected site's (Vernatt's Drain LWS and South Drove 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>
<b>7. Heritage</b>	<p style="text-align: center;">0</p> <p>Built heritage assets (including Historic Parks and Gardens) - Horseshoe Bridge, a grade II listed structure is located at the southern extent of the site and Pode Hole, a grade II listed building, is located to north of the site. Existing frontage development on Bourne Road sits between the site and Pode Hole. By virtue of the scale of the site, the character of the locality as a whole would be significantly altered. The immediate setting of Pode Hole however no longer reflects its historic setting. With regard to Horseshoe Bridge, as a means of enabling movement and thereby eventually growth and development, it could be argued that the setting of a bridge in this location may be expected to change over time and to be eventually impacted on by urbanisation with the growth of Spalding as a sub-regional centre. On balance the impact on heritage assets at this location is considered minor.</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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>Although there are largely 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 could act as a natural extension to the built up area of the town. 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>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<p><b>Water Resources</b></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 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 there is some unknown filled land on the site and a former railway meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance and protect soil resources.</p> <p>The proposal would lead to the permanent loss of approx. 77.71ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 77.71ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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.</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 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 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>
<b>12. Climate Change</b>	<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 therefore likely that the anticipated increase in 4,908 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</p>

	and provenance are used to better allow for climate change adaptation.
<b>13. Economy and Employment</b>	✓/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 4,908 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 (4,908 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>

<b>MON014: Land to the north of Bourne Road, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 10.76ha Potential open space: 1.5ha Development area: 9.26ha  Potential no of dwellings: 323</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>Access to the recreational route alongside Vernatt's Drain is approx. 920m away. Furthermore, if a new access were incorporated on the north-western facing boundary this would have a positive impact on access to open space bringing Vernatts Drain within 180m 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 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 710 people (2.2 occupants in each of the 323 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational</p>

	<p>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 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>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.</p>
<b>3. Transport</b>	<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 2.9km from the Aldi store in Spalding (St Thomas's Road). However, it is outside the ideal 1km walking distance from the nearest local shop (Premier store on Pennygate) meaning that residents would be less likely to use more sustainable modes of transport to meet their 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 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. 40m 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>
<b>4. Socially Inclusive Communities</b>	<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</p>

	<p>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>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 employment opportunities in Spalding Town Centre (2.8km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 323 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 65 primary pupils and 61 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Monkshouse Primary School is around 2km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.2km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.3km 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>

	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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on trees along part of the eastern boundary. Park drain also runs along this boundary. The site's development could affect the ecosystem present, by potentially affecting the water table and changing the availability of ground water, unless carefully managed surface water pollution will be a problem. Disturbance due to development can result in the movement of species, therefore undermining their sustainability. Furthermore, the site is within approx. 140m of a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. It would be necessary to create a buffer between residential development and the Drain 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from the development limits of Spalding and there are primarily open countryside views to the north. Development of the site would result in an incongruous group of dwellings in the countryside. However, if brought forward in conjunction with the sites to the east (Mon008, Mon016 and Mon020), the site's development could act as part of 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>
<b>9. Air, Soil and Water Resources</b>	<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 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. 10.76ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 10.76ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 'danger for some', 'danger for most' and 'low hazard' in terms of flood hazard. Flood depth across the site varies from 0.25-0.5m to 1.0-2.0m, with the majority being the former. 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, 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>
<b>12. Climate Change</b>	<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. 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 710 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>
<b>13. Economy and Employment</b>	<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 710 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 (710 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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MON015: Land to the north of Bourne Road, behind Hectare House	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.75ha Potential open space: 0.11ha Development area: 0.64ha            Potential no of dwellings: 22</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	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 and playing field (Monk's House Playing Field), health centre (Pennygate Health Centre) and community centre (St Norbert's Community Hall) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 48 people (2.2 occupants in each of the 22 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 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,</p>



	<p>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. The site is also adjacent to an existing employment use which may have an impact on the amenities that would be enjoyed by the residents of new dwellings. Consequently, structural landscaping such as trees of mixed provenance may be necessary along this boundary to help mitigate any noise and air pollution.</p>
<b>3. Transport</b>	<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 2.8km from the Aldi store in Spalding (St Thomas’s Road). However, it is outside the ideal 1km walking distance from the nearest local shop (Premier store on Pennygate) 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 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 close proximity (approx. 140m 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>
<b>4. Socially Inclusive Communities</b>	<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</p>

	<p>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 employment opportunities in Spalding Town Centre (2.8km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 22 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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Monkshouse Primary School is around 1.9km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.2km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.2km 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>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on mature trees and hedging along all boundaries. However, due to the size of the site there is limited scope through which to minimize these impacts, although it may be possible to retain trees along the western boundary in order to help mitigate the effects of the site's close proximity to the existing employment use to the west. The site is also within approx. 260m of a protected site (Vernatt's 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is detached from the development limits of Spalding and there are primarily open countryside views to the north. However, the site is bordered by an existing employment use the west and the A151 to the south meaning that development is not likely to have an adverse impact on 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>
<b>9. Air, Soil and Water Resources</b>	<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 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 some previously-developed land (around half of the site) which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use</b>	<p style="text-align: center;">✓/x</p>

<p><b>of Land and Waste</b></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 some previously-developed land (around half of the site) which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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. Flood depths for the majority of the site are either 1.0-2.0 or 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<p><b>12. Climate Change</b></p>	<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. 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 48 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>
<p><b>13. Economy and Employment</b></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</p>

	<p>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 48 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 (48 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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MON016: Land to the north of Bourne Road, Spalding	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 8.03ha Potential open space: 1.12ha Development area: 6.91ha            Potential no of dwellings: 241</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>Access to the recreational route alongside Vernatt's Drain is approx. 380m away. Furthermore, if a new access were incorporated on the north-western facing boundary this would have a positive impact on access to open space bringing Vernatts Drain within 180m 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 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 530 people (2.2 occupants in each of the 24 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</p>

	<p>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 1.12ha 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 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.</p>
<p><b>3. Transport</b></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 2.9km from the Aldi store in Spalding (St Thomas's Road). However, the site is outside the ideal 1km walking distance from a local shop (Premier store on Pennygate). The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. 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><b>4. Socially Inclusive Communities</b></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</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>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 employment opportunities in Spalding Town Centre (2.8km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 241 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"> <li>• Monkshouse Primary School is around 1.9km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.2km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.3km 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><b>6. Biodiversity,</b></p>	<p style="text-align: center;">✓/x</p>

<b>Geodiversity and Green Infrastructure</b>	<p>Development of the site may have an adverse impact on trees 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 as many trees as possible and maximising opportunities for enhancement and mitigation. Park drain also runs along this 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>Furthermore, the site is within approx. 140m of a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. It would be necessary to create a buffer between residential development and the Drain 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from the development limits of Spalding and there are primarily open countryside views to the north. Development of the site would result in an incongruous group of dwellings in the countryside. However, if brought forward in conjunction with the sites to the east (Mon008 and Mon020), the site's development could act as part of 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>
<b>9. Air, Soil and Water Resources</b>	<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-</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>The proposal would lead to the permanent loss of approx. 8.03ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 8.03ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 the majority is identified within the SFRA as ‘danger for most’ in terms of flood hazard, with some parts being ‘danger for some’ and low/no hazard. Flood depths vary across the site between 0-0.5m to 1.0-2.0m, but most of the site has depths 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 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</p>

	<p>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>
<b>12. Climate Change</b>	<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. 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 530 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>
<b>13. Economy and Employment</b>	<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 530 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 (530 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 does not worsen and is detrimental to the economy.
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<b>MON017: Land to the north of Bourne Road, Pode Hole</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.25ha Potential open space: 0.18ha Development area: 1.07ha Potential no of dwellings: 38
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period.  The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Spalding and SE Lincolnshire it will have a positive impact on this objective.  However, housing sites detached from development limits would, in general, be contrary to the principles of the settlement hierarchy.
<b>2. Health and Well-being</b>	x
	Access to the recreational route alongside Vernatt's Drain is approx. 680m 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.  It is anticipated that the increase in population - approximately 84 people (2.2 occupants in each of the 38 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents.  The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England.  Overall 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 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. The site is also in close proximity to the proposed route of the Spalding Western Relief Road and is adjacent to Lincolnshire County Council's Highways depot

	<p>which may have an impact on the amenities that would be enjoyed by the residents of new dwellings. 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><b>3. Transport</b></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 3km from the Aldi store in Spalding (St Thomas’s Road). However, it is outside the ideal 1km walking distance from the nearest local shop (Premier store on Pennygate) meaning that residents would be less likely to use more sustainable modes of transport to meet their 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 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 extremely close proximity 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><b>4. Socially Inclusive Communities</b></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>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 employment opportunities in Spalding Town Centre (2.9km) are within the ideal 7km drive of</p>

	<p>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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 38 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 primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Monkshouse Primary School is around 2km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.3km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on hedging along part of the eastern boundary. However, due to the size of the site it is likely that any such impacts could be minimized by careful layout. The site is also within approx. 140m of a protected site (Vernatt's 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is detached from the development limits of Spalding and there are primarily open countryside views to the north. However, the site is bordered by frontage development and there is residential development opposite. There is also an employment use adjacent to the site to the east and Lincolnshire County Council's Highways depot to the west. Consequently, the site's development is not likely to adversely alter 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>
<b>9. Air, Soil and Water Resources</b>	<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. 1.25ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.25ha of greenfield land.</p>

	This site is not within a Mineral Safeguarding Area.
<b>11. Flood Risk</b>	<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 is identified within the SFRA as danger for most in terms of flood hazard, with flood depths 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. 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>
<b>12. Climate Change</b>	<p style="text-align: right;">✓/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. 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 84 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>
<b>13. Economy and Employment</b>	✓/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 84 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 (84 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>

<b>MON018: Land off Monks House Lane, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 1.23ha Potential open space: 0.17ha Development area: 1.06ha  Potential no of dwellings: 25</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-</b>	✓/x



<p><b>being</b></p>	<p>The nearest open space is located off Roeburn Way around 310m from the site and Monks House Lane Playing Field is around 790m away. If an access were incorporated on the north-western facing boundary this would have a positive impact on access to open space bringing Vernatts Drain within 80m of residents. 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 nearest health centre (Pennygate Health Centre) and community centre (St Norbert's Community Hall) are both outside the ideal walking distances.</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 (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 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 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 the adjoining boundaries to help mitigate any noise and air pollution.</p>
<p><b>3. Transport</b></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 2.4km from the Aldi store in Spalding (St Thomas's Road). However, the site is just outside the ideal 1km walking distance from a local shop being 1.1km from the Co-operative store off Clover Way. 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 close proximity (approx. 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>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><b>4. Socially Inclusive Communities</b></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>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 employment opportunities in Spalding Town Centre (2.4km) are within the ideal 7km drive of the site. However, it is well outside the ideal 1km walking distance. This could have a negative impact, potentially excluding access for some residents to local employment, especially given that the times of the first and last buses to/from Spalding town centre do not fit in particularly well with the average working day.</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><b>5. Education</b></p>	<p style="text-align: center;">✓</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"> <li>• Wygate Park Academy is around 710m from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 2.7km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.8km away at the Red Lion Quarter.</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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>Development of the site is not likely to have an adverse impact on any trees or vegetation. However, the site is 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. It would be necessary to create a buffer between residential development and the Drain 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>
<p><b>7. Heritage</b></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 – 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>
<p><b>8. Landscape and Townscape</b></p>	<p style="text-align: center;">✓</p> <p>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</p>

	<p>adverse impact on 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>
<b>9. Air, Soil and Water Resources</b>	<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 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 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>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.23ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 combination of 'danger for most', 'danger for some' and 'no/low hazard' in terms of flood hazard. Flood depths vary across the site from no depth to 1-2.0m, but the greatest part of the site is 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 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>
<b>12. Climate Change</b>	<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. 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 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>

	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.
<b>13. Economy and Employment</b>	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Spalding will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing 55 people within the ideal 7km drive of local employment.
	Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).
	The increased population (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 does not worsen and is detrimental to the economy.

<b>MON019: 366 Bourne Road, Pode Hole</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.34ha Potential open space: 0.19ha Development area: 1.15ha Potential no of dwellings: 40
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period.
	The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Spalding and SE Lincolnshire it will have a positive impact on this objective.
	However, housing sites detached from development limits would, in general, be contrary to the principles of the settlement hierarchy.
<b>2. Health and Well-being</b>	x
	Access to the recreational route alongside Vernatt's Drain is approx. 380m 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.
	It is anticipated that the increase in population - approximately 88 people (2.2 occupants in each of the 40 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 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 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. The site is also in close proximity to the proposed route of the Spalding Western Relief Road. Consequently, structural landscaping such as trees of mixed provenance may be necessary along this boundary to help mitigate any noise and air pollution.</p>
<b>3. Transport</b>	<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 3.1km from the Aldi store in Spalding (St Thomas's Road). However, it is outside the ideal 1km walking distance from the nearest local shop (Premier store on Pennygate) meaning that residents would be less likely to use more sustainable modes of transport to meet their 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 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 extremely close proximity (120m 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>
<b>4. Socially Inclusive Communities</b>	<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>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 employment opportunities in Spalding Town Centre (3.1km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 40 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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Monkshouse Primary School is around 2.2km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.5km away</li> </ul> <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</p>



	the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on a number of mature trees within the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Furthermore, the site is within approx. 70m of a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. It would be necessary to create a buffer between residential development and the Drain in order to minimize the likely adverse effects. 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>
<b>7. Heritage</b>	<p style="text-align: center;">0</p> <p>The site abuts the eastern boundary of the curtilage of a grade II listed building (Pode Hole). The site will be visible from within Mon019. The immediate setting of Pode Hole however no longer reflects its historic setting and is not therefore a key component of its significance in the modern day.</p> <p>On balance the impact on the heritage asset at this location is considered minor.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is detached from the development limits of Spalding. However, the site does not have a countryside character as it is bounded by development to the west and residential development fronting the A151 Bourne Road is to the south. Consequently, the site's development is not likely to adversely alter 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>
<b>9. Air, Soil and Water Resources</b>	<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</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>The proposal would lead to the permanent loss of approx. 1.34ha of grade 1 agricultural/horticultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></p>	<p style="text-align: center;"><b>x</b></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. 1.34ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;"><b>✓/x</b></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 ‘danger for some’ and ‘danger for most’. Flood depths on the site vary mostly from 0.25-0.5m to 0.5-1.0m, with the greater proportion being the former. 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, 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>
<b>12. Climate Change</b>	<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. 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 88 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>
<b>13. Economy and Employment</b>	<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 88 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 (88 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>

<b>MON020: Land to the west of Monks House Lane, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 28ha Potential open space: 4ha Development area: 24ha  Potential no of dwellings: 840</p>
<b>1. Housing</b>	<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>Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>The nearest open space is located off Roeburn Way around 390m from the site and Monks House Lane Playing Field is around 660m away. If a new access were incorporated on the north-western facing boundary this would have a positive impact on access to open space bringing Vernatts Drain within 190m of residents. 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 nearest health centre (Pennygate Health Centre) and community centre (St Norbert's Community Hall) are both outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 1848 people (2.2 occupants in each of the 840 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 4ha 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</p>

	opportunities to mitigate such impacts effectively.
<b>3. Transport</b>	x
	<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 2.3km from the Aldi store in Spalding (St Thomas’s Road). However, the site is outside the ideal 1km walking distance from a local shop being 1.3km 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. 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 (approx. 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>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>
<b>4. Socially Inclusive Communities</b>	✓/x
	<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>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 employment opportunities in Spalding Town Centre (2.3km) 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 times of the first and last buses to/from Spalding town centre do not fit in particularly well with the average working day.</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>
<b>5. Education</b>	✓
	<p>The development would be likely to accommodate 840 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 168 primary pupils and 160 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Wygate Park Academy is around 770m from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 2.6km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	✓/x
	<p>Development of the site is not likely to have an adverse impact on any trees or vegetation. However, the site is within approx. 40m of a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. It would be necessary to create a buffer between residential development and the Drain 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>
<b>7. Heritage</b>	0
	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be

	<p>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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>Although there are primarily open countryside views to the 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 Mon008) 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>
<b>9. Air, Soil and Water Resources</b>	<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 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. 28ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 28ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 a combination of ‘no hazard’, ‘low hazard’, ‘danger for some’ and ‘danger for most’ in terms of flood hazard, with the majority being either no/low hazard. Flood depth varies across the site from 0-0.25m to 1.0-2.0m, although most of the site is the former. 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 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>
<b>12. Climate Change</b>	✓/x



	<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. 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 1,848 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>
<p><b>13. Economy and Employment</b></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), Spalding will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing 1,848 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 (1,848 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>

<b>MON021: Land at Horseshoe Bridge, Horseshoe Road, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.47ha Potential open space: 0.21ha Development area: 1.26ha Potential no of dwellings: 44
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>Access to the recreational route alongside South Drove Drain is approx. 140m 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 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 (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 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 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>
<b>3. Transport</b>	x

	<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 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 (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 and there are currently no public footpaths along South Drove meaning that pedestrian travel would be potentially hazardous.</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 proximity (approx. 180m 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/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>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 employment opportunities in Spalding Town Centre (3.3km) 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</p>

	<p>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>
<b>5. Education</b>	<p style="text-align: center;">✓</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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 2.5km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.7km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.7km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on some mature trees along the south-eastern facing boundary. To determine the value of these trees for wildlife, they should be subject to a quality assessment.</p> <p>Furthermore, the site is within approx. 40m of a protected site (South Drove 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>
<b>7. Heritage</b>	<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</p>

	<p>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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>Although the site adjoins some residential development to the north, the site is detached from the development limits of Spalding and there are countryside views to the south and south-west. Development of the site would result in an incongruous group of dwellings in the countryside. However, if brought forward in conjunction with surrounding sites the site's development could act as part of an 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>
<b>9. Air, Soil and Water Resources</b>	<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. 1.47ha of grade 2 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.47ha of greenfield land.</p>

	This site is not within a Mineral Safeguarding Area.
<b>11. Flood Risk</b>	✓
	<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 'low hazard', 'no hazard', 'danger for most' and 'danger for some' in terms of flood hazard, with the majority being either no/low hazard. Flood depth varies across the site from no depth to 1.0-2.0m, although the majority is 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. 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>
<b>12. Climate Change</b>	✓/x
	<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. 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 97 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 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>
<b>13. Economy and Employment</b>	✓/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 97 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 (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>

<b>MON023: Land to the south of Horseshoe Road, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 8.67ha Potential open space: 1.21ha Development area: 7.46ha  Potential no of dwellings: 260</p>
<b>1. Housing</b>	✓
	<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>

<p><b>2. Health and Well-being</b></p>	<p style="text-align: center;">x</p> <p>Access to the recreational route alongside South Drove Drain is approx. 850m 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 572 people (2.2 occupants in each of the 260 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP’s, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England.</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 1.21ha 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 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.</p>
<p><b>3. Transport</b></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 3.2km from the Aldi store in Spalding (St Thomas’s 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 outside the ideal 1km walking distance from the nearest local shop (Premier store on Pennygate). Furthermore, bicycles would have to share the existing highway network with motorists which may discourage cycle use and</p>



	<p>there are currently no public footpaths along South Drove meaning that pedestrian travel would be potentially hazardous.</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 extremely close proximity 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/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>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 employment opportunities in Spalding Town Centre (3.2km) 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 unlikely to be 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><b>5. Education</b></p>	<p style="text-align: right;">✓</p>

	<p>The development would be likely to accommodate 260 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 52 primary pupils and 49 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 2.2km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.3km away</li> </ul> <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>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></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>In order to achieve a suitable access to the site, development would likely result in the loss of some mature trees along the north-western boundary. To determine the value of these trees for wildlife, they should be subject to a quality assessment.</p> <p>Furthermore, the site is in close proximity to a protected site being approx. 220m from the South Drove Drain 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 drain through greater recreational use.</p> <p>Development of the site may also have an adverse impact on any wildlife and habitats within Hill's Drain which 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><b>7. Heritage</b></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><b>8. Landscape and Townscape</b></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 landscape. The site is detached from the</p>

	<p>development limits of Spalding and there are countryside views to the south and south-west. The site's development would result in an incongruous group of dwellings in the countryside that are unrelated to the existing town. However, if brought forward in conjunction with surrounding sites the site's development could act as part of an 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>
<p><b>9. Air, Soil and Water Resources</b></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. 8.67ha of grade 1 and 2 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 8.67ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 'low hazard', 'no hazard', 'danger for some' and 'danger for most' in terms of flood hazard. Flood depths vary across the site from no depth to 1.0-2.0m, with most of the site being either 0-0.25m or no depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within</p>

	<p>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, 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 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>
<b>12. Climate Change</b>	✓/x
	<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. 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 572 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>

	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.
<b>13. Economy and Employment</b>	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Spalding will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing 572 people within the ideal 7km drive of local employment.
	Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).
	The increased population (572 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.

<b>PIN001: Land between Spalding and Pinchbeck</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 39.5ha Potential open space: 5.53ha Development area: 33.97ha Potential no of dwellings: 1,185
<b>1. Housing</b>	✓
	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.
<b>2. Health and Well-being</b>	x
	The nearest medical facility is the Johnson Community Hospital approx. 670m from the site. However, the majority of the facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest open space (near Mill Green Level Crossing) and playing field (off Rotten Row) are approx. 1.2km and 2km from the site respectively. Pinchbeck Village Hall is approx. 1.9km from the site.
	It is anticipated that the increase in population – approximately 2,607 people (2.2 occupants in each of the 1,185 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 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 site area, about 5.53ha 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 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 railway line borders some of the south-western boundary and also runs through part of the site. This line 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 to help mitigate any noise and air pollution as well as helping to minimise the visual impact generated through proximity to the rail network.</p>
<b>3. Transport</b>	<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 within the ideal short driving (7km) distance to a big supermarket being around 1.6km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site. Large scale development such as this site can provide improved footpath, cycle and public transport links.</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 extremely close proximity 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>Buses run along Spalding Road to Spalding and Boston throughout the day but the nearest stop is outside the ideal 400m walking distance.</p>

<b>4. Socially Inclusive Communities</b>	<p style="text-align: right;">✓/x</p> <p>ONS statistics indicate that Pinchbeck and Surfleet ward 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, facilities and public transport links 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 Wardentree Lane (470m) 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.</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>
<b>5. Education</b>	<p style="text-align: right;">✓</p> <p>The development would be likely to accommodate 1,185 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 237 primary pupils and 225 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Pinchbeck East Church of England Primary School approx. 2.1km away</li> <li>• Spalding Grammar School is approx. 2.9km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.4km away at the Red Lion Quarter.</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>

	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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site abuts a protected site (Vernatt's Drain LWS) on its southern facing boundary and Blue Gowt Drain also borders and runs through part of the site. As a result, development may have an effect on habitats and BAP species and consequently biodiversity. It may be necessary to create some form of buffer between residential development and these drains in order to minimize any potential adverse effects.</p> <p>There are also mature trees located within the site that may be affected by development. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site could have adverse impacts on the Grade II listed Yew Tree Farmhouse located to the south of the site. However, any such impacts could be prevented by careful design.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>Although the site is adjacent to defined settlement limits its development would undermine the separate identities of Pinchbeck and Spalding. The impact on the visual amenity of neighbours would be significant if the whole site was developed and it would completely change the character of the area. The railway line – which currently acts as the perceived end to the built up area in the west - may be a more appropriate boundary, thereby preventing development to the west of it.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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/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>South Holland District Council's contaminated land register indicates that there is some filled land near the site meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance and protect soil resources.</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. 39.5ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 39.5ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 combination of 'danger for most', 'danger for some' 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 and 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. 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>
<b>12. Climate Change</b>	<b>✓/x</b>
	<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 2,607 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 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>
<b>13. Economy and Employment</b>	<b>✓/x</b>
	<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 2,607 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</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 (2,607 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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<b>PIN011: Land to the south of Wardentree Lane, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 5.05ha Potential open space: 0.71ha Development area: 4.34ha  Potential no of dwellings: 152</p>
<b>1. Housing</b>	<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>Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">XX</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 amenity open space is located off Burma Avenue around 1.2km away whilst the closest playing field (off Guildhall Drive) is approx. 1.9km from the site. The Johnson Community Hospital and Pinchbeck Village Hall are 1.3km and 1.7km away from the site respectively.</p> <p>It is anticipated that the increase in population – approximately 334 people (2.2 occupants in each of the 152 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 site area, about 0.71ha 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 located off the road that serves the Wardentree Lane industrial area and is close to offices and a storage/distribution use. 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>
<p><b>3. Transport</b></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 (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 870m from the Morrisons Store in Pinchbeck (Wardentree Lane). This means that the site is also within the ideal 1km walking distance of a local shop/supermarket. 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 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 (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. Buses run along Spalding Road to Spalding and Boston throughout the day but the nearest stop is outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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. 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. However, as discussed in Objective 13, the nearest employment opportunities at Wardentree Lane (400m) are within the 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.</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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 152 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 30 primary pupils and 29 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Pinchbeck East Church of England Primary School is around 1.7km from the site</li> <li>• Spalding Grammar School is approx. 3.5km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>There are trees along the southern boundary that may be adversely affected by development 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>Furthermore, the site is approx. 630m from a protected site (Vernatt's 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>

<b>7. Heritage</b>	<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 – Some archaeological work has already been undertaken on this site and more 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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is adjacent to the existing built-up area (defined settlement limit) and currently acts as a buffer between residential development on Spalding Road and Wardentree Lane and the industrial development on Enterprise Way. Developing the site would remove this barrier, bringing residential development up to the industrial area. This would have an unacceptable 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>
<b>9. Air, Soil and Water Resources</b>	<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/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. 5.05ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 5.05ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;"><b>✓/x</b></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 combination of ‘danger for some’, ‘danger for most’, ‘low hazard’ and ‘no hazard’ in terms of flood hazard. Flood depths vary across the site, but the majority 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. 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>

<b>12. Climate Change</b>	<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 334 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>
<b>13. Economy and Employment</b>	<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 334 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 (334 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>



<b>PIN013: Land to the east of Spalding Road, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.28ha Potential no of dwellings: 8
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	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 Johnson Community Hospital is approx. 440m away. However, the nearest open space (off Burma Avenue) is just over 1km from the site and Pinchbeck's playing field (off Guildhall Drive) is around 1.7km away. Pinchbeck Village Hall is approx. 1.5km from the site.</p> <p>It is anticipated that the increase in population – approximately 18 people (2.2 occupants in each of the 8 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 Spalding area and this will be reviewed with the CCGs and National Health Service England.</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>
<b>3. Transport</b>	✓/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 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</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 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 close proximity (180m 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 330m from the site on Spalding Road, within the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p>
<p><b>4. Socially Inclusive Communities</b></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. 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 (230m) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 8 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"> <li>• Pinchbeck East Church of England Primary School is around 1.6km from the site</li> <li>• Spalding Grammar School is approx. 2.6km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.1km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 490m from Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. There are also some 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Pinchbeck/Spalding and is bounded by development to the south and west. It is 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 north and east of the site. If this permission is implemented, the development of Pin013 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>
<b>9. Air, Soil and Water Resources</b>	<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/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>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>
<b>10. Sustainable use of Land and Waste</b>	<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 approx 0.28ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 some' in terms of flood hazard, with flood depths between 0-0.25m and 0.25m – 0.5m, with much 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 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>
<b>12. Climate Change</b>	<b>✓/x</b>
	<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 18 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>
<b>13. Economy and Employment</b>	<b>✓/x</b>
	<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 18 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</p>

	economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).
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<b>PIN016: Land to the west of Spalding Road, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.98ha Potential open space: 0.28ha Development area: 1.7ha Potential no of dwellings: 59
<b>1. Housing</b>	✓
	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.
<b>2. Health and Well-being</b>	x
	The majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The Johnson Community Hospital is approx. 690m from the site. However, the nearest open space (off Burma Avenue) is just over 1km away and Pinchbeck's playing field (off Guildhall Drive) is approx. 1.7km from the site. Pinchbeck Village Hall is around 1.5km away.  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.  The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England.  Overall, Pinchbeck and Surfleet ward does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space, reducing their overall quality. Based on the site area, about 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.  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.
<b>3. Transport</b>	✓/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 1.6km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site.</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 330m from the site on Spalding Road, within the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p>
<p><b>4. Socially Inclusive Communities</b></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. 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 (490m) 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.</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.
<b>5. Education</b>	<p style="text-align: center;">✓</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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Pinchbeck East Church of England Primary School is around 1.6km from the site</li> <li>• Spalding Grammar School is approx. 2.9km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.4km away at the Red Lion Quarter.</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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is approx. 460m from a protected site (Vernatt's 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Pinchbeck/Spalding and has residential development to the east. The site should be developed in conjunction with other sites that have been put forward between Spalding Road, Vernatts Drain, the railway and Market</p>



	<p>Way in order to facilitate the development of the Spalding Western Relief Road as well as to help provide improved footpath, cycle and public transport links. 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>
<p><b>9. Air, Soil and Water Resources</b></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 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 proposal would lead to the permanent loss of approx. 1.98ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 1.98ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 most of it is identified within the SFRA as 'danger for most' in terms of flood hazard, with some parts being 'danger for some' and 'low hazard'. Flood depths vary across the site from 0-0.25m to 0.5-1.0m, with much of the site being 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. 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/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 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 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>

	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.
<b>13. Economy and Employment</b>	✓/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 130 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 (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>

<b>PIN020: Land to the west of Spalding Road, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.99ha Potential open space: 0.42ha Development area: 2.57ha Potential no of dwellings: 90
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/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 nearest open space (off Burma Avenue) and the Johnson Community Hospital are located around 800m and 850m from the site respectively. However, other facilities are outside the ideal walking distance as the closest playing field (off Guildhall Drive) is approx. 1.4km away and Pinchbeck Village Hall is around 1.3km from the site.</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 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 site area, about 0.42ha 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>
<b>3. Transport</b>	<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 1.3km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site.</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 (280m 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 270m from the site on Spalding Road, within the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p>
<b>4. Socially Inclusive Communities</b>	<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 (650m) 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.</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><b>5. Education</b></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"> <li>• Pinchbeck East Church of England Primary School is around 1.3km from the site</li> <li>• Spalding Grammar School is approx. 3km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.5km 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>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>The site is approx. 630m from a protected site (Vernatt's 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Pinchbeck/Spalding and has residential development to the east. The site should be developed in conjunction with other sites that have been put forward between Spalding Road, Vernatts Drain, the railway and Market Way in order to facilitate the development of the Spalding Western Relief Road as well as to help provide improved footpath, cycle and public transport links.</p> <p>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>
<b>9. Air, Soil and Water Resources</b>	<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/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>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. 2.99ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 2.99ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 is identified within the SFRA as 'danger for most' in terms of flood hazard, with the majority of the site having flood depths 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. 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>
<b>12. Climate Change</b>	<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 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 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>
<b>13. Economy and Employment</b>	✓/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 198 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 (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>

PIN026: Land to the east of Tydd Road, Spalding	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 31.28ha Potential open space: 4.38ha Development area: 23.9ha  Potential no of dwellings: 938</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-</b>	x



<p><b>being</b></p>	<p>The majority of the facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest open space (off Kelly Close) and playing field (off Rotten Row), health centre (The Surgery in Pinchbeck) and Pinchbeck Village Hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population – approximately 2,064 people (2.2 occupants in each of the 938 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 site area, about 4.38ha 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>
<p><b>3. Transport</b></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 (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 within the ideal short driving (7km) distance to a big supermarket being around 5.7km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the relatively isolated nature of the site may deter residents from walking or cycling to reach facilities and services.</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 (690m approx. 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>Buses run through Pinchbeck and Spalding into Boston and Spalding town centres throughout the day but the nearest stop is well outside the ideal 400m walking distance.</p> <p>The roads around this part of Pinchbeck/Spalding are narrow rural lanes and so improvements are likely to be required to accommodate the traffic that will be generated by development of the site.</p>
<p><b>4. Socially Inclusive Communities</b></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>The majority of the area's services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion. However, if the site were to be developed in conjunction with Pin024, a development of this scale would be capable of providing its own services and facilities and would have the potential to provide new crossings of the railway line and Vernatt's Drain. A large scale development can also provide improved footpath, cycle and public transport links.</p> <p>As discussed in Objective 13 the nearest employment opportunities at Wardentree Lane (5.1km) are within the ideal 7km drive of the site. However it is outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local employment, especially given that the site is relatively isolated.</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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 938 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 188 primary pupils and 178 secondary pupils. However, all primary and secondary schools and post 18 education providers are outside the ideal walking distance.</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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Blue Gowt Drain runs along the site's southern boundary and so development may have an effect on habitats and BAP species and consequently biodiversity. It may be necessary to create some form of buffer between residential development and the Drain in order to minimize any potential adverse effects. There are also some trees within the site that may be affected by development. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>The site is detached from defined settlement limits and has a poor relationship with the existing built up area. Its development would create a large incongruous group of dwellings in the countryside which would have an impact on the character and appearance of the landscape. However, Wygate Park is visible from the site and so the area's character is beginning to change with the development of Spalding on the horizon.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<p><b>Water Resources</b></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>The proposal would lead to the permanent loss of approx. 31.28ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 31.28ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 combination of 'no hazard', 'danger for most', 'low hazard', 'danger for some', 'danger for most' and 'danger for all' in terms of flood hazard. Flood depths vary across the site between no depth to 1.0-2.0m, although most 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. 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</p>

	<p>overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Spalding for the plan period, and other benefits including generating employment during the construction period 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>
<b>12. Climate Change</b>	<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 therefore likely that the anticipated increase in 2,064 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 2,064 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 (2,064 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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PIN031: Land to the west of Spalding Road, Spalding	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 3.04ha Potential open space: 0.43ha Development area: 2.61ha            Potential no of dwellings: 91</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/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 Johnson Community Hospital is approx. 160m from the site and the nearest open space (near Mill Green level crossing) around 710m away. However, some of the other facilities are outside of the ideal walking distance. The closest leisure centre (Castle Sports Complex) and Pinchbeck Village Hall are approx. 1.4km and 1.8km from the site respectively.</p> <p>It is anticipated that the increase in population – approximately 200 people (2.2 occupants in each of the 91 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 site area, about 0.43ha 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>
<b>3. Transport</b>	<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, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site.</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. The site should be developed in conjunction with other sites that have been put forward between Spalding Road, Vernatts Drain, the railway and Market Way in order to facilitate the development of the Spalding Western Relief Road as well as to help provide improved footpath, cycle and public transport links.</p> <p>The site is in extremely close proximity 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>Buses run along Pinchbeck Road to Spalding and Boston throughout the day but the nearest stop is outside the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	<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</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>The majority of the area's services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion. However, as discussed in Objective 13, the nearest employment opportunities at Enterprise Park (220m) 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.</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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 91 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"> <li>• Pinchbeck East Church of England Primary School is around 1.9km from the site</li> <li>• Spalding Grammar School is approx. 2.3km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 1.8km 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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>The site is approx. 150m from a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p>



	<p>There are also trees along the eastern 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>
<b>7. Heritage</b>	x
	<p>Built heritage assets (including Historic Parks and Gardens) – The significance of the site is in its contribution to the agricultural setting of Yew Tree Farmhouse (a Grade II listed farmhouse). The site is part of an extensive open frontage along Pinchbeck Road going north from Yew Tree Farmhouse. The development of the site would impact directly on the historic setting of Yew Tree Farmhouse due to its proximity and so would constitute harm to its significance. Development of the Spalding Western Relief Road will, however, provide a potential limit to development southwards which would go some way to addressing the potential impact.</p> <p>Potential mitigation – none; 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>
<b>8. Landscape and Townscape</b>	✓
	<p>The site is adjacent to the development limits of Spalding and is located behind some trees that line the eastern boundary and help to screen the site. There is also development on the opposite site of Spalding Road. 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>
<b>9. Air, Soil and Water Resources</b>	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 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. 3.04ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 3.04ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 combination of 'danger for most', 'danger for some' and 'low hazard'. Flood depths vary across the site between 0-0.25m and 0.5-1.0m, with the greatest proportion being 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. 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</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>
<b>12. Climate Change</b>	<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 therefore likely that the anticipated increase in 200 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>
<b>13. Economy and Employment</b>	<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 200 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 (200 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is</p>

	detrimental to the economy.
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<b>PIN040: Land to the south of Market Way, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.05ha Potential open space: 0.15ha Development area: 0.9ha Potential no of dwellings: 32
<b>1. Housing</b>	✓
	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.
<b>2. Health and Well-being</b>	✓/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. The nearest open space (off Burma Avenue) and the Johnson Community Hospital are located around 660m and 860m from the site respectively. However, the closest playing field (off Guildhall Drive) and Pinchbeck Village Hall are both outside the ideal walking distances.  It is anticipated that the increase in population – approximately 70 people (2.2 occupants in each of the 32 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents.  The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England.  Overall, Pinchbeck and Surfleet 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 0.15ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the 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.
<b>3. Transport</b>	✓/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 1.2km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site.</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. The site should be developed in conjunction with other sites that have been put forward between Spalding Road, Vernatts Drain, the railway and Market Way in order to facilitate the development of the Spalding Western Relief Road as well as to help provide improved footpath, cycle and public transport links.</p> <p>The site is in close proximity (470m 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 180m from the site on Spalding Road near the junction with Wardentree Lane, within the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p>
<p><b>4. Socially Inclusive Communities</b></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. 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 Wardentree Lane (600m) 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.</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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 32 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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Pinchbeck East Church of England Primary School is around 1.2km from the site</li> <li>• Spalding Grammar School is approx. 3km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.5km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is approx. 750m from a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>There are also trees along all 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>Furthermore, Blue Gowt Drain runs along the northern 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>
<b>7. Heritage</b>	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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>Development of the site would not greatly alter the character and appearance of the area. The site is adjacent to the development limits of Pinchbeck/Spalding and is mostly located behind residential development on Spalding Road. Trees also help to screen the site to the north which would help minimise its visual impacts. 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>
<b>9. Air, Soil and Water Resources</b>	<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/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. 1.05ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.05ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 is identified within the SFRA as a combination of 'danger for most' and 'danger for some' in terms of flood hazard. Flood depths vary on the site mostly between 0.25-0.5m and 0.5-1.0m, with much 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. 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>
<b>12. Climate Change</b>	<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 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</p>



	<p>county. It is therefore likely that the anticipated increase in 70 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>
<b>13. Economy and Employment</b>	✓/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 70 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 (70 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>

PIN051: Farm Yard, Blue Gowt Drove, Spalding	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.24ha Potential no of dwellings: 5
<b>1. Housing</b>	✓
	<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>

<p><b>2. Health and Well-being</b></p>	<p style="text-align: center;">x</p> <p>The majority of the facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest open space (adjacent Mill Green level crossing) and playing field (off Rotten Row), the Johnson Community Hospital and Pinchbeck Village Hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population – approximately 11 people (2.2 occupants in each of the 5 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 Spalding area and this will be reviewed with the CCGs and National Health Service England.</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><b>3. Transport</b></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 (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 2.5km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site.</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. If the site were to be developed in conjunction with Pin024, a development of this scale would provide its own services and facilities and would have the potential to provide new crossings of the railway line and Vernatt's Drain. A large scale development can also provide improved footpath, cycle and public transport links.</p> <p>The site is in close proximity (320m approx. 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>Buses run through Pinchbeck and Spalding into Boston and Spalding town centres throughout the day but the nearest stop is outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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. 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 Wardentree Lane (2km) are within the ideal 7km drive of the site. However it is outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local employment, especially given that there are no footpaths from the site and cyclists would have to share the existing road network. This may deter residents from using these sustainable modes of travel.</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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 5 dwellings. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Spalding Primary School is around 1.2km from the site</li> <li>• Spalding Grammar School is approx. 3km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.5km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is approx. 40m from a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. Furthermore, the site is bordered by trees on the north-western and south-eastern facing 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from defined settlement limits and has a poor relationship with the existing built up area. Its development would create an incongruous group of dwellings in the countryside which would have an adverse impact on 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>
<b>9. Air, Soil and Water Resources</b>	<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 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</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>The proposal would lead to the permanent loss of approx. 0.24ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	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. 0.24ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	✓
	<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 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 Spalding for the plan period, and other benefits including improving education 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,</p>

	<p>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>
<b>12. Climate Change</b>	✓/x
	<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. However it is likely that the anticipated increase in 11 people would only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	✓/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 11 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>
<b>PIN052: Land to the east of Tydd Road, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 4.98ha Potential open space: 0.70ha Development area: 4.28ha  Potential no of dwellings: 149</p>
<b>1. Housing</b>	✓

	<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>
<p><b>2. Health and Well-being</b></p>	<p style="text-align: center;">x</p> <p>The majority of the facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest open space and playing field (Monk's House Playing Field), health centre (The Surgery in Pinchbeck) and Pinchbeck Village Hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population – approximately 328 people (2.2 occupants in each of the 149 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 0.70ha 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>
<p><b>3. Transport</b></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 (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 within the ideal short driving (7km) distance to a big supermarket being around 5km from the Aldi Store in Spalding (St Thomas's Road). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the relatively isolated nature of the site may deter residents from walking or cycling to reach facilities and services. If the site were to be developed in conjunction with</p>

	<p>Pin024, a development of this scale would provide its own services and facilities and would have the potential to provide new crossings of the railway line and Vernatt's Drain. A large scale development can also provide improved footpath, cycle and public transport links.</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 extremely close proximity 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>Buses run through Pinchbeck and Spalding into Boston and Spalding town centres throughout the day but the nearest stop is outside the ideal 400m walking distance.</p> <p>The roads around this part of Pinchbeck/Spalding are narrow rural lanes and so improvements are likely to be required to accommodate the traffic that will be generated by development of the site.</p>
<p><b>4. Socially Inclusive Communities</b></p>	<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.</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 in Spalding Town Centre (5km) are within the ideal 7km drive of the site. However it is outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local employment, especially given that the site is relatively isolated. There are also no footpaths from the site and cyclists would have to share the existing road network which may deter residents from using these sustainable modes of travel.</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.
<b>5. Education</b>	x
	<p>The development would be likely to accommodate 149 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 30 primary pupils and 28 secondary pupils. However, all primary and secondary schools and post 18 education providers are outside the ideal walking distance.</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 resident's, particularly young people.</p>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	√/x
	<p>The south eastern facing boundary of the site is adjacent to a protected site (Vernatt's Drain LWS) 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 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>
<b>7. Heritage</b>	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 – 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>
<b>8. Landscape and Townscape</b>	x
	The site is detached from defined settlement limits and has a poor relationship with the existing built up area. Its development would create an incongruous group of dwellings in the countryside which would have an adverse impact on the character and appearance of the landscape.

	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	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 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 proposal would lead to the permanent loss of approx. 4.98ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	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. 4.98ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	✓
	<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 'low hazard' and 'danger for some' in terms of flood hazard. Flood depths across the majority of the site and between no depth and 0-0.25m, with much of the site being 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,</p>

	<p>it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Spalding for the plan period, and other benefits including generating employment during the construction period 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>
<b>12. Climate Change</b>	<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 therefore likely that the anticipated increase in 328 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>
<b>13. Economy and</b>	<p style="text-align: center;">✓/x</p>

<b>Employment</b>	<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 328 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 (328 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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<b>PIN053: Land between Spalding and Pinchbeck, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 7.77ha Potential open space: 1.1ha Development area: 6.7ha            Potential no of dwellings: 155</p>
<b>1. Housing</b>	<p style="text-align: center;"><b>✓</b></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>
<b>2. Health and Well-being</b>	<p style="text-align: center;"><b>x</b></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. The nearest open space (off Kelly Close) and playing field (off Rotten Row) are approx. 900m and 670m from the site respectively. However, 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 341 people (2.2 occupants in each of the 155 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</p>

	<p>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 1.1ha 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 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. There are currently some trees along this boundary but the landscaping may need to be reinforced to help mitigate any noise and air pollution as well as helping to minimise the visual impact generated through proximity to the rail network.</p>
<b>3. Transport</b>	<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 2.5km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site.</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 (650m approx. 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 site should be developed in conjunction with other sites that have been put forward between Spalding Road, Vernatts Drain, the railway and Market Way in order to facilitate the development of the Spalding Western Relief Road as well as to help provide improved footpath, cycle and public transport links. In addition, in conjunction with Pin024, a development of this scale will provide its own services and facilities.</p> <p>Buses run through Pinchbeck and Spalding into Boston and Spalding town centres throughout the day but the nearest stop is outside the ideal 400m walking distance.</p> <p>The roads around this part of Spalding are narrow rural lanes and so improvements are likely to be required to accommodate the traffic</p>

	that will be generated by development of the site.
<b>4. Socially Inclusive Communities</b>	<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, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion. The site should be developed in conjunction with other sites that have been put forward between Spalding Road, Vernatts Drain, the railway and Market Way in order to facilitate the development of the Spalding Western Relief Road as well as to help provide improved footpath, cycle and public transport links. In addition, in conjunction with Pin024, a development of this scale will provide its own services and facilities.</p> <p>As discussed in Objective 13 the nearest employment opportunities at Wardentree Lane (1.9km) are within the ideal 7km drive of the site. However it is outside the ideal 1km walk. 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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 155 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 31 primary pupils and 29 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Pinchbeck East Church of England Primary School is around 1.1km from the site</li> <li>• Spalding Grammar School is approx. 4.3km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.8km</p>

	<p>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is enclosed by Leylandii hedging and trees which run along the boundary adjacent to the railway line. These features may have value for wildlife (a quality assessment can determine this) and development could 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from defined settlement limits and would extend Pinchbeck/Spalding over the railway line – which currently acts as the perceived end to the built up area at this side of the village - to the west, to the detriment of 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>
<b>9. Air, Soil and Water Resources</b>	<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/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 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. 7.77ha of grade 1 agricultural/horticultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 7.77ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 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 Spalding 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 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.</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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</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. 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 341 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>
<b>13. Economy and Employment</b>	<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 341 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 (341 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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<b>PIN054: Orchard House Blue Gowt Drove, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 3.98ha Potential open space: 0.56ha Development area: 3.42ha Potential no of dwellings: 80
<b>1. Housing</b>	<b>✓</b>
	Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period.  The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Spalding and SE Lincolnshire it will have a positive impact on this objective.  However, housing sites detached from development limits would, in general, be contrary to the principles of the settlement hierarchy.
<b>2. Health and Well-being</b>	<b>x</b>
	The majority of the facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest open space (adjacent Mill Green level crossing) and playing field (off Rotten Row), the Johnson Community Hospital and Pinchbeck Village Hall are all outside the ideal walking distances.  It is anticipated that the increase in population – approximately 176 people (2.2 occupants in each of the 80 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents.  The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England.  Overall, Pinchbeck and Surfleet 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,

	<p>about 0.56ha 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>
<b>3. Transport</b>	<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 2.7km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site.</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 (350m approx. 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. Furthermore, if the site were to be developed in conjunction with Pin024, a development of this scale would provide its own services and facilities and would have the potential to provide new crossings of the railway line and Vernatt's Drain. A large scale development can also provide improved footpath, cycle and public transport links. The roads around this part of Spalding are narrow rural lanes and so improvements are likely to be required to accommodate the traffic that will be generated by development of the site.</p> <p>Buses run through Pinchbeck and Spalding into Boston and Spalding town centres throughout the day but the nearest stop is outside the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	<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. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on</p>

	<p>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 Wardentree Lane (2.1km) are within the ideal 7km drive of the site. However it is outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local employment, especially given that there are no footpaths from the site and cyclists would have to share the existing road network.</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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 80 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"> <li>• Spalding Primary School is around 1.4km from the site</li> <li>• Spalding Grammar School is approx. 3.1km away</li> </ul> <p>The site is 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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>The site is approx. 500m from a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p>

	<p>The site is also bordered by trees on all sides 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from defined settlement limits and has a poor relationship with the existing built up area. Its development would create an incongruous group of dwellings in the countryside which would have an adverse impact on 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>
<b>9. Air, Soil and Water Resources</b>	<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.3.98ha of grade 1 agricultural land.</p>

<b>10. Sustainable use of Land and Waste</b>	<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.3.98ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 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 Spalding 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 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>

<b>12. Climate Change</b>	<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 therefore likely that the anticipated increase in 176 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>
<b>13. Economy and Employment</b>	<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 176 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 (176 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>

<b>PIN055: Land to the east of Tydd Road, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.82ha Potential no of dwellings: 16
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>The majority of the facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest open space (Monk's House Playing Field) and playing field (off Rotten Row), health centre (The Surgery in Pinchbeck) and Pinchbeck Village Hall are all 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 (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 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 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>
<b>3. Transport</b>	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 within the ideal short driving (7km) distance to a big supermarket being around 4.9km from the Aldi Store in Spalding (St Thomas's Road). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the relatively isolated nature of the site may deter residents from walking or cycling to reach facilities and services.</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 (10m approx. 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. If the site were to be developed in conjunction with Pin024, a development of this scale would provide its own services and facilities and would have the potential to provide new crossings of the railway line and Vernatt's Drain. A large scale development can also provide improved footpath, cycle and public transport links.</p> <p>Buses run through Pinchbeck and Spalding into Boston and Spalding town centres throughout the day but the nearest stop is outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>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 Wardentree Lane (4.7km) are within the ideal 7km drive of the site. However it is outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local employment, especially given that the site is relatively isolated.</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.
<b>5. Education</b>	x
	<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. However, all primary and secondary schools and post 18 education providers are outside the ideal walking distance.</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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	√/x
	<p>The site is approx. 130m from a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>Additionally, some trees line the northern boundary of the site 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>
<b>7. Heritage</b>	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 – 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>
<b>8. Landscape and Townscape</b>	x
	The site is detached from defined settlement limits and has a poor relationship with the existing built up area. Its development would

	<p>create an incongruous group of dwellings in the countryside which would have an adverse impact on 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>
<p><b>9. Air, Soil and Water Resources</b></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 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 proposal would lead to the permanent loss of approx. 0.82ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 0.82ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 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 Spalding 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 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>
<b>12. Climate Change</b>	<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 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 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>

<b>13. Economy and Employment</b>	✓/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 35 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 (35 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>

<b>PIN056: Fox Glove Cottage, 4 Blue Gowt Drove, Spalding,</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 1.48ha Potential open space: 0.21ha Development area: 1.27ha  Potential no of dwellings: 44</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>The majority of the facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest open space (adjacent Mill Green level crossing) and playing field (off Rotten Row), the Johnson Community Hospital and Pinchbeck Village Hall 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.</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</p>

	<p>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 0.21ha 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.</p>
<b>3. Transport</b>	<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 2.5km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site.</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 (230m approx. 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. If the site were to be developed in conjunction with Pin024, a development of this scale would provide its own services and facilities and would have the potential to provide new crossings of the railway line and Vernatt's Drain. A large scale development can also provide improved footpath, cycle and public transport links.</p> <p>Buses run through Pinchbeck and Spalding into Boston and Spalding town centres throughout the day but the nearest stop is outside the ideal 400m walking distance.</p> <p>The roads around this part of Spalding are narrow rural lanes and so improvements are likely to be required to accommodate the traffic that will be generated by development of the site.</p>
<b>4. Socially Inclusive Communities</b>	<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</p>

	<p>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>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 Wardentree Lane (1.9km) are within the ideal 7km drive of the site. However it is outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local employment, especially given that there are no footpaths from the site and cyclists would have to share the existing road network.</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><b>5. Education</b></p>	<p style="text-align: center;">✓</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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Spalding Primary School is around 1.2km from the site</li> <li>• Spalding Grammar School is approx. 2.9km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.4km away at the Red Lion Quarter.</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>

	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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is approx. 350m from a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>Additionally, the site is bordered by trees on three sides 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from defined settlement limits and has a poor relationship with the existing built up area. Although the site is somewhat screened by the surrounding trees, its development would create an incongruous group of dwellings in the countryside which would have an adverse impact on 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>
<b>9. Air, Soil and Water Resources</b>	<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</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. 1.48ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 1.48ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 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 Spalding 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 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>
<b>12. Climate Change</b>	<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 therefore 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 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>
<b>13. Economy and Employment</b>	<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 97 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 (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>

<b>PIN057: Land at Mill Green Road/Blue Gowt Drove, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 12.43ha Potential open space: 1.74ha Development area: 10.69ha Potential no of dwellings: 373
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>The majority of the facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest open space (adjacent Mill Green level crossing) and playing field (off Rotten Row), the Johnson Community Hospital and Pinchbeck Village Hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population – approximately 821 people (2.2 occupants in each of the 373 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 1.74ha 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>
<b>3. Transport</b>	x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Pinchbeck and Surfleet) showed that 89.3% of households owned at least one car and 47.2% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%.

	<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). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site.</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 (430m approx. 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. If the site were to be developed in conjunction with Pin024, a development of this scale would provide its own services and facilities and would have the potential to provide new crossings of the railway line and Vernatt's Drain. A large scale development can also provide improved footpath, cycle and public transport links. Furthermore, the roads around this part of Spalding are narrow rural lanes and so improvements are likely to be required to accommodate the traffic that will be generated by development of the site.</p> <p>Buses run through Pinchbeck and Spalding into Boston and Spalding town centres throughout the day but the nearest stop is outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>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 Wardentree Lane (2.5km) are within the ideal 7km drive of the site. However it is outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local</p>

	<p>employment, especially given that there are no footpaths from the site and cyclists would have to share the existing road network.</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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 373 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 75 primary pupils and 71 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Spalding Primary School is around 1.9km from the site</li> <li>• Spalding Grammar School is approx. 3.6km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.1km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is approx. 670m from a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>Additionally, the site is partly bordered by trees 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from defined settlement limits and has a poor relationship with the existing built up area. Its development would create a large incongruous group of dwellings in the countryside which would have an adverse impact on 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>
<b>9. Air, Soil and Water Resources</b>	<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 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. 12.43ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 12.43ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 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 Spalding 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 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><b>12. Climate Change</b></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 is higher than for the rest of the county. It is therefore likely that the anticipated increase in 821 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>
<b>13. Economy and Employment</b>	√/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 821 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 (821 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>

<b>PIN058: Blue Gowt Drive, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.31ha Potential no of dwellings: 9
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	The majority of the facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest open space (adjacent Mill



	<p>Green level crossing) and playing field (off Rotten Row), the Johnson Community Hospital and Pinchbeck Village Hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population – approximately 20 people (2.2 occupants in each of the 9 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 Spalding area and this will be reviewed with the CCGs and National Health Service England.</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><b>3. Transport</b></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 (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 2.6km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site.</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 close proximity (320m approx. 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. If the site were to be developed in conjunction with Pin024, a development of this scale would provide its own services and facilities and would have the potential to provide new crossings of the railway line and Vernatt's Drain. A large scale development can also provide improved footpath, cycle and public transport links.</p> <p>Buses run through Pinchbeck and Spalding into Boston and Spalding town centres throughout the day but the nearest stop is outside the ideal 400m walking distance.</p>
<p><b>4. Socially</b></p>	<p style="text-align: center;">✓/x</p>

<p><b>Inclusive Communities</b></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>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 Wardentree Lane (2km) are within the ideal 7km drive of the site. However it is outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local employment, especially given that there are no footpaths from the site and cyclists would have to share the existing road network.</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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 9 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"> <li>• Spalding Primary School is around 1.3km from the site</li> <li>• Spalding Grammar School is approx. 3km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.5km 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</p>

	<p>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is approx. 400m from a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>Additionally, the site is bordered by trees on the north-western and south-eastern facing 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from defined settlement limits and has a poor relationship with the existing built up area. Although the site is somewhat screened by the surrounding trees and residential properties fronting the road, its development would create an incongruous group of dwellings in the countryside which would have an adverse impact on 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>
<b>9. Air, Soil and Water Resources</b>	<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 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. 0.31ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 0.31ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 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 Spalding 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 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,</p>

	<p>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>
<b>12. Climate Change</b>	<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. However it is likely that the anticipated increase in 20 people would only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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 20 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 (20 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>

<b>PIN059: Land on Blue Gowt Drove, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.14ha Potential open space: 0.16ha Development area: 1.08ha Potential no of dwellings: 34
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>The majority of the facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest open space (adjacent Mill Green level crossing) and playing field (off Rotten Row), the Johnson Community Hospital and 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 (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 0.16ha 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>
<b>3. Transport</b>	x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Pinchbeck and Surfleet) showed that 89.3% of households owned at least one car and 47.2% travelled to work by car/van, above the Lincolnshire average of

	<p>82% and 42.1%.</p> <p>The site is well within the ideal short driving (7km) distance to a big supermarket being around 2.4km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. 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 (70m approx. 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. If the site were to be developed in conjunction with Pin024, a development of this scale would provide its own services and facilities and would have the potential to provide new crossings of the railway line and Vernatt's Drain. A large scale development can also provide improved footpath, cycle and public transport links. The roads around this part of Spalding are narrow rural lanes and so improvements are likely to be required to accommodate the traffic that will be generated by development of the site.</p> <p>Buses run through Pinchbeck and Spalding into Boston and Spalding town centres throughout the day but the nearest stop is outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>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 Wardentree Lane (1.9km) are within the ideal 7km drive of the</p>

	<p>site. However it is outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local employment, especially given that there are no footpaths from the site and cyclists would have to share the existing road network.</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><b>5. Education</b></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"> <li>• Spalding Primary School is around 1.1km from the site</li> <li>• Spalding Grammar School is approx. 2.9km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.4km away at the Red Lion Quarter.</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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>The site is approx. 200m from a protected site (Vernatt's Drain LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>Additionally, the site is enclosed by trees on all 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>Furthermore, Blue Gowt Drain runs along the northern 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>



	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from defined settlement limits and has a poor relationship with the existing built up area. Although the site is somewhat screened by the surrounding trees, its development would create an incongruous group of dwellings in the countryside which would have an adverse impact on 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>
<b>9. Air, Soil and Water Resources</b>	<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. 1.14ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.14ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 3a and the majority is identified within the SFRA as 'low hazard' in terms of flood hazard, with a smaller part of the site being 'danger for some'. The majority of the site has flood depths between 0-0.25m, although some 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, there are very few reasonably available sites within the local area with a lower probability of flooding than this site. Furthermore, given the housing need identified, the allocation of the other sites alone would be insufficient to meet this need. However, given the vulnerability of the use, both parts of the Exception Test will need to be applied and passed. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Spalding for the plan period, and other benefits including generating employment during the construction period 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>
<b>12. Climate Change</b>	<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. 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 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>
<p><b>13. Economy and Employment</b></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), 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 75 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 (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.</p>

<b>PIN060: Tydd Road, Pinchbeck, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 7.48ha Potential open space: 1.05ha Development area: 6.43ha Potential no of dwellings: 224
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period.  The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Spalding and SE Lincolnshire it will have a positive impact on this objective.  However, housing sites detached from development limits would, in general, be contrary to the principles of the settlement hierarchy.
<b>2. Health and Well-being</b>	x
	The majority of the facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest open space (off Kelly Close) and playing field (off Rotten Row), health centre (The Surgery in Pinchbeck) and Pinchbeck Village Hall are all outside the ideal walking distances.  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.  The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England.  Overall, Pinchbeck and Surfleet does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space, reducing their overall quality. Based on the site area, about 1.05ha 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.
<b>3. Transport</b>	x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Pinchbeck and Surfleet) showed that 89.3% of households owned at least one car and 47.2% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%.

	<p>The site is within the ideal short driving (7km) distance to a big supermarket being around 5.3km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the relatively isolated nature of the site may deter residents from walking or cycling to reach facilities and services.</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 (890m approx. 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. If the site were to be developed in conjunction with Pin024, a development of this scale would provide its own services and facilities and would have the potential to provide new crossings of the railway line and Vernatt's Drain. A large scale development can also provide improved footpath, cycle and public transport links. The roads around this part of Pinchbeck/Spalding are narrow rural lanes and so improvements are likely to be required to accommodate the traffic that will be generated by development of the site.</p> <p>Buses run through Pinchbeck and Spalding into Boston and Spalding town centres throughout the day but the nearest stop is outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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. 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 Wardentree Lane (4.7km) are within the ideal 7km drive of the site. However it is outside the ideal 1km walk. This could have a negative impact, potentially excluding access for some residents to local</p>

	<p>employment, especially given that the site is relatively isolated. There are also no footpaths from the site and cyclists would have to share the existing road network which may deter residents from using these sustainable modes of travel.</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>
<b>5. Education</b>	<p style="text-align: center;">x</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. However, all primary and secondary schools and post 18 education providers are outside the ideal walking distance.</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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Blue Gowt Drain runs along the site's northern boundary and so development may have an effect on habitats and BAP species and consequently biodiversity. It may be necessary to create some form of buffer between residential development and the Drain in order to minimize any potential 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and</b>	<p style="text-align: center;">x</p>

<b>Townscape</b>	<p>The site is detached from defined settlement limits and has a poor relationship with the existing built up area. Its development would create a large incongruous group of dwellings in the countryside which would have an adverse impact on 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>
<b>9. Air, Soil and Water Resources</b>	<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/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. 7.48ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 7.48ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 'danger for most' and 'danger for some' in terms of flood hazard. Flood depths vary across the site between 0.25-0.5m to 1-2m, but the majority of the site has depths of 0.25m – 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 identified for Spalding 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 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>
<b>12. Climate Change</b>	<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 therefore 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 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>



	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.
<b>13. Economy and Employment</b>	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Spalding will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing 493 people within the ideal 7km drive of local employment.
	Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).
	The increased population (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.

<b>PIN061: Highfield Nursery, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.85ha Potential no of dwellings: 17
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period.
	The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Spalding and SE Lincolnshire it will have a positive impact on this objective.
	However, housing sites detached from development limits would, in general, be contrary to the principles of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/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. The nearest playing field (off Rotten Row) and open space (off Kelly Close) are approx. 690m and 950m from the site respectively. However, the closest health centre (The Surgery in Pinchbeck) and Pinchbeck Village Hall are both outside the ideal walking distances.
	It is anticipated that the increase in population – approximately 37 people (2.2 occupants in each of the 17 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,

	<p>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>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 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>
<b>3. Transport</b>	<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 2.5km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is outside the ideal 1km walk from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site.</p> <p>The potential for additional traffic to be generated by this site, and cumulatively with other site's nearby, 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 will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>Buses run through Pinchbeck and Spalding into Boston and Spalding town centres throughout the day but the nearest stop is outside the ideal 400m walking distance.</p>
<b>4. Socially Inclusive</b>	<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</p>

<p><b>Communities</b></p>	<p>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, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion. The site should be developed in conjunction with other sites that have been put forward to the north of the Vernatts Drain in order to facilitate the development of the Spalding Western Relief Road as well as to help provide improved footpath, cycle and public transport links. In addition, in conjunction with Pin024, a development of this scale will provide its own services and facilities.</p> <p>As discussed in Objective 13 the nearest employment opportunities at Wardentree Lane (1.9km) are within the ideal 7km drive of the site. However it is outside the ideal 1km walk. 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 17 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"> <li>• Pinchbeck East Church of England Primary School is around 1.1km from the site</li> <li>• Spalding Grammar School is approx. 4.3km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.8km 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</p>

	<p>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The biodiversity interest in the site itself appears to be limited, although it is within relatively close proximity of a protected site being approx. 790m from the River Glen Corridor LWS. However, the closest public access point for the Corridor is around 1.6km from the site which may 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from the existing built-up area and development in that area is relatively limited. The site's development would therefore create an isolated and incongruous group of dwellings in the countryside. This would 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>
<b>9. Air, Soil and Water Resources</b>	<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>

	The proposal would lead to the permanent loss of approx. 0.85ha of grade 1 agricultural land.
<b>10. Sustainable use of Land and Waste</b>	<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. 0.85ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 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 Holbeach 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 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,</p>

	<p>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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</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. 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 37 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 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 are 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>
<b>13. Economy and Employment</b>	<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 37 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>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>

<b>STJ003: 2-4 St John's Road, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.98ha Potential open space: 0.14ha Development area: 0.84ha Potential no of dwellings: 53
<b>1. Housing</b>	✓
	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 within development limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x
	The nearest open space is located off The Parkway around 880m from the site and St Norbert's Community Hall is around 450m 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 nearest health centre (Pennygate Health Centre) and playing field (Monk's House Playing Field) are both outside the ideal walking distances.  It is anticipated that the increase in population - approximately 117 people (2.2 occupants in each of the 53 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents.  The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England.  Overall Spalding St John'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 0.14ha 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.  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.
<b>3. Transport</b>	✓
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Spalding St John's) showed that 80.2% of households owned at least one car (below the county average of 82%) and 43.9% travelled to work by car/van (just above the Lincolnshire average of 42.1%).

	<p>The site is well within the ideal short 7km driving and 1km walking distance to a big supermarket being around 400m from the Aldi store in Spalding (St Thomas's 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 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 will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stops directly outside the site on St John's Road, making public transport access easy for those living within the site. An intertown bus service runs in Spalding with buses departing every 90 minutes, 6/7 times a day (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Spalding St John's: 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 (19.8% compared to 18%). However, statistics show that crime rate per 1000 is below the county average at 37.4 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, 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. Furthermore, as discussed in Objective 13, the nearest employment opportunities in Spalding Town Centre (380m) 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.</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><b>5. Education</b></p>	<p style="text-align: center;">✓</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"> <li>• St John the Baptist Church of England Primary School is around 490m from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 770m away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 810m 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: right;">✓/x</p> <p>Development of the site is not likely to have an adverse impact on any trees or vegetation. However, the site is within approx. 190m of a protected site (Disused March Line 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>
<b>7. Heritage</b>	<p style="text-align: right;">✓/x</p> <p>Development of the site could have adverse impacts on the Grade II listed St Johns Road Footbridge situated to the east of the site. However, it is likely that any such impacts could be prevented by careful design.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: right;">✓</p> <p>The site is within the development limits of Spalding and is currently a car dealership. It is surrounded by development meaning that 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>
<b>9. Air, Soil and</b>	<p style="text-align: right;">✓</p>

<p><b>Water Resources</b></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 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>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 0.98ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.98ha 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><b>11. Flood Risk</b></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 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,</p>

	<p>it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Spalding for the plan period, and other benefits including generating employment during the construction period 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>
<b>12. Climate Change</b>	<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, given that travel to work use by car is higher than for the rest of the county it is likely that the anticipated increase in 117 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 117 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 (117 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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STJ004: Former PO Sorting Office, The Crescent, Spalding	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.1ha Potential no of dwellings: 12
<b>1. Housing</b>	✓
	<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 within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓
	<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 recreational route along the River Welland is around 300m from the site and the South Holland Centre is approx. 280m away. The closest health centre is Beechfield Medical Centre situated around 650m from the site and the Castle Sports Complex is approx. 840m 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, 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 Spalding area and this will be reviewed with the CCGs and National Health Service England.</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><b>3. Transport</b></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 (Spalding St John's) showed that 80.2% of households owned at least one car (below the county average of 82%) and 43.9% travelled to work by car/van (just above the Lincolnshire average of 42.1%).</p> <p>The site is well within the ideal short 7km driving and 1km walking distance to a big supermarket being around 330m from the Lidl store in Spalding (Winsover Centre). 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 approx. 100m from the site outside the Magistrates Court, within the ideal 400m walking distance. An intertown bus service runs in Spalding with buses departing every 90 minutes, 6/7 times a day (Monday-Saturday). The site is also 440m from Spalding Railway Station.</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Spalding St John's: 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 (19.8% compared to 18%). However, statistics show that crime rate per 1000 is below the county average at 37.4 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, 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. Furthermore, as discussed in Objective 13, the site is within Spalding Town Centre meaning that employment opportunities 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.</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>
<b>5. Education</b>	<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"> <li>• St John the Baptist Church of England Primary School is around 1.2km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 340m away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 300m 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on some trees at the north-west of the site. However, the site is within approx. 230m of a protected site (River Welland 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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>The site is located within the Spalding Conservation Area and is near to listed buildings – most notably the Grade II listed Sessions House) and buildings of local historic interest. Development of the site could therefore adversely affect the character and setting of a range of heritage assets. However, it is likely that adverse impacts could be avoided by careful design and layout.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Spalding and is surrounded by development meaning that redeveloping the site is not likely to have an adverse impact on the character and appearance of the area.</p>

	<p>The former Sorting Office has been disused for some time 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 its surroundings. Such impact will, however, be dependent on implementation and design.</p>
<p><b>9. Air, Soil and Water Resources</b></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 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 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 0.10ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.10ha 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><b>11. Flood Risk</b></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 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 improving health, encouraging sustainable modes of transport, enhancing the range of properties available, not likely having an adverse impact upon the landscape and redevelopment of previously developed land 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>
<b>12. Climate Change</b>	<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, given that 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</p>



	<p>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>
<b>13. Economy and Employment</b>	<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 26 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 (26 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>

<b>STJ005: Hawthorn Bank, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 0.22ha Potential no of dwellings: 7</p>
<b>1. Housing</b>	<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>Housing sites within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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. Open space is located off Amsterdam Gardens around 490m from the site and the closest health centre is Pennygate Health Centre situated around 670m from the site. However, the nearest playing pitches (Monk's House Playing Field) and community centre (St Norbert's Community Hall) are both outside the ideal walking distances.</p>

	<p>It is anticipated that the increase in population - approximately 15 people (2.2 occupants in each of the 7 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 Spalding area and this will be reviewed with the CCGs and National Health Service England.</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><b>3. Transport</b></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 (Spalding St John's) showed that 80.2% of households owned at least one car (below the county average of 82%) and 43.9% travelled to work by car/van (just above the Lincolnshire average of 42.1%).</p> <p>The site is well within the ideal short 7km driving distance to a big supermarket being around 980m from the Aldi store in Spalding (St Thomas' Road). The site is also within the ideal 1km walk of a local shop being around 600m from the Premier store on Pennygate. 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 330m from the site on Pennygate, within the ideal 400m walking distance. An intertown bus service runs in Spalding with buses departing every 90 minutes, 6/7 times a day (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varied picture in relation to the deprivation of Spalding St John's: 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 (19.8% compared to 18%). However, statistics show that crime rate per 1000 is below the county average at 37.4 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, 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. Furthermore, as discussed in Objective 13, the site is around 970m from Spalding Town Centre meaning that employment opportunities 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.</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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 7 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 180m from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 1.3m away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 1.4km 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>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>Development of the site is not likely to have an adverse impact on any trees or vegetation. However, the site is within approx. 350m of a protected site (Disused March Line 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Spalding and is surrounded by residential development. The site itself is located behind frontage development meaning that it will not be particularly visible to the public. Consequently, 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>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 0.22ha of predominantly previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.22ha 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>
<b>11. Flood Risk</b>	✓
	<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 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 Spalding for the plan period, and other benefits including promoting sustainable modes of transport, unlikely to have an adverse impact upon the landscape, redevelopment of previously developed land 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>
<b>12. Climate Change</b>	✓/x
	Many of the area's services, facilities and public transport links are within the ideal walking distances which could help minimise the need

	<p>to travel by car. Furthermore, it is likely that the anticipated increase in 9 people would only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	✓/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 15 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 (15 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>

<b>STM001: Land to the east of Spalding Common, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.53ha Potential no of dwellings: 16
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-</b>	x

<p><b>being</b></p>	<p>Access to the recreational route alongside South Drove Drain is around 110m 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. Spalding Common Community Hall, the nearest playing field (Monk's House Playing Field) and health centre (Pennygate Health Centre) are all outside the ideal walking distances. However, 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 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 (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 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 Spalding 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 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><b>3. Transport</b></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 4.1km 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 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 close proximity (approx. 80m 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 330m from the site adjacent to Stennett Avenue, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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 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 (2.3km 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><b>5. Education</b></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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 3.6km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.9km away</li> </ul>



	<p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 4.4km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on hedgerows – and its potential biodiversity and historic interest - along the northern and southern boundaries. If a hedgerow is deemed to be 'important' its removal may be prohibited - Whether a hedgerow is considered to be 'important' depends on whether it meets the criteria set out in the Hedgerow Regulations 1997. Furthermore, the site is within close proximity of two protected sites – South Drove Drain LWS and Cowbit Wash SSSI (100m and 440m 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. Furthermore, in light of the planning permission for 2,250 dwellings to the west of the B1175 the impact of the site's development on the character and appearance of the area 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>
<b>9. Air, Soil and</b>	<p style="text-align: center;">✓</p>

<p><b>Water Resources</b></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 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 not agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 0.53ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 '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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<p><b>12. Climate Change</b></p>	<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</p>

	<p>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>
<b>13. Economy and Employment</b>	✓/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 35 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 (35 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>

<b>STM002: Land to the east of South Drove, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 0.8ha Potential open space: 0.11ha Development area: 0.69ha  Potential no of dwellings: 24</p>
<b>1. Housing</b>	✓
	<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>

<p><b>2. Health and Well-being</b></p>	<p style="text-align: center;">x</p> <p>Access to the recreational route alongside South Drove Drain is approx. 140m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Spalding Common Community Hall, the nearest playing field (Monk's House Playing Field) and health centre (Pennygate Health Centre) are all outside the ideal walking distances. However, 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 53 people (2.2 occupants in each of the 24 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 0.11ha 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. 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><b>3. Transport</b></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 4.1km 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 traffic generated by this site on its own is not significant, but any traffic impact may be exacerbated by the potential</p>

	<p>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 close proximity (approx. 130m 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 370m from the site adjacent to Stennett Avenue, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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 and facilities are outside the ideal walking distances which may have an adverse impact on social inclusion. As discussed in Objective 13 the nearest employment site is Cradge Bank Industrial Estate (2.3km 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 24 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"> <li>• St John the Baptist Church of England Primary School is around 3.7km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 4km away</li> </ul>

	<p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 4.4km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on a hedgerow – and its potential biodiversity and historic interest - along the southern boundary. If a hedgerow is deemed to be 'important' its removal may be prohibited - Whether a hedgerow is considered to be 'important' depends on whether it meets the criteria set out in the Hedgerow Regulations 1997. Furthermore, the site is within close proximity of two protected sites – South Drove Drain LWS and Cowbit Wash SSSI (110m and 420m 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. Furthermore, in light of the planning permission for 2,250 dwellings to the west of the B1175 the impact of the site's development on the character and appearance of the area 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>
<b>9. Air, Soil and</b>	<p style="text-align: center;">✓</p>

<p><b>Water Resources</b></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 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 0.8ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.8ha 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><b>11. Flood Risk</b></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 ‘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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<p><b>12. Climate Change</b></p>	<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</p>

	<p>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.</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>
<b>13. Economy and Employment</b>	✓/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 53 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 (53 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>
<b>STM005: Land to the west of Spalding Drove, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 11.97ha Potential open space: 1.68ha Development area: 10.29ha  Potential no of dwellings: 359</p>
<b>1. Housing</b>	✓
	<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 adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>Access to the recreational route along the Coronation Channel is around 590m away, although if a new access were to be incorporated along the northern boundary this would bring it within 120m. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Spalding Common Community Hall, the closest playing field (Monk's House Playing Field) and health centre (Beechfield Medical Centre) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 790 people (2.2 occupants in each of the 359 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 1.68ha 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 opposite an allocated employment site (Clay Lake Industrial Estate) which may have an impact on the amenities that would be enjoyed by the residents of new dwellings. However, development of this scale offers opportunities to mitigate such impacts effectively.</p>
<b>3. Transport</b>	<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 1.7km from the Aldi store in Spalding (St Thomas's Road). However, the site is just outside the ideal 1km walk of a local shop (Jentone Stores on London Road). Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' 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 will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stops 840m from the site adjacent Churchill Drive, outside the ideal 400m walking distance. An intertown bus service runs in Spalding with buses departing every 90 minutes, 6/7 times a day (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></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. 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. However, as discussed in Objective 13, the nearest employment site is Clay Lake Industrial Estate (580m away) and is therefore 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 359 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 72 primary pupils and 68 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Spalding Parish Church of England Day School is around 1.4km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 1.5km away</li> </ul>

	<p>The site is also 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The northern boundary of the site is adjacent to the Coronation Channel - a protected Local Wildlife Site - and so development may have an effect on habitats and BAP species and consequently biodiversity. It would be necessary to create a buffer between residential development and the river in order to minimize the likely adverse effects.</p> <p>Development may also have an adverse impact on a number of 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.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<p style="text-align: center;">x</p> <p>Built heritage assets (including Historic Parks and Gardens) – Although there is some development within the site it presents a natural setting to the waterway as viewed from the Spalding Conservation Area. The site contributes to the wider setting of the Conservation Area. The opposite bank is characterised by housing estate development. When viewed from the bridge, the impact is lessened due to the trees along the water's edge. However, as experienced from the waterway, this has fundamentally changed the character of the waterway on that bankside. There is a wildness about the Coronation Channel frontage of this site that contributes to the wider setting of the conservation area. Development of the site would therefore be likely to have a negative effect.</p> <p>Potential mitigation - naturalistic planting along the Coronation Channel frontage to complement the existing trees. Development set back into the site. A design brief that emphasises a landscape driven approach to layout;</p> <p>Potential enhancement – none.</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>
<b>8. Landscape and</b>	<p style="text-align: center;">x</p>

<p><b>Townscape</b></p>	<p>The site is adjacent to the development limits of Spalding. It would extend development to the south of the Coronation Channel which is perceived as the natural end to residential development. The landscape and visual sensitivity of the site would increase from the south and the east. Mitigation such as structural landscaping would be necessary to help integrate the site with the local environment.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p><b>9. Air, Soil and Water Resources</b></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>Sewers cross the site and a pumping station is located in close proximity - these must remain accessible at all times. The design of the site should take this into consideration.</p> <p>South Holland District Council's contaminated land register indicates that there is some unknown filled land on the site meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance and protect soil resources.</p> <p>The proposal would lead to the permanent loss of approx. 11.97ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 11.97ha of greenfield land.</p>

	This site is not within a Mineral Safeguarding Area.
<b>11. Flood Risk</b>	✓/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 in Flood Zone 3a and the majority is identified within the SFRA as 'danger for most' in terms of flood hazard. Flood depths vary across the site from 0-0.25m to 1.0-2.0m, but the greatest part of the site is 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 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>
<b>12. Climate Change</b>	✓/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 (790 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>
<b>13. Economy and Employment</b>	✓/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 790 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 (790 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>

<b>STM006: Land to the east of Spalding Common, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 1.41ha Potential open space: 0.2ha Development area: 1.21ha  Potential no of dwellings: 42</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-</b>	✓/x

<p><b>being</b></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 the River Welland Green Corridor and Spalding Common Community Hall are approx. 520m and 580m 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 92 people (2.2 occupants in each of the 42 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 0.2ha 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><b>3. Transport</b></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 3.5km from the Aldi store in Spalding (St Thomas's Road). However, the site is outside the ideal 1km walking distance from a local shop 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</p>

	<p>hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys.</p> <p>The site is in close proximity (approx. 290m 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 430m from the site adjacent to Stennett Avenue, outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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 (1.5km 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><b>5. Education</b></p>	<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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 3km from the site</li> </ul>



	<ul style="list-style-type: none"> <li>Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.3km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.7km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">√/x</p> <p>Development of the site may have an adverse impact on mature trees along the northern 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. Furthermore, the site is within close proximity of two protected sites – River Welland LWS and Cowbit Wash SSSI (180m and 730m 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 impact of the site's development on the character and appearance of the area 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>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<b>Water Resources</b>	<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. 1.41ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.41ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 the majority of it is identified within the SFRA as 'danger for most' in terms of flood hazard. Flood depths vary across the site but the majority is 1.0-2.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>In this instance, it appears that there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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</p>

	<p>here than for the rest of the county. Nonetheless, the anticipated increase in population (92 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>
<b>13. Economy and Employment</b>	<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 92 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 (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>

<b>STM007: Land to the east of Spalding Common, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 0.66ha Potential open space: 0.09ha Development area: 0.57ha  Potential no of dwellings: 20</p>
<b>1. Housing</b>	<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>
<p><b>2. Health and Well-being</b></p>	<p style="text-align: center;">x</p> <p>Access to the recreational route alongside South Drove Drain is around 130m 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. Spalding Common Community Hall, the nearest playing field (Monk's House Playing Field) and health centre (Pennygate Health Centre) are all 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 44 people (2.2 occupants in each of the 20 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 0.09ha 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><b>3. Transport</b></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 4km from the Aldi store in Spalding (St Thomas's Road). However, the site is outside the ideal 1km walking distance from a local shop 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.</p>

	<p>However, bicycles would have to share the existing highway network with motorists which may discourage cycle use.</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 close proximity (approx. 30m 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 260m from the site adjacent to Stennett Avenue, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/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 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 (2.2km 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><b>5. Education</b></p>	<p style="text-align: right;">✓/x</p>

	<p>The development would be likely to accommodate 20 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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 3.5km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.8km away</li> </ul> <p>The site is also 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 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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on hedgerows – and its potential biodiversity and historic interest - along the northern and southern boundaries. If a hedgerow is deemed to be 'important' its removal may be prohibited - Whether a hedgerow is considered to be 'important' depends on whether it meets the criteria set out in the Hedgerow Regulations 1997. Furthermore, the site is within close proximity of two protected sites – South Drove Drain LWS and Cowbit Wash SSSI (120m and 450m 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><b>7. Heritage</b></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>
<p><b>8. Landscape and Townscape</b></p>	<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</p>

	<p>development further to the north. Furthermore, in light of the planning permission for 2,250 dwellings to the west of the B1175 the impact of the site's development on the character and appearance of the area 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>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>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.66ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 '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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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.</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>
<b>13. Economy and Employment</b>	<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 44 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 (44 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>



<b>STM008: Land to the east of Spalding Common, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.12ha Potential no of dwellings: 4
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/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. 250m and 140m 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 9 people (2.2 occupants in each of the 4 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 Spalding area and this will be reviewed with the CCGs and National Health Service England.</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 means that there are limited opportunities to mitigate such impacts effectively.</p>
<b>3. Transport</b>	✓/x
	<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 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 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 close proximity (approx. 490m 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 150m from the site adjacent to Spalding Common Community Hall, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/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 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 (1.3km 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>

	No infrastructure will be lost on site as a consequence of this proposal.
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 4 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 2.6km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 2.8km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.3km away at the Red Lion Quarter.</p> <p>Spalding currently has a lack of capacity at primary and secondary level. If additional school places are needed to meet the needs of students living in the development, given the size of the site, it is expected that this would be delivered by the LEA, who 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, 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on mature trees 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. Furthermore, the site is in close proximity to a protected site – River Welland LWS (190m 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">✓</p>

<p><b>Water Resources</b></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 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 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>
<p><b>10. Sustainable use of Land and Waste</b></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. 0.12ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 combination of 'danger for most', 'danger for some' and 'low hazard' in terms of flood hazard. Flood depths vary across the site with an almost equal proportion of 0-0.25m, 0.25-0.5m and 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</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 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>
<b>12. Climate Change</b>	✓/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.</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>
<b>13. Economy and</b>	✓/x

<b>Employment</b>	<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 9 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 (9 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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STM009: Land to the north of Burr Lane, Spalding	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.91ha Potential open space: 0.13ha Development area: 0.78ha            Potential no of dwellings: 27</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>Access to the recreational route along the River Welland is approx. 840m 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. Spalding Common Community Hall, the closest playing field (Monk's House Playing Field) and health centre (Beechfield Medical Centre) are all outside the ideal walking distances.</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 (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 0.13ha 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> <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>
<b>3. Transport</b>	<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 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 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 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 1.3km from the site near Hawthorne Bank, outside the ideal 400m walking distance. Bus services currently operate hourly into Spalding Town Centre and to Peterborough (via Cowbit and Crowland).</p>
<b>4. Socially Inclusive Communities</b>	<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</p>

	<p>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 employment site is Clay Lake 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><b>5. Education</b></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 primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 2.1km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 2.3km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.8km away at the Red Lion Quarter.</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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site – New River LWS (340m approx.) - and so development may have an effect on habitats and BAP species and consequently biodiversity. There are some trees and shrubs within the site and part of the site appears to have been left in a semi-natural state. Consequently, the land 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</p>



	<p>their sustainability.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from the development limits of Spalding with open views to the south-east. Development of the site would have an adverse impact on the character and appearance of the area as it would extend development further east away from the current 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.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>South Holland District Council's contaminated land register indicates that there is some unknown filled land on the site meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance</p>

	<p>and protect soil resources.</p> <p>The proposal would lead to the permanent loss of approx. 0.91ha of grade 2 agricultural/horticultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></p>	<p style="text-align: center;"><b>x</b></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>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;"><b>✓/x</b></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. Flood depths vary across the site from 0.25-0.5m to 1.0m-2.0m, but the majority is ‘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 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>
<b>12. Climate Change</b>	<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 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 (59 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>
<b>13. Economy and Employment</b>	<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 59 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 (59 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>

<b>STM011: Land to the east of Spalding Common, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 9.76ha Potential open space: 1.4ha Development area: 8.36ha  Potential no of dwellings: 293</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>Access to the recreational route along the River Welland Green Corridor is around 250m 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. Spalding Common Community Hall, the nearest playing field (Monk's House Playing Field) and health centre (Pennygate Health Centre) are all 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 645 people (2.2 occupants in each of the 293 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 1.4ha 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</p>

	impacts effectively.
<b>3. Transport</b>	x
	<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 3.7km 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. 170m 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 630m from the site adjacent to Stennett Avenue, outside the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	✓/x
	<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>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 site is Cradge Bank Industrial Estate (1.8km away) and is well within the ideal 7km</p>

	<p>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>
<b>5. Education</b>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 293 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 59 primary pupils and 56 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 3.3km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 3.5km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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 is not likely to have an adverse impact on any trees or vegetation within the site. However, Fantail Mill Drain runs along the south-western facing boundary and the site is also within close proximity of two protected sites – River Welland LWS and Cowbit Wash SSSI (190m and 490m 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>
<b>7. Heritage</b>	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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is detached from the development limits of Spalding and its development would adversely alter the character and appearance of the area. However, 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> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>Sewers cross the site and a pumping station is also located at the north west of the site. These must remain accessible and so the design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 9.76ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 9.76ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;"><b>x</b></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 '1.0 – 2.0m' for the majority of the site and 0.5-1m for the remainder. 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;"><b>✓/x</b></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 (645 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>
<b>13. Economy and Employment</b>	<p style="text-align: center;"><b>✓/x</b></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 645 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 (645 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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**STM015: Land between Cowbit Road and Spalding Drive, Spalding**

<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 5.79ha Potential open space: 0.81ha Development area: 4.98ha  Potential no of dwellings: 174</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>Access to the recreational route along the Coronation Channel is around 620m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Spalding Common Community Hall, the closest playing field (Monk's House Playing Field) and health centre (Beechfield Medical Centre) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 383 people (2.2 occupants in each of the 174 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 0.81ha 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>
<p><b>3. Transport</b></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 1.5km from the Aldi store in Spalding (St Thomas's Road). Furthermore, the site is also within the ideal 1km walk of a local shop being approx. 870m from Jentone Stores on London Road. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' 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 will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stop's are around 880m from the site near Briton Court on London Road, outside the ideal 400m walking distance. An intertown bus service runs in Spalding with buses departing every 90 minutes, 6/7 times a day (Monday-Saturday). Bus services also operate hourly to Peterborough (via Cowbit and Crowland) and 5 times a day to Market Deeping.</p>
<p><b>4. Socially Inclusive Communities</b></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. 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 (1.1km away) and is therefore within the ideal 7km drive of the site. This would have a positive impact, providing good access for residents to local employment. However, it is just outside the ideal 1km walk.</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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 174 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 35 primary pupils and 33 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 1.9km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 1.3km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 1.8km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site – Coronation Channel LWS (260m approx.) - 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 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. However, the linear nature of the site does not lend itself particularly well to incorporating green infrastructure. Developing this site in combination with other surrounding sites would be better suited to providing this.</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.
<b>7. Heritage</b>	<p style="text-align: center;">?</p> <p>Built heritage assets (including Historic Parks and Gardens) - The frontage of the site is within the Spalding Conservation Area. There are views behind number 48 Cowbit Road where the open countryside beyond is visible and forms part of the wider setting of the Conservation Area. To access the site would require the alteration of an existing access at the side of a well presented early 19<sup>th</sup> century traditional building. This building marks the end of the Conservation Area on this frontage. The development of this site will impact on the wider setting of the Conservation Area and its character at its Cowbit Road entrance. It will impact on the setting of number 48 as a good quality traditional building at the entrance to the conservation area. However, it is considered that there is insufficient information on which to determine the effect. Potential mitigation – none; Potential enhancement – not applicable.</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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>Although the site is adjacent to the development limits of Spalding it would not relate particularly well to the current built form of the area. Consequently, development of the site would have an adverse impact on the character and appearance of the area. However, if brought forward in conjunction with the sites to the north (and potentially the south) it would act as a more natural extension to the current built area.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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</p>

	<p>new housing has an appropriate water supply.</p> <p>Sewers cross the site and these must remain accessible at all times. The design of the site should take this into consideration.</p> <p>The proposal would lead to the permanent loss of approx. 5.79ha of grade 2 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 5.79ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 '1.0 – 2.0m' for the majority of the site and 0.5-1m for the remainder. 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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 (383 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>

	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.
<b>13. Economy and Employment</b>	✓/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 383 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 (383 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>

<b>STM016: Land between Cowbit Road and Spalding Drove, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 26.29ha Potential open space: 3.68ha Development area: 22.61ha Potential no of dwellings: 789
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>Access to the recreational route along the River Welland is around 840m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Spalding Common Community Hall, the closest playing field (Monk's House Playing Field) and health centre (Beechfield Medical Centre) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 1,736 people (2.2 occupants in each of the 789 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 3.68ha 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 south-eastern boundary of the site borders a scrapyard which may have an impact on the amenities that would be enjoyed by new dwellings. However, development of this scale offers opportunities to mitigate such impacts effectively.</p>
<p><b>3. Transport</b></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 1.8km 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 will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stops 1km from the site near Hawthorne Bank, outside the ideal 400m walking distance. Bus services currently operate hourly into Spalding Town Centre and to Peterborough (via Cowbit and Crowland).</p>
<p><b>4. Socially Inclusive Communities</b></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. 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 impact on social inclusion. However, as discussed in Objective 13, the nearest employment site is Cradge Bank Industrial Estate (890m away) and is therefore 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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 789 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 158 primary pupils and 150 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 1.7km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 1.8km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 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>
<b>6. Biodiversity, Geodiversity and Green</b>	<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>



<b>Infrastructure</b>	<p>The site is in close proximity to a protected site – Coronation Channel LWS (430m approx.) - and so development may have an effect on habitats and BAP species and consequently biodiversity. Development could also have an adverse impact on some trees along the north-western boundary 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 through green infrastructure, for example.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>Although the site is adjacent to the development limits of Spalding its development would greatly increase the perceived built up area of the town. Consequently, development of the site would have an adverse impact on the character and appearance of the area. However, if brought forward in conjunction with the sites to the north (and potentially the south) it would act as a more natural extension to the current 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>
<b>9. Air, Soil and Water Resources</b>	<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</p>

	<p>new housing has an appropriate water supply.</p> <p>Water mains and sewers cross the site and a pumping station is located in close proximity - these 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 contains a former railway meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance and protect soil resources.</p> <p>The proposal would lead to the permanent loss of approx. 26.29ha of Grade 2 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<b>x</b>
	<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. 26.29ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<b>x</b>
	<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 it is identified within the SFRA as 'danger for most', with some even being 'danger for all' in terms of flood hazard. The vast majority of the site has a flood depth of '1.0 – 2.0m', with a very small part being 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<b>✓/x</b>
	<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 (1,736 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</p>

	<p>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>
<b>13. Economy and Employment</b>	✓/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 1,736 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 (1,736 people) will generate considerable additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network and at junctions (particularly along the A16) do not worsen and are detrimental to the economy.</p>

STM017: Land to the west of Spalding Drive, Spalding	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 8.66ha Potential open space: 1.21ha Development area: 7.45ha  Potential no of dwellings: 260</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>Access to the recreational route along the Coronation Channel is around 340m away, although if a new access were to be incorporated along the northern boundary this would bring it within 100m. 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</p>

	<p>development for such facilities. The South Holland Centre, the closest sports facilities (Castle Sports Complex) and health centre (Beechfield Medical Centre) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 572 people (2.2 occupants in each of the 260 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 1.21ha 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 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 opposite an allocated employment site (Clay Lake Industrial Estate) which may have an impact on the amenities that would be enjoyed by the residents of new dwellings. However, development of this scale offers opportunities to mitigate such impacts effectively.</p>
<p><b>3. Transport</b></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 2.7km from the Aldi store in Spalding (St Thomas's Road). However, the site is just outside the ideal 1km walk of a local shop being 1.1km from the Tesco Express on Matmore Gate. Moreover, 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 will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stops 960m from the site on Clay Lake, outside the ideal 400m walking distance. An intertown bus service runs in Spalding with buses departing every 90 minutes, 6/7 times a day (Monday-Saturday).</p>

<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/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>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. However, as discussed in Objective 13, the nearest employment site is Clay Lake Industrial Estate (170m away) and is therefore 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><b>5. Education</b></p>	<p style="text-align: right;">✓</p> <p>The development would be likely to accommodate 260 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 52 primary pupils and 49 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Spalding Parish Church of England Day School is around 910m from the site</li> <li>• Spalding High School (with 6<sup>th</sup> Form) is approx. 1.2km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 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>

	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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The northern boundary of the site is adjacent to the Coronation Channel - a protected Local Wildlife Site - and so development may have an effect on habitats and BAP species and consequently biodiversity. It would be necessary to create a buffer between residential development and the river in order to minimize the likely adverse effects.</p> <p>There may be some opportunities, through good design, to mitigate the potential negative impacts on biodiversity, and make some local improvements, through using a mix of species and provenance in the landscaping and/or green infrastructure.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from the development limits of Spalding and it would extend development to the south of the Coronation Channel which is perceived as the natural end to residential development. The landscape and visual sensitivity of the site would increase from the south and the east. Mitigation such as structural landscaping would be necessary to help integrate the site with the local environment.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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</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>South Holland District Council's contaminated land register indicates that there is some unknown filled land on the site meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance and protect soil resources.</p> <p>The proposal would lead to the permanent loss of approx. 8.66ha of Grade 2 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<b>x</b>
	<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. 8.66ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<b>x</b>
	<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 it is identified within the SFRA as 'danger for most', with some even being 'danger for all' in terms of flood hazard. The vast majority of the site has a flood depth of '1.0 – 2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>In this instance, it appears that there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<b>✓/x</b>
	<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 (572 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>
<b>13. Economy and Employment</b>	✓/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 572 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 (572 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>

<b>STM018: Land between Cowbit Road and Spalding Drove, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 37.6ha Potential open space: 5.3ha Development area: 32.3ha  Potential no of dwellings: 1,128</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>Access to the recreational route along the River Welland is around 520m away. However, the majority of facilities and services that</p>



	<p>would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Spalding Common Community Hall, the closest playing field (Monk's House Playing Field) and health centre (Beechfield Medical Centre) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 2,482 people (2.2 occupants in each of the 1128 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 5.3ha 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><b>3. Transport</b></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 2.1km 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 will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stops 1.2km from the site near Hawthorne Bank, outside the ideal 400m walking distance. Bus services currently operate hourly into Spalding Town Centre and to Peterborough (via Cowbit and Crowland).</p>

<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/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>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. However, as discussed in Objective 13, the nearest employment site is Clay Lake Industrial Estate (750m away) and is therefore 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><b>5. Education</b></p>	<p style="text-align: right;">✓</p> <p>The development would be likely to accommodate 1128 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 226 primary pupils and 214 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 1.8km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 1.9km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.4km away at the Red Lion Quarter.</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>

	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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>The site is in close proximity to a protected site – New River LWS (530m approx.) - and so development may have an effect on habitats and BAP species and consequently biodiversity. Development may have an adverse impact on some trees on the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation through green infrastructure, for example.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from the development limits of Spalding and its development would not relate particularly well to the existing built up area of the town. Furthermore, it would create a large incongruous group of dwellings and would greatly increase the perceived extent of the built up area of Spalding. Consequently, development of the site would have an adverse impact on the character and appearance of the area. However, if brought forward in conjunction with the sites to the north (up to the Coronation Channel) it would act as an extension to the current 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>
<b>9. Air, Soil and Water Resources</b>	<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>South Holland District Council's contaminated land register indicates that the site contains a former railway meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance and protect soil resources.</p> <p>The proposal would lead to the permanent loss of approx. 37.6ha of grade 2 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<p style="text-align: center;"><b>x</b></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. 37.6ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;"><b>x</b></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 of the site is identified within the SFRA as 'danger for most' and 'danger for all'. The vast majority of the site has a flood depth of '1.0 – 2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>In this instance, it appears that there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;"><b>✓/x</b></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 (2,482 people) that development of this site is</p>

	<p>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>
<b>13. Economy and Employment</b>	✓/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 2,482 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 (2,482 people) will generate considerable additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network and at junctions (particularly along the A16) do not worsen and are detrimental to the economy.</p>

<b>STM019: Land to the north of Burr Lane, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 2.17ha Potential open space: 0.30ha Development area: 1.87ha  Potential no of dwellings: 65</p>
<b>1. Housing</b>	✓
	<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>

<p><b>2. Health and Well-being</b></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. Access to the recreational route along the River Welland, Spalding Common Community Hall and the closest playing field (Monk’s House Playing Field) and health centre (Beechfield Medical Centre) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 143 people (2.2 occupants in each of the 65 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 0.30ha 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><b>3. Transport</b></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 2.8km 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 will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>

	<p>The nearest bus stops 1.6km from the site near Hawthorne Bank, outside the ideal 400m walking distance. Bus services currently operate hourly into Spalding Town Centre and to Peterborough (via Cowbit and Crowland).</p>
<p><b>4. Socially Inclusive Communities</b></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>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 employment site is Clay Lake Industrial Estate (1.2km away) and is well within the ideal 7km drive of the site. However, it is just 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 65 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"> <li>• Spalding Parish Church of England Day School is around 2.3km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 2.6km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.1km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site – New River LWS (490m approx.) - and so development may have an effect on habitats and BAP species and consequently biodiversity. Furthermore, there are some trees along the eastern boundary and within the site as well as some shrubs/vegetation. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from the development limits of Spalding. Development of the site would create a large incongruous group of dwellings in the countryside, altering 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>
<b>9. Air, Soil and Water Resources</b>	<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 Spalding 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 site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<p style="text-align: center;"><b>x</b></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. 2.17ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;"><b>x</b></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 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;"><b>✓/x</b></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 (143 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>
<b>13. Economy and Employment</b>	✓/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 143 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 (143 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>

<b>STM021: Land to the north of Burr Lane, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 1.75ha Potential open space: 0.25ha Development area: 1.50ha  Potential no of dwellings: 52</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	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. Access to the recreational route along the River Welland, Spalding Common Community Hall, and the closest playing field (Monk's House Playing Field) and health centre (Beechfield Medical Centre) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 114 people (2.2 occupants in each of the 52 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 (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 0.25ha 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>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><b>3. Transport</b></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 2.8km 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 will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stops 1.6km from the site near Hawthorne Bank, outside the ideal 400m walking distance. Bus services currently operate hourly into Spalding Town Centre and to Peterborough (via Cowbit and Crowland).</p>
<p><b>4. Socially Inclusive Communities</b></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>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. However, as discussed in Objective 13, the nearest employment site is Clay Lake Industrial Estate (950m away) and is therefore 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>
<b>5. Education</b>	<p style="text-align: center;">✓</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"> <li>• Spalding Parish Church of England Day School is around 2.1km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 2.6km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.1km 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>
<b>6. Biodiversity, Geodiversity</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site – New River LWS (660m approx.) - and so development may have an effect on habitats</p>

<b>and Green Infrastructure</b>	<p>and BAP species and consequently biodiversity. However, development is not likely to have an adverse impact on any trees or vegetation within the site.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from the development limits of Spalding and there are relatively open views to the north and south. Development of the site would create a large incongruous group of dwellings in the countryside, altering 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>South Holland District Council's contaminated land register indicates that there is some unknown filled land on the site meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance and protect soil resources.</p>

	The site is not agricultural land.
<b>10. Sustainable use of Land and Waste</b>	<b>x</b>
	<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. 1.75ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<b>x</b>
	<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. Flood depths range from 0.5m-2.0m across the site. 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<b>✓/x</b>
	<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 (114 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>

	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.
<b>13. Economy and Employment</b>	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Spalding will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing 114 people within the ideal 7km drive and 1km walk of local employment.
	Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).
	The increased population (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 and at junctions (particularly along the A16) do not worsen and are detrimental to the economy.

<b>STM023: Land to the north of Burr Lane, Spalding</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.29ha Potential no of dwellings: 9
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute towards the 5,510 dwellings proposed for Spalding over the plan period.
	The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Spalding and SE Lincolnshire it will have a positive impact on this objective.
	However, housing sites detached from development limits would, in general, be contrary to the principles of the settlement hierarchy.
<b>2. Health and Well-being</b>	x
	Access to the recreational route along the River Welland is approx. 770m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Spalding Common Community Hall and the closest playing field (Monk's House Playing Field) and health centre (Beechfield Medical Centre) are all outside the ideal walking distances.
	It is anticipated that the increase in population - approximately 20 people (2.2 occupants in each of the 9 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>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>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>
<b>3. Transport</b>	<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 2.4km from the Aldi store in Spalding (St Thomas's Road). However, the site is outside the ideal 1km walking distance from a local shop 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 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 1.2km from the site near Hawthorne Bank, outside the ideal 400m walking distance. Bus services currently operate hourly into Spalding Town Centre and to Peterborough (via Cowbit and Crowland).</p>
<b>4. Socially Inclusive Communities</b>	<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</p>



	<p>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 employment site is Cradge Bank Industrial Estate (1.3km 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 9 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"> <li>• St John the Baptist Church of England Primary School is around 2.1km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 2.2km away</li> </ul> <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>Spalding currently has a lack of capacity at primary and secondary level. If additional school places are needed to meet the needs of students living in the development, given the size of the site, it is expected that this would be delivered by the LEA, who 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, 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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site – New River LWS (270m approx.) - and so development may have an effect on habitats and BAP species and consequently biodiversity. The site appears to have been left in a semi-natural state and so the land 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>

	There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
<b>7. Heritage</b>	0 No significant historic or culturally-significant features are likely to be affected by development of the site.
<b>8. Landscape and Townscape</b>	✓ Although the site is detached from the development limits of Spalding, there is residential development to the west and glasshouses to the east. Consequently, development of the site is likely to have little impact on the character and appearance of the area. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	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 potentially increase traffic impact in the Spalding area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. The proposal would lead to the permanent loss of approx. 0.29ha of grade 2 agricultural/horticultural land.
<b>10. Sustainable use of Land and Waste</b>	x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in household waste production. The proposal would lead to the permanent loss of approx. 0.29ha of greenfield land. This site is not within a Mineral Safeguarding Area.

<b>11. Flood Risk</b>	<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 is identified within the SFRA as a combination of ‘danger for some’ and ‘danger for most’ in terms of flood hazard. The majority of the site has flood depths between 0.25m – 0.5m, with a small part being 0.5m -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 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>
<b>12. Climate Change</b>	<p style="text-align: right;">✓/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. 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.</p> <p>New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases,</p>

	<p>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>
<b>13. Economy and Employment</b>	<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 20 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 (20 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>

<b>STM025: Land to the north of Burr Lane, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 0.26ha Potential no of dwellings: 8</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>Access to the recreational route along the River Welland is approx. 990m 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. Spalding Common Community Hall and the closest playing field (Monk's House Playing Field) and health centre (Beechfield Medical Centre) are all outside the ideal walking distances.</p>

	<p>It is anticipated that the increase in population - approximately 18 people (2.2 occupants in each of the 8 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 Spalding area and this will be reviewed with the CCGs and National Health Service England.</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><b>3. Transport</b></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 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 2.6km 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 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 1.4km from the site near Hawthorne Bank, outside the ideal 400m walking distance. Bus services currently operate hourly into Spalding Town Centre and to Peterborough (via Cowbit and Crowland).</p>
<p><b>4. Socially Inclusive Communities</b></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>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 employment site is Clay Lake Industrial Estate (1.1km away) and is well within the ideal 7km drive of the site. However, it is just 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 8 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"> <li>• Spalding Parish Church of England Day School is around 2.2km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 2.4km away</li> </ul> <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>Spalding currently has a lack of capacity at primary and secondary level. If additional school places are needed to meet the needs of students living in the development, given the size of the site, it is expected that this would be delivered by the LEA, who 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, 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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site – New River LWS (480m approx.) - and so development may have an effect on habitats and BAP species and consequently biodiversity. Furthermore, there are some trees 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</p>

	<p>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>Although the site is detached from the development limits of Spalding there are residential properties to the east and west. Consequently, development of the site is likely to have little 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>South Holland District Council's contaminated land register indicates that there is some unknown filled land on the site meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance and protect soil resources.</p> <p>The site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.26ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;"><b>x</b></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 0.5-2.0m across the majority of the site, with a minor part being '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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;"><b>✓/x</b></p> <p>Many 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. 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.</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>
<b>13. Economy and Employment</b>	<p style="text-align: center;"><b>✓/x</b></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 18 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 (18 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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<b>STM027: Land to the west of Fen End Lane, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 0.24ha Potential no of dwellings: 7</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>Access to the recreational route along the River Welland is approx. 1km away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Spalding Common Community Hall and the closest playing field (Monk's House Playing Field) and health centre (Beechfield Medical Centre) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 15 people (2.2 occupants in each of the 7 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 Spalding area and this will be reviewed with the CCGs and National Health Service England.</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 B1173 which may have an adverse impact on the amenities that would be enjoyed by new dwellings on the site.</p>
<b>3. Transport</b>	<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 2.7km 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 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 1.4km from the site near Hawthorne Bank, outside the ideal 400m walking distance. Bus services currently operate hourly into Spalding Town Centre and to Peterborough (via Cowbit and Crowland).</p>
<p><b>4. Socially Inclusive Communities</b></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>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 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</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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 7 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School is around 2.4km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) is approx. 2.4km away</li> </ul> <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>Spalding currently has a lack of capacity at primary and secondary level. If additional school places are needed to meet the needs of students living in the development, given the size of the site, it is expected that this would be delivered by the LEA, who 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, 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to two protected sites – New River LWS and Cowbit Wash SSSI (120m and 740m approx.) - and so development may have an effect on habitats and BAP species and consequently biodiversity. Development of the site may also have an adverse affect on some trees and shrubs 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> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>Although the site is detached from the development limits of Spalding, the site is behind residential development that faces onto Fen End Lane and is adjacent Cowbit Road (B1173) which is much higher than the level of the site. Consequently, development of the site is likely to have little impact on 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.
<b>9. Air, Soil and Water Resources</b>	<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 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 not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.24ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 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</p>

	<p>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>
<b>12. Climate Change</b>	<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. 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.</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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 15 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 (15 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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STM029: Land to the north of Burr Lane, Spalding	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.92ha Potential open space: 0.13ha Development area: 0.79ha            Potential no of dwellings: 28</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>Access to the recreational route along the River Welland is approx. 790m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Spalding Common Community Hall and the closest playing field (Monk's House Playing Field) and health centre (Beechfield Medical Centre) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 62 people (2.2 occupants in each of the 28 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/recreational facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England.</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 0.13ha 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> <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>
<b>3. Transport</b>	<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 2.4km from the Aldi store in Spalding (St Thomas's 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 outside the ideal 1km walking distance from a local shop and/or supermarket. Furthermore there are no footways along Burr Lane and there are poor pedestrian and cycling links to the rest of Spalding from the site. Bicycles would have to share the existing highway network with motorists which may discourage cycle use.</p> <p>The potential for additional traffic to be generated by this site, as well as other sites nearby, 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 will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stops are on Hawthorne Bank, well outside the ideal 400m walking distance. Bus services currently operate hourly into Spalding Town Centre and to Peterborough (via Cowbit and Crowland).</p>
<b>4. Socially Inclusive Communities</b>	<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>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 employment site is Cradge Bank Industrial Estate (1.3km 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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 28 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 5 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School around 2.1km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) approx. 2.2km away</li> </ul> <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>Spalding currently has a lack of capacity at primary and secondary level. If additional school places are needed to meet the needs of students living in the development, given the size of the site, it is expected that this would be delivered by the LEA, who 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, 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>
<b>6. Biodiversity, Geodiversity</b>	<p style="text-align: center;">✓/x</p> <p>The biodiversity interest in the site itself appears to be limited, although the site is in close proximity to a protected site being approx.</p>



<b>and Green Infrastructure</b>	<p>160m from the New River LWS. A Public Right of Way runs adjacent to the LWS meaning that there could be increased recreational pressure and footfall resulting from a larger population in the area which could have an adverse impact on the biodiversity within this protected site.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>Although the site is detached from the existing built-up area of Spalding, its development is unlikely to have an adverse impact on the character and appearance of the area, particularly given that a large part of the site is located behind existing residential properties on Burr Lane and Fen End Lane.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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 would secure the redevelopment of 0.92ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.92ha 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>
<b>11. Flood Risk</b>	<b>✓/x</b>
	<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 'danger for some', 'danger for most' and 'low hazard'. Flood depths across the site range from 0-0.25m, 0.25-0.5m and 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. Furthermore, given the housing need identified, the allocation of the other sites alone would be insufficient to meet this need. This means that – given the vulnerability of the proposed use - the Exception Test should be applied. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Spalding for the plan period, and 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 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>
<b>12. Climate Change</b>	<b>✓/x</b>
	<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.</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>
<b>13. Economy and Employment</b>	✓/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 62 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 (62 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>
<b>STM030: Land to the east of Barrier Bank and north of Burr Lane, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 5.19ha Potential open space: 0.73ha Development area: 4.46ha  Potential no of dwellings: 104</p>
<b>1. Housing</b>	✓
	<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>
<p><b>2. Health and Well-being</b></p>	<p style="text-align: center;">x</p> <p>Access to the recreational route along the River Welland is approx. 930m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Spalding Common Community Hall and the closest playing field (Monk's House Playing Field) and health centre (Beechfield Medical Centre) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 229 people (2.2 occupants in each of the 104 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/recreational facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Spalding area and this will be reviewed with the CCGs and National Health Service England.</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 0.73ha 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> <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><b>3. Transport</b></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 2.5km from the Aldi store in Spalding (St Thomas's 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 outside the ideal 1km walking distance from a local shop and/or supermarket. Furthermore, there are no footways along Burr Lane and there are poor pedestrian and cycling links to the rest of Spalding from the site.</p>

	<p>Bicycles would have to share the existing highway network with motorists which may discourage cycle use. The site does not currently have a frontage onto a public highway meaning that adjacent land would need to be used in order to achieve a suitable access to the site.</p> <p>The potential for additional traffic to be generated by this site, as well as other sites nearby, 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 will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stops are on Hawthorne Bank, well outside the ideal 400m walking distance. Bus services currently operate hourly into Spalding Town Centre and to Peterborough (via Cowbit and Crowland).</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓</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>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 employment site is Cradge Bank Industrial Estate (1.3km 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>

<b>5. Education</b>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 104 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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• St John the Baptist Church of England Primary School around 2.2km from the site</li> <li>• Spalding Grammar School (with 6<sup>th</sup> Form) approx. 2.3km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 2.7km away at the Red Lion Quarter.</p> <p>Spalding currently has a lack of capacity at primary and secondary level. If additional school places are needed to meet the needs of students living in the development, given the size of the site, it is expected that this would be delivered by the LEA, who 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, 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>There are a number of trees within the site and its development would be likely to result in the loss of many 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.</p> <p>The site does not include any statutory designated sites, although it is in close proximity to a protected site being approx. 90m from the New River LWS. A Public Right of Way runs adjacent to the LWS meaning that there could be increased recreational pressure and footfall resulting from a larger population in the area which could have an adverse impact on the biodiversity within this protected 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>Although the site is detached from the existing built-up area of Spalding, its development is unlikely to have an adverse impact on the character and appearance of the area. The site is largely screened from view along Barrier Bank by trees and vegetation and properties on Burr Lane and Fen End Lane help restrict its visual impact from the south.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>

<b>9. Air, Soil and Water Resources</b>	<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 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 not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 5.19ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 the vast majority is identified within the SFRA as 'danger for most', with small parts being 'low hazard' or 'no hazard'. There majority of the site has flood depths 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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. Nonetheless, the anticipated increase in population (229 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>
<b>13. Economy and Employment</b>	✓/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 229 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 (229 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>

<b>STP003: Former Jewsons Premises, Roman Bank, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 0.49ha Potential open space: 0.07ha Development area: 0.42ha  Potential no of dwellings: 63</p>
<b>1. Housing</b>	✓
	<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 within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<p><b>2. Health and Well-being</b></p>	<p style="text-align: center;">x</p> <p>The recreational route along the River Welland is around 200m 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 nearest leisure centre (Castle Sports Complex), health centre (Beechfield Medical Centre) and community centre/village hall are all outside the ideal walking distances.</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. Paul'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 0.07ha 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><b>3. Transport</b></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 (Spalding St Paul's) showed that 73.3% of households owned at least one car whilst 37.2% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1%.</p> <p>The site is 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). The site is also within the ideal 1km walking distance of a local shop being approx. 400m from the Londis Store (Commercial 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 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 will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p> <p>The nearest bus stops around 200m from the site on Holbeach Road, within the ideal 400m walking distance. An intertown bus service runs in Spalding with buses departing every 90 minutes, 6/7 times a day (Monday-Saturday) and there are also services to Kings Lynn (up to every 20 mins, 7 days a week) and The Deepings (five times a day during the week and thrice daily on a Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Spalding St Paul's is a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was above average (31.8% compared to 25.6%). Furthermore, statistics show that the percentage of residents without access to a car is above average (26.7% compared to 18%) and that crime rate per 1000 is also above the county average at 53.9 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 and facilities are outside the ideal walking distances which may have an adverse impact on social inclusion. However, the nearest employment opportunities are at Springfields Retail Outlet (720m away) and 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><b>5. Education</b></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"> <li>• Spalding St Pauls Community Primary School is around 560m from the site</li> <li>• Sir John Gleed School is approx. 1.4km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 1.6km 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</p>

	<p>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site is not likely to have an adverse impact on any trees or vegetation. However, the site is within approx. 20m of a protected site (River Welland LWS) 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 river 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Spalding and is surrounded by development.</p> <p>The site is currently unused having been cleared of its former use. As a result, 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 surrounding residential properties. Such impact will, however, be dependent on implementation and design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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 - these must remain accessible. The design of the site should take this into consideration.</p> <p>However this site does secure the redevelopment of 0.49ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.49ha 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>
<b>11. Flood Risk</b>	<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 the majority of the site having a flood depth of '1-2m', with a smaller part of the site at 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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. 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 but, given the size of the site, it is likely that an increased population (139 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</p>

	<p>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>
<b>13. Economy and Employment</b>	<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 and 1km walk of local employment opportunities.</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 (139 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>

<b>STP004: 80-89 Commercial Road, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 0.16ha Potential no of dwellings: 14</p>
<b>1. Housing</b>	<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>Housing sites within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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 recreational route along the River Welland is around 40m from the site and the nearest leisure centre (Castle Sports Complex) is approx. 480m away. The closest health centre (Beechfield Medical Centre) is 880m from the site, however there is no community centre within the preferred 600m walking distance.</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</p>

	<p>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. Paul'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 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 Spalding 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><b>3. Transport</b></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 (Spalding St Paul's) showed that 73.3% of households owned at least one car whilst 37.2% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1%.</p> <p>The site is within the ideal short driving (7km) distance to a big supermarket being around 1.4km from the Lidl store in Spalding (Winover Centre). The site is also within the ideal 1km walking distance of a local shop being approx. 130m from the Londis Store (Commercial 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.</p> <p>The nearest bus stops around 270m from the site near Ash Court, within the ideal 400m walking distance. An intertown bus service runs in Spalding with buses departing every 90 minutes, 6/7 times a day (Monday-Saturday) and there are also services to Kings Lynn (up to every 20 mins, 7 days a week) and The Deepings (five times a day during the week and thrice daily on a Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Spalding St Paul's is a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was above average (31.8% compared to 25.6%). Furthermore, statistics show that the percentage of residents without access to a car is above average (26.7% compared to 18%) and that crime rate per 1000 is also above the county average at 53.9 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>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. Furthermore, as discussed in Objective 13, the nearest employment opportunities are in Spalding Town Centre (740m away) and 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><b>5. Education</b></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"> <li>• Spalding St Pauls Community Primary School is around 530m from the site</li> <li>• Sir John Gleed School is approx. 990m away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 1.1km 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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: right;">✓/x</p> <p>Development of the site may have an adverse impact on some trees/vegetation located within the gardens of existing dwellings. Furthermore, the site is within approx. 30m of a protected site (River Welland LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p>

	There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
<b>7. Heritage</b>	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features.
<b>8. Landscape and Townscape</b>	✓
	The site is within the development limits of Spalding and is surrounded by development. Development of the site is unlikely to have an adverse impact on the character and appearance of the area.
	Part of the site is currently used as a hand car wash. As a result, redevelopment is likely to have a positive impact on townscape particularly in terms of creating a development form in keeping with the surrounding residential properties. Such impact will, however, be dependent on implementation and design.
<b>9. Air, Soil and Water Resources</b>	✓
	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 Spalding area.
	Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.
	New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply.
	Sewers cross the site and must remain accessible at all times. The design of the site should take this into consideration.
	However this site does secure the redevelopment of 0.16ha of predominantly previously-developed land which could potentially see less best and most agricultural land being developed elsewhere.
<b>10. Sustainable use of Land and Waste</b>	✓
	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>However this site does secure the redevelopment of 0.16ha 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>
<b>11. Flood Risk</b>	<p style="text-align: center;"><b>x</b></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 '1.0 – 2.0m' across the majority of the site. 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;"><b>✓/x</b></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. Additionally, 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 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>
<b>13. Economy and Employment</b>	<p style="text-align: center;"><b>✓/x</b></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 31 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 (31 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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<b>STP005: Land to the east of Willow Row, Spalding</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.52ha Potential open space: 0.07ha Development area: 0.45ha            Potential no of dwellings: 16</p>
<b>1. Housing</b>	✓
	<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 within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓
	<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 recreational route along the River Welland is around 90m from the site and the nearest leisure centre (Castle Sports Complex) is approx. 190m away. The closest health centre (Beechfield Medical Centre) is 510m from the site, however there is no community centre within the preferred 600m walking distance.</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 (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. Paul'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 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 Spalding 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><b>3. Transport</b></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 Paul's) showed that 73.3% of households owned at least one car whilst 37.2% travelled to work by car/van, below the Lincolnshire average of 82% and 42.1%.</p> <p>The site is within the ideal short driving (7km) distance to a big supermarket being around 1.1km from the Lidl store in Spalding (Winsover Centre). The site is also within the ideal 1km walking distance of a local shop being approx. 600m from the Londis Store (Commercial 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.</p> <p>The nearest bus stops around 530m from the site near Ash Court, outside the ideal 400m walking distance. An intertown bus service runs in Spalding with buses departing every 90 minutes.</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics indicate that Spalding St Paul's is a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was above average (31.8% compared to 25.6%). Furthermore, statistics show that the percentage of residents without access to a car is above average (26.7% compared to 18%) and that crime rate per 1000 is also above the county average at 53.9 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>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. Furthermore, as discussed in Objective 13, the nearest employment opportunities are in Spalding Town Centre (460m away) and 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>
<b>5. Education</b>	<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 primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Spalding St Pauls Community Primary School is around 1km from the site</li> <li>• Sir John Gleed School is approx. 870m away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 770m 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on some vegetation located within the site. Furthermore, the site is within approx. 70m of a protected site (River Welland 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>
<b>7. Heritage</b>	<p style="text-align: center;">x</p> <p>Development of the site could have adverse impacts on the Spalding Conservation Area located adjacent to part of the south-eastern facing boundary of the site. Any such impacts could be prevented by careful design, particularly along this section of the boundary facing the Conservation Area.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Spalding and is surrounded by predominantly residential development. Development of the site is unlikely to have an adverse impact on the characters and appearance of the area.</p>

	<p>Industrial buildings have been demolished on the site. As a result, redevelopment is likely to have a positive impact on townscape particularly in terms of creating a development form in keeping with the surrounding residential properties. 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>
<p><b>9. Air, Soil and Water Resources</b></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 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>Sewers cross the site and must remain accessible at all times. The design of the site should take this into consideration.</p> <p>However this site does secure the redevelopment of 0.52ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.52ha 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><b>11. Flood Risk</b></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 '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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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. Additionally, 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 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>
<b>13. Economy and Employment</b>	<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 35 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 (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>

## Main Service Centres: Crowland

CRO002: Land between 34-42 Peterborough Road, Crowland	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.86ha Potential open space: 0.26ha Development area: 1.6ha Potential no of dwellings: 37
<b>1. Housing</b>	✓
	<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 partly within/adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	x
	<p>The nearest open space (Beccelm Drive) is within the ideal 1km walk (490m) of the site. However, other facilities that would help to maintain health and promote healthy lifestyles are over the ideal 1km walking distance (600m for a community/village hall). Abbeyview Health Centre, Snowden Playing Fields and the Royal British Legion centre are all outside this distance, although this is partly due to the design of the existing urban fabric.</p> <p>It is anticipated that the increase in population - approximately 81 people (2.2 occupants in each of the 37 dwellings) - associated with this site would put some pressure on the above existing 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, 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 0.26ha 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 a negative impact on physical and mental health.</p> <p>James Road runs along the south-western boundary which potentially could have a negative impact on physical and mental health.</p>

	Depth structural landscaping, such as trees and vegetation may need to be provided to mitigate impacts to create a satisfactory residential environment for future residents.
<b>3. Transport</b>	<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 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 to a local convenience store (930m). Designing safe routes for pedestrians and cyclists from the site to Peterborough Road would help promote sustainable access 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 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 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 currently operate to Spalding and Peterborough; the nearest bus stops are within 320m of the site on Peterborough Road, meaning there is good access for residents. A public right of way is within 1km of the site improving access for future residents for local journeys.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland &amp; 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 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 Harvester Way (670m) is within the ideal walk 1km walk of the site and Horseshoe Yard is within a 4km drive of the site. 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 this 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; 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>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 37 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"> <li>• Crowland South View Community Primary School: within 1.4km of the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European, national or local environmental designations are near the site.</p> <p>The western area of this site is brownfield land and appears to have been left as 'semi wild' with mature trees and vegetation. 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>Mature trees, vegetation and several drainage channels run through the site and along the eastern boundary. They 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 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 developments needs.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>The eastern part of the site lies within The Fens National Character Area; the flat, visually open, arable fields are typical landscape characteristics. Built development of this size, in this location would be well-contained, effectively providing an infill development between existing residential areas. James Road effectively provides a natural end to the built area – in particular by restricting views, and therefore any impact of the site, from the wider landscape. Good quality, structural landscaping would help reduce the landscape and visual impact, particularly from any sensitive receptors nearby. This would also help to mitigate potential pollution impacts of James Road identified in Objective 2 and integrate the development with the natural features that exist on site.</p> <p>The western part of the site is brownfield (former industrial buildings); redevelopment is likely to have a positive impact on townscape particularly in terms of reinstating a vibrant streetscene and development form in keeping with adjoining parts of Peterborough Road, and by completing the street frontage along Harrington Way. 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>
<b>9. Air, Soil and Water Resources</b>	<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. Water/sewerage infrastructure may cross the site. These should remain accessible to ensure their ongoing use and so the design of the site should take this into consideration.</p> <p>Development of this site involves an area identified as a former industrial 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. 1.12 ha of Grade 2 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 1.12 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<p><b>11. Flood Risk</b></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 the majority is identified within the SFRA as 'danger for most' in terms of flood hazard, with a small part being 'danger for all'. The majority of the site has flood depths of 1.0-2.0m, with a small proportion being 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 the plan period, and other benefits including enhancing the range of properties available and a positive impact on 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>
<b>12. Climate Change</b>	<p style="text-align: right;">✓/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 (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 in 81 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 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. Connection to the gas and electricity 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 are used to better allow for climate change adaptation.</p>
<b>13. Economy and Employment</b>	<p style="text-align: right;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site is not within a deprived neighbourhood in terms of income and employment deprivation. Even so, Crowland is a Main Service Centre; it is therefore likely that new development could have a positive impact on the local economy by bringing 81 people within the ideal 1km walk of Harvester Way and a 4km drive of Horseshoe Yard, 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 81 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>

	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).
<b>1. Transport</b>	✓/x

**CRO013: 10 Barbers Drove South, Crowland**

<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.11ha Potential no of dwellings: 2
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute towards the 524 dwellings proposed for the Crowland area 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 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.
	Housing sites detached from defined settlement limits would, in general, be contrary to the principles of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓
	The nearest health centre (Abbeyview Health Centre) and playing fields (Snowden playing fields) are approx. 610m and 760m away respectively. The closest open space (Beccelm Drive) is around open space 870m away, within the ideal 1km walk of the site the site that would help to maintain health and promote healthy lifestyles. However, the Royal British Legion Centre is over the ideal 600m walk from a housing development for a village hall/community centre. Furthermore, this site is to the south east of James Road; the severance effect may mean that residents would not use sustainable transport to access such facilities.
	It is anticipated that the increase in population – an additional 4 people (2.2 occupants in each of the 34 dwellings) - associated with this site would put pressure on the above existing facilities over the life of the Plan. 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. But if the site is developed with the adjoining Cro032, Cro033 or Cro034 open space should be developed on site to better meet residents future recreational needs.
	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, 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. If open space could be secured on-site through the planning process it would have a positive impact on this objective.
	Increased traffic generated by the development, individually and cumulatively with other development may slightly increase local air and noise pollution which could have a slight negative impact on physical and mental health.

	There are no bad neighbours nearby.
<b>3. Transport</b>	<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 (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. Although the site is within the ideal 1km walk of a local convenience store (950m). This could have a positive effect upon promoting sustainable travel to Crowland’s shops and local facilities but James Road to the north west could act as severance which could discourage sustainable access.</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 Barbers Drove South; if the site were developed alongside Cro032, Cro033 or Cro034 an upgrade may be required to accommodate the traffic expected to be generated overall. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. Development of a larger site may enable sustainable transport options to be incorporated.</p> <p>Bus services currently operate to Spalding and Peterborough; the nearest bus stops are within 410m of the site on Peterborough Road, meaning that access for residents is acceptable. However the severance effect of James Road may discourage use. A public right of way is within the ideal 1km 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>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: right;">✓/x</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland &amp; 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 – but as the additional housing is detached from Crowland settlement boundary this site would not 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. Quality market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. The size of the site means that affordable housing (as part of a market housing scheme) would not be able to be secured.</p> <p>As discussed in Objective 13 Horseshoe Yard (1km) is within the ideal 1km walk and Harvester Way (1.1km) is within the ideal 7km drive of the site. Safe access for cycling/walking will better enable residents to use sustainable transport to access 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>Superfast broadband is provided to Crowland; as the site is detached from 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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 2 dwellings and so it is anticipated that few pupils will live on the site. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Crowland South View Community Primary School approx 1.1km from the site</li> </ul> <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>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>No European or national environmental designations are near to the site.</p> <p>Mature trees and other vegetation exist on the site. Development may lead to the loss of mature trees; good design could ensure any impacts are minimised 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>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 direct damage and disturbance could happen. The use of structural landscaping may help minimise adverse impacts.</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>

<b>7. Heritage</b>	0
	The site and surrounding area does not have any significant historic or culturally-significant features.
<b>8. Landscape and Townscape</b>	✓
	The site is part of a ribbon development of residential properties fronting Barbers Drove South. The size of the site means that development will remain in line with the existing depth of development which should minimise landscape impacts. Part of the site is brownfield containing a former agricultural yard; redevelopment is likely to have a positive impact on townscape by creating a frontage and streetscene consistent with the adjoining existing residential environment. However the impact upon townscape will depend upon design and implementation.
<b>9. Air, Soil and Water Resources</b>	x
	<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 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 0.09 ha of grade 2 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	x
	<p>The development will lead to the consumption of minerals in the form of some building materials in the 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, 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 a slight increase in household waste production.</p> <p>The proposal would lead to the permanent loss of 0.09 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	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 and flood depths 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">✓</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 4 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>
<b>13. Economy and Employment</b>	<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. 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 4 people within the ideal 1km walk/cycle of Horseshoe Yard (1km) and the ideal 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 4 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 (4 people) is likely to mean that traffic will be generated by this site. Schemes to minimise traffic impact in the area and enable 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>

<b>CRO020: Former Industrial Premises, East of Peterborough Road, Crowland</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.27ha Potential no of dwellings: 5
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓</p> <p>The majority of facilities and service that would help to maintain health and promote healthy lifestyles are within the ideal walking distances. The nearest open space and playing fields (Stricklands Drive) and health centre (Abbeyview Health Centre) are approx. 450m and 840m away respectively, within the preferred 1km distance. Furthermore, the closest village hall/community centre (Royal British Legion Centre) is around 380m away, within the ideal 600m distance.</p> <p>It is anticipated that the increase in population - approximately 11 people (2.2 occupants in each of the 5 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. However should the site be developed with the adjoining Cro044 open space provision should be developed on site to better meet resident's future recreational needs.</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>Increased traffic generated by the development is likely to slightly 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>
<b>3. Transport</b>	<p style="text-align: center;">✓</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</p>

	<p>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 of a local convenience store (630m) which could have a positive effect upon promoting sustainable travel to Crowland’s shops and local facilities. Designing safe access for pedestrians and cyclists from the site to Peterborough Road 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 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 160m of the site on Peterborough Road, meaning access to public transport is easy for residents. A public right of way is 270m from the site providing good access 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland &amp; 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. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. The size of the scheme means that affordable housing (as part of a market housing scheme) would not be able to be secured.</p> <p>As discussed in Objective 13 Horseshoe Yard (640m) and Harvester Way (1.0km) are within the ideal walk 1km walk of the site. Good design will better enable residents to use sustainable transport options through and 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 extension may be required to enable easy connection for all homes, which will enable residents to access a range of facilities on line.</p>

<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 5 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Crowland South View Community Primary School approx 1km from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European, national or local environmental designations are near to the site.</p> <p>Although there are no trees or vegetation on site, the site is brownfield land. 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 may not be mitigated on-site although structural landscaping, particularly a mix of species, could achieve betterment.</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>
<b>7. Heritage</b>	<p style="text-align: center;">0</p> <p>The site and surrounding area does not have any significant historic or culturally-significant features.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>The site is brownfield (former industrial buildings), redevelopment is likely to have a positive impact on townscape particularly in terms of reinstating a streetscene and development form in keeping with adjoining residential areas along Peterborough Road. 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> <p>There will be no impact on landscape.</p>

<b>9. Air, Soil and Water Resources</b>	<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 and the release of emissions from construction vehicles. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new 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.</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>This site does secure the redevelopment of 0.27ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.27ha 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>
<b>11. Flood Risk</b>	<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 is identified within the SFRA as a combination of 'danger for some' (which is much of the site), 'low hazard', 'danger for most' and 'no hazard' in terms of flood hazard. Flood depths vary across the site from no depth up to 0.5-1.0m, although the majority of the site is 0.25-5m. 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, development of the site 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; improving health and wellbeing; promoting strong, secure, socially inclusive and cohesive communities; and other benefits including 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>As discussed above, this site is within a 15 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 11 people would generate an additional 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 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 green infrastructure within the development should have a positive effect upon carbon absorption</p>

	particularly if a mix of species are used to better allow for climate change adaptation.
<b>13. Economy and Employment</b>	✓✓
	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 11 people within the ideal 1km walk/cycle of Harvester Way (1km) and Horseshoe Yard (640m) 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 11 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.
	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).

<b>CRO023: 65 Peterborough Road, Crowland</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.19ha Potential no of dwellings: 3
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute towards the 524 dwellings proposed for Crowland 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 Crowland and SE Lincolnshire it will have a positive impact on this objective.
	Furthermore, housing sites within the defined settlement limits of Crowland would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x
	The nearest open space (Beccelm Drive) and playing field (Snowden Playing Fields) are approx. 380m and 880m away respectively. 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 distance from housing development. Both Abbeyview Health Centre and the Royal British Legion Centre are outside these distances.
	It is anticipated that the increase in population - approximately 7 people (2.2 occupants in each of the 3 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.
	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

	<p>which could affect future capacity should demand increase.</p> <p>Increased traffic generated by the development is likely to slightly increase local air and noise pollution which could have a slight negative impact on physical and mental health.</p> <p>There are no bad neighbours nearby.</p>
<b>3. Transport</b>	<p style="text-align: center;">✓</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/cycle of a local convenience store 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 to Peterborough Road 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 50m of the site on Peterborough Road, meaning access to public transport is easy for residents. A public right of way is 290m from the site providing good access 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>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland &amp; 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. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. The size of the scheme means that affordable housing (as part of a market housing scheme) would not be able to be secured.</p>



	<p>As discussed in Objective 13 Harvester Way (580m) is within the ideal 1km walk/cycle and Horseshoe Yard (1.1km) is within the ideal 7km drive of the new development. Good design will better enable residents to use sustainable transport 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 extension may be required to enable easy connection for all homes, which will enable residents to access a range of facilities on line.</p>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 3 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 nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Crowland South View Community Primary School approx 1.5km from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European, national or local environmental designations are near to the site.</p> <p>The western area of this site contains some mature trees and an area of protected mature trees adjoins the site to the south. 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>Other vegetation exists on site. This could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means that any</p>

	<p>direct damage and disturbance may not be mitigated on-site although structural landscaping, particularly a mix of species, could achieve betterment.</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>
<b>7. Heritage</b>	<p style="text-align: center;">0</p> <p>The site and surrounding area does not have any significant historic or culturally-significant features.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>The eastern part of the site is brownfield land and so redevelopment should promote a positive impact on townscape particularly in terms of continuing a streetscene that is in keeping with adjoining parts of Peterborough Road. The remaining 0.12ha of the site is greenfield land, although some may be re-used as gardens it is unlikely it will be returned to greenfield use. Overall, the impact on townscape will, depend on implementation and design.</p> <p>There will be no impact on landscape.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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.</p> <p>This site does secure the redevelopment of 0.07ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.07ha 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>
<b>11. Flood Risk</b>	<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 most of it is identified within the SFRA as 'danger for most' in terms of flood hazard, with a smaller part being 'danger for all'. Flood depths vary across the site from 0.5-1.0m up to 1.0-2.0m, but the majority of the site is the former. 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 Crowland for the plan period, and other benefits including improving accessibility to local services, promoting a cohesive community, 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>
<b>12. Climate Change</b>	✓/x

	<p>As discussed above, this site is within a 20/25 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 7 people would generate an additional 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 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 green infrastructure 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>
<b>13. Economy and Employment</b>	✓
	<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 7 people within the ideal 1km walk/cycle of Harvester Way (580m) and the ideal 7km drive of Horseshoe Yard (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 7 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>

<b>CRO025: Land at Alderlands Close, Crowland</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.21ha Potential no of dwellings: 1
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-</b>	✓✓

<p><b>being</b></p>	<p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within the ideal 1km walking distance (600m for a community centre/village hall). The Royal British Legion Centre and the nearest open space and playing fields (Stricklands Drive) are approx. 490m and 550m away respectively. Furthermore, the closest health centre (Abbeyview Health Centre) is around 750m from the site.</p> <p>It is anticipated that the increase in population - approximately 2 people (2.2 occupants in each dwelling) - 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>Increased traffic generated by the development is likely to slightly increase local air and noise pollution which could have a slight negative impact on physical and mental health.</p> <p>There are no bad neighbours nearby.</p>
<p><b>3. Transport</b></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 (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 of a local convenience store (730m) 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 to Peterborough Road 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 50m of site on Peterborough Road, meaning access to public transport is easy for residents. A public right of way runs along the southern boundary meaning access for recreation for residents is good.</p>

	The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
<b>4. Socially Inclusive Communities</b>	<p style="text-align: center;">✓✓</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland &amp; 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. Quality market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. The size of the scheme means that affordable housing (as part of a market housing scheme) would not be able to be secured.</p> <p>As discussed in Objective 13 Harvester Way (850m) and Horseshoe Yard (770m) 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 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>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 1 dwelling. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Crowland South View Community Primary School approx 1.2km from the site</li> </ul> <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</p>

	unemployed could help improve job prospects and prosperity for residents.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European, national or local environmental designations are near to the site.</p> <p>This brownfield site appears to have been left as 'semi wild' with trees evident. Development may lead to the loss of the trees; good design could ensure any impacts are minimised 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>Other vegetation exists on site. This could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance may not be mitigated on-site although structural landscaping, particularly a mix of species, could achieve betterment.</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>
<b>7. Heritage</b>	<p style="text-align: center;">0</p> <p>The site and surrounding area does not have any significant historic or culturally-significant features.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>The site is brownfield (former industrial use) and so redevelopment should promote a positive impact on townscape particularly in terms of continuing a streetscene that is in keeping with adjoining parts of Peterborough Road. Such impact will, however, be dependent on implementation and design.</p> <p>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>
<b>9. Air, Soil and Water Resources</b>	<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 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.</p> <p>Development of this site involves an area identified as a former industrial 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>This site does secure the redevelopment of 0.21ha of previously-developed land which could see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.21ha 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><b>11. Flood Risk</b></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 Zones 2 and 3a and is identified within the SFRA as ‘no hazard’ in terms of flood hazard and depth 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, 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, development of the site 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; improving health and wellbeing; promoting sustainable transport and strong, secure, socially inclusive and cohesive communities; and other benefits including 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓</p> <p>As discussed above, this site is within a 10/15 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 2 people would generate a minimal additional 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 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 green infrastructure 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>
<b>13. Economy and Employment</b>	<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. 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 2 people within the ideal 1km walk/cycle of Harvester Way (850m) and Horseshoe Yard (770m) 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 2 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>

	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).
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<b>CRO028: Former PO Sorting Office, 6A Reform Street, Crowland</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.2ha Potential no of dwellings: 1
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓✓
	<p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within the ideal 1km walking distance (600m for a community centre/village hall). The Royal British Legion Centre and the nearest open space and playing fields (Stricklands Drive) are approx. 230m and 380m away respectively. The closest health centre (Abbeyview Health Centre) is around 540m from the site.</p> <p>It is anticipated that the increase in population - approximately 2 people (2.2 occupants in each dwelling) - 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>Increased traffic generated by the development is likely to slightly increase local air and noise pollution which could have a slight negative impact on physical and mental health.</p> <p>There are no bad neighbours nearby.</p>
<b>3. Transport</b>	✓
	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

	<p>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 of a local convenience store (110m) 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 to Chapel Street 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 260m of the site on Broadway, meaning access to public transport is good for residents. A public right of way is within 210m 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland &amp; 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. Quality market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. The size of the scheme means that affordable housing (as part of a market housing scheme) would not be able to be secured.</p> <p>As discussed in Objective 13 Horseshoe Yard (490m) and Harvester Way (910m) are within the ideal 1km walk/cycle 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 extension may be required to enable easy connection for all homes, which will</p>

	enable residents to access a range of facilities on line.
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 1 new dwelling. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Crowland South View Community Primary School approx 520m from the site</li> </ul> <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. 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European, national or local environmental designations are near to the site.</p> <p>A hedgerow and vegetation exists on site. This could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance may not be mitigated on-site although structural landscaping, particularly a mix of species, could achieve betterment.</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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>Buildings of local historic interest adjoin the site. Development may adversely affect the significance, character and setting of these heritage assets. The site also lies within the Crowland Conservation Area. The impact of the development of this site, positive or negative on heritage assets will be highly dependent upon quality design and implementation, and the recommendations of a Statement of Significance.</p>
<b>8. Landscape and</b>	<p style="text-align: center;">✓/x</p>

<b>Townscape</b>	<p>The site is brownfield land and so redevelopment is likely to have a positive impact on townscape particularly in terms of creating a form of development appropriate to a historic residential environment. As discussed in Objective 7 any impacts will be dependent on implementation and design.</p> <p>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>
<b>9. Air, Soil and Water Resources</b>	<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 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.</p> <p>Development of this site involves an area of filled land 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>However this site does secure the redevelopment of 0.2ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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>However this site does secure the redevelopment of 0.2ha 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>

<b>11. Flood Risk</b>	<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>
<b>12. Climate Change</b>	<p style="text-align: right;">✓/x</p> <p>As discussed above, this site is within a 10/15 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 2 people would generate a minimal additional 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 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 green infrastructure 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>
<b>13. Economy and Employment</b>	<p style="text-align: right;">✓✓</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. 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 2 people within the ideal 1km walk/cycle of Horseshoe Yard (490m) and Harvester Way (910m) 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 2 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>

<b>CRO031: Land off Clout Drove, Crowland</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 8.41ha Potential open space: 1.18ha Development area: 7.23ha Potential no of dwellings: 168
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>The nearest open space (off Burghley Close/Jubilee Way) is approx. 430m 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 370 people (2.2 occupants in each of the 168 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 1.18ha 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 masterplanning it would have a positive impact on this objective.</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>An electricity sub-station adjoins the site to the north which potentially could have a negative impact on physical and mental health. Depth structural landscaping, such as trees and vegetation would need to be provided to provide adequate mitigation to create a satisfactory residential environment for future residents.</p>
<b>3. Transport</b>	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 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. 1.2km 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. A public right of way is within the ideal 1km 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">x</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland &amp; 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.</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>
<p><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 168 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 31 primary pupils and 30 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Crowland South View Community Primary School approx 860m from the site</li> </ul> <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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<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 the southern boundary. 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 the northern and eastern boundary. 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>

<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site lies within The Fens National Character Area; the flat, visually open, arable fields within this site is a typical landscape characteristic. Built development of this size would have an adverse impact on the character of the area by extending the built form of Crowland north. However, the site would keep the settlement in line with the extent of the adjoining site to the east. The landscape and visual impact would be most prevalent in short views from the south and in long views from the north. Those parts of the site lying closest to the Crowland settlement boundary would have a more limited impact on the landscape.</p> <p>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. However, the development could enhance the landscape in the east by screening existing employment uses, which would also protect the amenity of residents from the existing employment use 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>
<b>9. Air, Soil and Water Resources</b>	<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. 8.41 ha of Grade 2 agricultural land.</p>

<b>10. Sustainable use of Land and Waste</b>	<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. 8.41 ha of greenfield land.</p> <p>The site is within the Sand and Gravel Minerals Safeguarding Zone so may have an adverse impact upon minerals resources.</p>
<b>11. Flood Risk</b>	<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 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, it appears that there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>As discussed above, 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 370 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 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>
<b>13. Economy and Employment</b>	<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 370 people within the ideal 7km drive of Harvester Way (2.2km) and at Horseshoe Yard</p>

	<p>(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 370 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>
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<b>CRO038: Crowland Garden Centre, Postland Road, Crowland</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 3.92ha Potential open space: 0.55ha Development area: 3.37ha Potential no of dwellings: 78</p>
<b>1. Housing</b>	✓
	<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 partly within/adjacent to the defined settlement limits of Crowland would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	x
	<p>The nearest open space (off Millfield Gardens) is within the ideal 1km walk of the site, being approx. 670m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are over 1km (600m for a community centre/village hall) away. 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 172 people (2.2 occupants in each of the 78 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 0.55ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through</p>

	<p>the planning process it would have a positive impact on this objective. However should the site be developed with the adjoining Cro041, open space provision should be developed as a larger multifunctional space to better meet residents future recreational 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> <p>James Road runs along the south western boundary and Crowland Caravans lies to the north/north-west which could generate adverse impacts for resident's physical and mental health. Depth structural landscaping, such as trees and vegetation could help mitigate any identified impacts to create a satisfactory residential environment for future residents.</p>
<b>3. Transport</b>	<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. However, the site is also outside the ideal 1km walking distance of the nearest convenience store. This could make it less likely that residents would use more sustainable travel options 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 promote safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable transport, 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 from Crowland. However, the nearest bus stop is outside the ideal 400m walking distance on Postland Road. This may discourage some from utilising public transport, particularly those who would reside at the north of the site. A public right of way is approx. 470m from 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>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: center;">✓/x</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland &amp; 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 - but as the additional housing is partly within the Crowland settlement boundary this site 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</p>

	<p>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 (2.3m) and Horseshoe Yard (1.8m) are within the ideal 7km drive of the site. No sites are within the ideal 1km walk 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>
<p><b>5. Education</b></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. Based on the number of dwellings, 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"> <li>• Crowland South View Community Primary School approx 740m from the site</li> </ul> <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>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>No European or national 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 minimised by careful layout or replacements planted through development. Care should be taken to ensure that no development occurs within the Root Protection</p>

	<p>Areas of the trees as calculated using British Standard 5837:2012.</p> <p>Other vegetation and ponds are found on site and a drainage channel runs along the southern boundary. A drainage channel bisects the site and other drainage channels form the southern and eastern boundaries. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>The site is currently occupied by a garden centre - redevelopment is likely to have a positive impact on townscape particularly in terms of creating a vibrant streetscene and development form appropriate to the adjoining residential environment to the west. 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> <p>There will be no impact on landscape.</p>
<b>9. Air, Soil and Water Resources</b>	<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 and other vegetation. 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 extension to accommodate foul water.</p> <p>This site does secure the redevelopment of 2.55ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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>This site does secure the redevelopment of 2.55ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>The site is within the Sand and Gravel Minerals Safeguarding Zone so may have an adverse impact upon minerals resources.</p>
<b>11. Flood Risk</b>	<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 mostly 'danger for all' and 'danger for most' in terms of flood hazard. Flood depths vary across the site but most is 1.0-2.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>In this instance, it appears that there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <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 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 in population of 172 people would generate additional 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</p>



	<p>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>
<b>13. Economy and Employment</b>	<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 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 172 people within the ideal 7km drive of Horseshoe Yard (1.8km) and Harvester Way (2.3km) 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 172 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>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 (3.92ha) 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 (172 people) is likely to mean that traffic will be generated by this site. Schemes to minimise traffic impact in the area and enable 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>

<b>CRO041: Crowland Caravans, Postland Road, Crowland</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 4.19ha Potential open space: 0.59ha Development area: 3.6ha Potential no of dwellings: 84</p>
<b>1. Housing</b>	<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 detached from defined settlement limits would, in general, be contrary to the principles of the settlement hierarchy.</p>
<b>2. Health and Well-</b>	x

<p><b>being</b></p>	<p>The nearest open space (Millfield Gardens) is approx. 720m away, within the ideal 1km walk of 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 village/community hall), the ideal distance from housing development. Abbeyview Health Centre, Snowden Playing Fields and the Royal British Legion Centre are all outside the respective distances.</p> <p>It is anticipated that the increase in population - approximately 184 people (2.2 occupants in each of the 84 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 0.59ha 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 planning process it would have a positive impact on this objective. However should the site be developed with the adjoining Cro041 open space provision should be developed as a larger multifunctional space to better meet residents future recreational 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> <p>A garden centre lies to the south which could generate adverse impacts for residents physical and mental health. Depth structural landscaping, such as trees and vegetation could help mitigate any identified impacts to create a satisfactory residential environment for future residents.</p>
<p><b>3. Transport</b></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. However, the site is outside the ideal distance to a big supermarket (7km) and the ideal 1km of a local convenience store – the car/van is likely to be the preferred mode of transport for this purpose. This could have a negative effect upon promoting sustainable travel options to Crowland's shops and local facilities.</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 transport, particularly for local journeys.</p>

	<p>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 through Crowland. However, the nearest bus stops are approx 580m from the site (well outside the preferred 400m walking distance), meaning that access to public transport access would be limited for residents. A public right of way is within the ideal 1km 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">x</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland &amp; 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, but as the additional housing is detached from the Crowland settlement boundary development of this site would be contrary to 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 (3.0km) and Horseshoe Yard (2.0m) are both within the ideal 7km driving distance of the site. Neither employment site is within the ideal 1km walk of the site. Although good design will better enable residents to use sustainable transport from the site it is unlikely that significant improvements to physical access to local employment opportunities could be achieved.</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; as the site is within a detached location 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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 84 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 17 primary pupils and 16 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Crowland South View Community Primary School approx 1.0km from the site</li> </ul>

	<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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European or national environmental designations are near to the site.</p> <p>Mature and establishing tree belt exists along the northern and north western 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>Other vegetation and drainage channels run along the north, west and eastern boundaries. A drainage channel bisects the site and other drainage channels form the southern and eastern boundaries. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and</b>	<p style="text-align: center;">✓/x</p>

<b>Townscape</b>	<p>The site is occupied by a caravan sales business which appears to be contained within the southern part of the site. Redevelopment is likely to have a positive impact on townscape particularly in terms of creating a vibrant streetscene and development form appropriate to the adjoining residential environment to the west. 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> <p>However the northern part of the site appears to be greenfield; residential development would entail a fundamental change in character extending the built form of Crowland north. However should the tree belts remain they would minimise adverse landscape and visual impacts from the north/north-west. However the site would be prevalent in views particularly from the east resulting in an incongruous residential development.</p>
<b>9. Air, Soil and Water Resources</b>	<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 and other vegetation. 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 extension to accommodate foul water.</p> <p>However this site does secure the redevelopment of 1.93ha of previously-developed land which could potentially see less greenfield land being developed elsewhere. However. the site will see the loss of 2.26ha of greenfield land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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>However this site does secure the redevelopment of 1.93ha of previously-developed land which could potentially see less greenfield land being developed elsewhere. However. the site will see the loss of 2.26ha of greenfield land.</p> <p>The site is within the Sand and Gravel Minerals Safeguarding Zone so may have an adverse impact upon minerals resources.</p>

<b>11. Flood Risk</b>	<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 mostly 'danger for most' followed by 'danger for all' in terms of flood hazard, with very small parts being either 'danger for some' or 'no hazard'. Flood depths vary across the site but the vast majority is 1.0-2.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>In this instance, it appears that there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>As discussed above, this site is within a 35/40 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 in population of 184 people and the detached location of the site from Crowland, would generate additional 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>
<b>13. Economy and Employment</b>	<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 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 184 people within the ideal 7km drive of Horseshoe Yard (2km) and Harvester Way (3km) 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 184 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>However this site is an operational caravan sales centre and therefore provides employment for local residents. The development of this site would therefore see the loss of a local employer (4.1ha) 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</p>

	<p>also generate unemployment which may make the local economy vulnerable.</p> <p>The increased population (172 people) is likely to mean that traffic will be generated by this site. Schemes to minimise traffic impact in the area and enable 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>
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<b>CRO045: Land west of Clout Drove, Crowland</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 5.12ha Potential open space: 0.72ha Development area: 4.4ha Potential no of dwellings: 102</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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 more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>The nearest open space (Foremans Way) is within the ideal 1km (510m) walking 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) walking distance away, the ideal distance from housing development. The Abbeyview Health Centre, Stricklands Drive 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 224 people (2.2 occupants in each of the 102 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 0.72ha 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, 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>

	There are no bad neighbours nearby.
<b>3. Transport</b>	<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 (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 of a local convenience store (589m) 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 North Bank/Clout Drove 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 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 670m of the site on Postland Road, meaning access to public transport is limited for residents. A public right of way runs north-south along North Bank, about 20m from the site meaning access to the countryside for recreation is good.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: right;">✓/x</p> <p>Indices of Deprivation statistics (2015) indicate that Crowland &amp; 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 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 (2.6km) and Horseshoe Yard (1.4km) are within the ideal 7km drive of the site. No sites are within the ideal 1km walk 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>
<b>5. Education</b>	<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. Based on the number of dwellings, 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"> <li>• Crowland South View Community Primary School: within 620m of the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European, national or local environmental designations are near to the site.</p> <p>Drainage channels run along all or parts of all boundaries. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means that any direct damage and disturbance 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 a PROW nearby; it is likely that residential development on this site will have an adverse impact upon biodiversity present due to increased footfall, and potentially flytipping. There are opportunities to mitigate, to a certain extent, the potential negative impacts on biodiversity, and indeed make some local improvements, through good design (i.e. structural planting, the use of a mix of species and provenance and good quality open space).</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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site lies within The Fens National Character Area; the flat, visually open, arable field within this site is a typical landscape characteristic. The site would extend the built development north; built development would entail a fundamental change in character by delivering a significant number of new homes in the countryside. The site would be highly visible from the countryside to the north, north west and north east and in short views from properties to the east.</p> <p>Structural landscaping could help integrate this edge of urban area site with the countryside to the north. But 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 design and implementation.</p>
<b>9. Air, Soil and Water Resources</b>	<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 and the release of emissions from construction vehicles. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new 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>The proposal would lead to the permanent loss of approx. 5.12 ha of Grade 2 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<p style="text-align: center;">x</p> <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 approx. 5.12 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<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 Zones 3a, 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, it appears that there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <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 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 224 people would generate an additional 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 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 are used to better allow for climate change adaptation.
<b>13. Economy and Employment</b>	<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 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 224 people within the ideal 7km drive of Harvester Way (2.6km) and Horseshoe Yard (1.4km) 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 224 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 (224 people) is likely to mean that a significant amount of traffic will be generated by this site. 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>

## Main Service Centres: Donington

DON010: Land to the north of 12 Market Place, Donington	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.39ha Potential open space: 0.05ha Development area: 0.34ha Potential no of dwellings: 2
<b>1. Housing</b>	✓
	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.
<b>2. Health and Well-being</b>	✓/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 and the village playing field is located opposite Thomas Cowley High School, around 680m away. The Ruby Hunt [pop-in] Centre is approx. 310m from the site, although the nearest health centre is Gosberton Medical Centre in Gosberton at about 6km away.</p> <p>It is anticipated that the increase in population – approximately 4 people (2.2 occupants in each of the 2 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>Local air and noise pollution is likely to slightly 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>
<b>3. Transport</b>	✓/x
	<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 190m 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 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 240m from the site on Station Street near Market Place, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>Don010 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 Industrial Estate (660m) 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 2 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Donington Cowley Endowed Primary School is around 1.1km from the site</li> <li>• Thomas Cowley High School is approx. 490m away</li> </ul>

	<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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on mature trees on the northern, eastern and western 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> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site could have adverse impacts on the Donington Conservation Area located adjacent to the site. Any such impacts could be prevented by careful design.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is located within the development limits of Donington – built development of this site is not likely to have an impact on the character of the landscape as it has development to the west, south and east meaning that it does not have a countryside character.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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-</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>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 site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.39ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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>
<b>12. Climate Change</b>	<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. Even so, 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 4 people would generate some new car journeys and hence carbon emissions. Legible and safe access</p>



	<p>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 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>
<b>13. Economy and Employment</b>	✓/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 4 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 (4 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 are detrimental to the economy.</p>

DON012: Land to the north of Park Lane, Donington	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 1ha Potential open space: 0.14ha Development area: 0.86ha  Potential no of dwellings: 20</p>
<b>1. Housing</b>	✓
	<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><b>2. Health and Well-being</b></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 1.02km away. The Ruby Hunt [pop-in] Centre is approx. 655m from the site and the nearest health centre is Gosberton Medical Centre in Gosberton at about 6.3km away.</p> <p>It is anticipated that the increase in population – approximately 44 people (2.2 occupants in each of the 20 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 0.14ha 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. The site is in close proximity to the A52 which may have an adverse impact on the amenities that would be enjoyed by new dwellings. 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>
<p><b>3. Transport</b></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 540m 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</p>

	<p>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 610m from the site on Station Street near Market Place, outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>Don012 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 the Millfield Road Industrial Estate (990m) 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 20 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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Donington Cowley Endowed Primary School is around 1.5km from the site</li> <li>• Thomas Cowley High School is approx. 870m away</li> </ul>

	<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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">0</p> <p>The site is relatively 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>The site is located adjacent to the development limits of Donington – built development of this site will have some impact on the character of the landscape as it will extend the built up area to the A52. However, the A52 acts as a natural end to the 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.</p>
<b>9. Air, Soil and Water Resources</b>	<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>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. 1ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 1ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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. 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</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.</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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>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 44 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 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>
<b>13. Economy and Employment</b>	<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 44 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 (44 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>
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**DON016: Land to the south of Town Dam Lane, Donington**

<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 1.35ha Potential open space: 0.19ha Development area: 1.16ha  Potential no of dwellings: 27</p>
<b>1. Housing</b>	<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 detached from the development limits of Donington would, in general, be contrary to the principles of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>Open space and the village playing field is located opposite Thomas Cowley High School, around 890m 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 Donington Community Centre is approx. 750m from the site and the nearest health centre is Gosberton Medical Centre in Gosberton at about 5.1km away.</p> <p>It is anticipated that the increase in population – approximately 59 people (2.2 occupants in each of the 27 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 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>

	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.
<b>3. Transport</b>	<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 990m 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 850m from the site on Quadring Road adjacent the pumping station, outside the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	<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>Don019 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 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>
<b>5. Education</b>	<p style="text-align: center;">✓/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"> <li>• Donington Cowley Endowed Primary School is around 470m from the site</li> <li>• Thomas Cowley High School is approx. 820m away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">0</p> <p>The site is relatively free from environment 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>
<b>7. Heritage</b>	<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</p>

	then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from the development limits of Donington and does not relate as well as other sites to 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.</p>
<b>9. Air, Soil and Water Resources</b>	<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>South Holland District Council's contaminated land register indicates that the site is near one that has been used for clay brick and tile manufacture 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. 1.35ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.35ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	✓

	<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. 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 protection of the quality and character of landscape and townscape.</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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>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 59 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 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>
<b>13. Economy and Employment</b>	<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 59 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 of employment opportunities 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 (59 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>

<b>DON017: Land to the north of Town Dam Lane, Donington</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 6.19ha Potential open space: 0.87ha Development area: 5.32ha            Potential no of dwellings: 124</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>Open space and the village playing field is located opposite Thomas Cowley High School, around 590m away. However, other facilities</p>

	<p>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. 1.1km from the site and the nearest health centre is Gosberton Medical Centre in Gosberton at about 5.1km away.</p> <p>It is anticipated that the increase in population – approximately 273 people (2.2 occupants in each of the 124 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, 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 0.87ha 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 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 north-eastern facing boundary of the site fronts onto the relatively busy A152 and so structural landscaping such as trees of mixed provenance, may be necessary along this boundary to help mitigate any noise and air pollution. Design and layout should be carefully considered.</p>
<p><b>3. Transport</b></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 830m 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 360m from the site on Quadring Road opposite the pumping station, within the ideal 400m walking distance.</p>

<p><b>4. Socially Inclusive Communities</b></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 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>Don017 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 (1.5km) 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><b>5. Education</b></p>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 124 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 25 primary pupils and 24 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Donington Cowley Endowed Primary School is around 900m from the site</li> <li>• Thomas Cowley High School is approx. 620m away</li> </ul> <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</p>

	<p>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	0
	<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>
<b>7. Heritage</b>	0
	<p>No significant historic or culturally-significant features are likely to be affected by development of the site.</p>
<b>8. Landscape and Townscape</b>	✓
	<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 landscape 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 west, Quadring Road to the north and Town Dam Lane to the south. This site could be brought forward in combination with either Don029 and/or Don018 and Don031 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>
<b>9. Air, Soil and Water Resources</b>	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 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>South Holland District Council's contaminated land register indicates that the site is near one that has been used for clay brick and tile manufacture meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green</p>

	<p>infrastructure) would help to enhance and protect soil resources.</p> <p>The proposal would lead to the permanent loss of approx. 6.19ha of predominantly grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 6.19ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 a mix of Flood Zones 1, 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 Donington for the plan period; and protection of the quality and character of landscape and townscape.</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,</p>



	<p>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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>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 273 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>
<b>13. Economy and Employment</b>	<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 273 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 (273 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</p>

	detrimental to the economy.
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<b>DON029: Land adjacent to 69 Quadring Road, Donington</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.57ha Potential open space: 0.08ha Development area: 0.49ha Potential no of dwellings: 11
<b>1. Housing</b>	✓
	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.  Housing sites detached from the development limits of Donington would, in general, be contrary to the principles of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x
	Open space and the village playing field is located opposite Thomas Cowley High School, around 900m 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. 1.5km from the site and the nearest health centre is Gosberton Medical Centre in Gosberton at about 4.8km away.  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 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.  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, 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.  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 north-eastern facing boundary of the site fronts onto the relatively busy A152 and so structural landscaping such as trees of mixed provenance, may be necessary along this boundary to help mitigate any noise and air pollution. Design and layout should be considered carefully.
<b>3. Transport</b>	x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and

	<p>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 outside the ideal 1km distance of the local shop from a housing site, being around 1.1km from the Costcutter store on High Street.</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 600m from the site on Quadring Road opposite Washdike Lane, outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>Don029 is outside the ideal walking distance of some services and facilities and public transport links which may have an impact on social inclusion. However, they are outside the ideal 1km 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>As discussed in Objective 13 the nearest employment opportunities at Millfield Road Industrial Estate (1.7km) are within the ideal 7km drive 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>

	No infrastructure will be lost on site as a consequence of this proposal.
<b>5. Education</b>	<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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Donington Cowley Endowed Primary School is around 730m from the site</li> <li>• Thomas Cowley High School is approx. 970m away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>The site is detached from the development limits of Donington – built development of this site would alter the character and appearance of the landscape as it will extend development to the highway. However, it could act as a natural extension to the built up area of</p>

	<p>Donington as it is bounded by Quadring Road to the north and Town Damn Lane to the south. The site could be brought forward in combination with either Don017 and/or Don018 and Don031.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p><b>9. Air, Soil and Water Resources</b></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 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>The proposal would lead to the permanent loss of approx. 0.57ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 0.57ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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.</p>

	<p>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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>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 24 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</p>

	and provenance are used to better allow for climate change adaptation.
<b>13. Economy and Employment</b>	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that a focus on increasing housing and accompanying appropriate employment development in 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 24 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 travel modes, such as walking, to access 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.
	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 (24 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.

<b>DON031: Land to the north-east of Quadring Road, Donington</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.33ha Potential open space: 0.05ha Development area: 0.28ha Potential no of dwellings: 7
<b>1. Housing</b>	✓
	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.  Housing sites detached from the development limits of Donington would, in general, be contrary to the principles of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x
	Open space and the village playing field is located opposite Thomas Cowley High School, around 550m 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. 1.1km from the site and the nearest health centre is Gosberton Medical Centre in Gosberton at about 5km away.  It is anticipated that the increase in population – approximately 15 people (2.2 occupants in each of the 7 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>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 south western facing boundary 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>
<b>3. Transport</b>	<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 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 830m 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 370m from the site on Quadring Road adjacent to the pumping station, within the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	<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 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>Don031 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 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>
<b>5. Education</b>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 7 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Donington Cowley Endowed Primary School is around 920m from the site</li> <li>• Thomas Cowley High School is approx. 630m away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site is likely to have an adverse effect on mature trees within the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>The site is detached from the development limits of Donington – built development of this site would alter the character and appearance of the landscape as it will extend development onto an area surrounded by highway. However, it could act as a natural extension to the built up area of Donington if brought forward in conjunction with Don018 and Don017.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>The site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.33ha of predominantly greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 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 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>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</p>

	<p>rest of the County. It is likely that the anticipated increase in 15 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>
<p><b>13. Economy and Employment</b></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 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 15 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 travel modes, such as walking, to access 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>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 (15 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>

<b>DON032: Land to the north-east of Park Lane, Donington</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.12ha Potential open space: 0.30ha Development area: 1.82ha Potential no of dwellings: 64
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/x
	<p>Open space and the village playing field is located opposite Thomas Cowley High School, just within the ideal walking distance at around 990m 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. 655m from the site and the nearest health centre is Gosberton Medical Centre in Gosberton at about 6.3km away.</p> <p>It is anticipated that the increase in population – approximately 141 people (2.2 occupants in each of the 64 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 0.30ha 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. The site is in close proximity to the A52 which may have an adverse impact on the amenities that would be enjoyed by new dwellings. 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>
<b>3. Transport</b>	x

	<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 540m 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 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 600m from the site on Station Street near Market Place, outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>Don032 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 (930m) 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>

	No infrastructure will be lost on site as a consequence of this proposal.
<b>5. Education</b>	✓/x
	<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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Donington Cowley Endowed Primary School is around 1.5km from the site</li> <li>• Thomas Cowley High School is approx. 820m away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	0
	<p>The site itself is relatively 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 and west 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>
<b>7. Heritage</b>	xx
	<p>Built heritage assets (including Historic Parks and Gardens) - The site is located to the rear of a site of significant heritage value, the Church of St Mary and Holy Rood (a Grade I listed building) and its churchyard. The site is also significant for the setting of the Donington Conservation Area with which it shares part of its boundary. The site is an open field allowing views from the church and churchyard to the A52 bypass beyond. There is the potential for the Grade II* listed Church House, 36 Church Street to be affected, although the site has less significance with regard to the setting of the building due to the height of the garden wall. Development of the site would have a significant impact on the historic setting of the Church and the churchyard, as well as the Conservation Area. As it is a sensitive site in terms of the heritage value of the locality, the location and scale of the proposed allocation would result in harm if it was to be developed.</p>

	<p>Potential mitigation – none as the openness is a key characteristic; Potential enhancement – none.</p> <p>Archaeological assets - No major archaeological issues, further information may be required dependant on development. There may be some visual impact issues. 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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is located adjacent to the development limits of Donington – built development of this site is not likely to have an impact on the character of the landscape as it has development to the west, south and east and the A52 to the north, meaning that it does not have a countryside character.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>The proposal would lead to the permanent loss of approx. 2.12ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 2.12ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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. 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>
<b>12. Climate Change</b>	<p style="text-align: right;">✓/x</p> <p>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 141 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 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>

<b>13. Economy and Employment</b>	✓/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 141 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 (141 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>

<b>DON033: Land to the north of Church Lane, Donington</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 10.13ha Potential open space: 1.42ha Development area: 8.71ha  Potential no of dwellings: 203</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/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 and the village playing field is located opposite Thomas Cowley High School, around 400m away and the Ruby Hunt [pop-in] Centre is approx. 480m 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 447 people (2.2 occupants in each of the 203 dwellings) - associated with this site would place considerable pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare</p>

	<p>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 1.42ha 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 site is in close proximity to the A52 and so structural landscaping such as trees of mixed provenance, may be necessary to help mitigate any noise and air pollution.</p>
<p><b>3. Transport</b></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 730m 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 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 630m from the site on the A52 near the junction with Church Street, outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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</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>As discussed in Objective 13 the nearest employment site on High Street (700m) is well within the ideal 7km drive and 1km walk of the site. 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 203 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 41 primary pupils and 39 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Donington Cowley Endowed Primary School is around 1km from the site</li> <li>• Thomas Cowley High School is approx. 590m away</li> </ul> <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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></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.
<b>7. Heritage</b>	x
	<p>Built heritage assets (including Historic Parks and Gardens) – The site is of some significance. Although not within the conservation area, the Church Lane frontage of the site constitutes a surviving example of the (open) historic setting of the town. The Conservation Area boundary runs along part of Church Lane facing the site. The conservation area boundary at this point runs to the rear of Thomas Cowley High School. Church Lane is not therefore a key historic frontage in the Conservation Area, more a key component of its wider historic setting. Given that the site has an extensive frontage along the remaining length of Church Lane it will change the character of the Lane and the wider setting of the Conservation Area.</p> <p>Potential mitigation - As a relatively large site there is the opportunity for a significant landscape component to any proposed development scheme. If this could incorporate some essence of the openness that is a key characteristic of the contribution of the site to wider setting of the Conservation Area, this would be beneficial in terms of addressing the potential harm;</p> <p>Potential enhancement – none.</p> <p>Any development proposal should be informed by a Heritage Impact Assessment. The Assessment would need to address the impact of the proposal on the historic townscape and in particular how it would preserve and enhance the character and appearance of the adjacent conservation area.</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>
<b>8. Landscape and Townscape</b>	✓/x
	<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 is a large site and is visible from the A52. Furthermore, the visual amenity of the residential properties opposite the site would be affected by restricting the open views across the site. Good quality, sensitive design, incorporating structural landscaping would help reduce the visual impact any development could have on the local landscape and soften any hard edges that may exist, as well as helping to mitigate potential pollution impacts of the adjacent A52 identified in Objective 2. Such impact will, however, be dependent on implementation and design.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	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 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>Water mains 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 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. 10.13ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 10.13ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 a mix of Flood Zones 1 and 3a with a small area of Flood Zone 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 Donington for the plan period; and promoting strong, secure, socially inclusive and cohesive communities.</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>
<b>12. Climate Change</b>	<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. Even so, 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 447 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>
<b>13. Economy and Employment</b>	<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 447 people within both the ideal 7km drive and 1km walk of</p>

	<p>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 (447 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>
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## Main Service Centres: Holbeach

<b>FLE007: Land to the east of Branches Lane, Holbeach</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.09ha Potential open space: 0.15ha Development area: 0.94ha Potential no of dwellings: 22
<b>1. Housing</b>	✓
	<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 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 Holbeach 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>
<b>2. Health and Well-being</b>	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 48 people (2.2 occupants in each of the 22 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, Holbech 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 0.15ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the 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>
<b>3. Transport</b>	x
	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%

	<p>respectively. The site is within the ideal 7km distance to a big supermarket 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. 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 a local shop.</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>Buses run through Holbeach 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/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. 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>Fle007 is outside the ideal walking distance of some services and 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 opportunities at Fleet Road Industrial Estate are approx. 560m away. There are also other employment opportunities within the ideal 7km drive in Fleet and Whaplode. 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><b>5. Education</b></p>	<p style="text-align: right;">✓</p>

	<p>The development would be likely to accommodate 22 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 education facilities schools are:</p> <ul style="list-style-type: none"> <li>• William Stukeley Church of England Primary School is around 1.9km from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 2.2km away.</li> </ul> <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 resident's, particularly young people.</p>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>The site is relatively free from environmental constraints although its development may have an adverse impact on some 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.</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><b>7. Heritage</b></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>
<p><b>8. Landscape and Townscape</b></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. It is located behind a row of dwellings fronting onto Branches Lane and there are few public views into the site meaning that the 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.
<b>9. Air, Soil and Water Resources</b>	<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 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>The site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.09ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 '0.5-1.0m'. 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</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 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Some 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 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 48 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>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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 48 people within the ideal 7km drive and 1km walk of employment opportunities in Holbeach (Fleet Road Industrial Estate). It is also within 7km of Fleet and Whaplode. 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 (48 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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**HOB002: Land to the south of Wignals Gate, Holbeach**

<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 39.62ha Potential open space: 5.55ha Development area: 34.07ha  Potential no of dwellings: 900</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>Open space and a playing field are located off Wheatsheaf Close approx. 1km from the site. 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 (Holbeach Medical Centre) and Holbeach Community Centre are both outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 1980 people (2.2 occupants in each of the 900 dwellings) – would place a considerable amount of 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</p>

	<p>elsewhere in the settlement could increase use of local open space reducing its overall quality. Based on the site area, about 5.55ha 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 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><b>3. Transport</b></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 1.6km 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 (approx. 1.4km from Martins newsagents on High Street). 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 a significant amount of 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 well outside the ideal 400m walking distance, around 1.8km from the site adjacent Stukeley Hall Drive.</p>
<p><b>4. Socially Inclusive Communities</b></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>Some of the area's services and facilities are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion.</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 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 900 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 180 primary pupils and 171 secondary pupils. The nearest education facilities are:</p> <ul style="list-style-type: none"> <li>• William Stukeley Church of England Primary School around 1.5km from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) approx. 2.1km away</li> </ul> <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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on several established internal tree belts and older boundary hedgerows. A number of drainage ditches also run through the site and it is bounded by the Old River Holbeach to the east. Development of the site would be likely to affect the ecosystem present by potentially affecting the water table and changing the availability of ground water and, 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>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>
<b>7. Heritage</b>	<p style="text-align: center;">xx</p> <p>Built heritage assets (including Historic Parks and Gardens) – The site has heritage significance in its contribution to the historic and visual setting of Manor Farmhouse (Grade II listed). Development of the site would harm the traditional setting of the heritage asset and so it would be likely to have a very negative effect. Potential mitigation – none; 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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>The site is adjacent to the development limits of Holbeach. It is partly bounded by residential development to the north and east with open fields to the south and west. Development of the site would increase the perceived extent of the settlement's built-up area; however development on this scale also offers opportunities to mitigate such impacts.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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</p>

	<p>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>South Holland District Council's contaminated land register indicates that the site has areas of filled land and 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 protect soil resources.</p> <p>The proposal would lead to the permanent loss of approx. 39.62ha of Grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 39.62ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 2; and is identified within the SFRA as a mix of no/low hazard and danger for some with a small area of danger for most in terms of flood hazard, with flood depths including an area of no hazard and between 0-0.5m, with a small area 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 Holbeach 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</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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/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 1,980 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 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>
<b>13. Economy and Employment</b>	<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 1,980 people within the ideal 7km drive of local employment with Fleet Road Industrial Estate approx. 2.7km from the site. This will also ensure that there is potentially an accessible workforce within the town catchment to continue to support business relocation or growth over the plan period. Good design will better enable residents to use sustainable transport from the site to access local employment at Fleet Road and in the town centre. 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</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 (1,980 people) will generate a significant amount of additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network and at junctions (particularly along the A17) do not worsen and are detrimental to the economy.</p>
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<b>HOB006: Land to the east of the A151, Holbeach</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 29.26ha Potential open space: 4.10ha Development area: 25.16ha  Potential no of dwellings: 585</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	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 and playing field (off Farmers Gate), health centre (Holbeach Medical Centre) and Holbeach Community Centre are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 1,287 people (2.2 occupants in each of the 585 dwellings) – would place significant additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports facilities near the site could be needed to meet the needs of future residents.</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 4.10ha 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 masterplanning it would have a positive impact on this objective.</p>

	<p>Local air and noise pollution is likely to increase significantly with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health. Furthermore, the site is in close proximity to the A151 and A17 which may have an adverse impact on the amenities that would be enjoyed by new dwellings on the site. However, it is considered that development on this scale offers opportunities to mitigate such impacts effectively - Structural landscaping such as trees of mixed provenance, may be necessary along these boundaries to help mitigate any noise and air pollution as well as helping to minimise the visual impact generated through proximity to the road network.</p>
<p><b>3. Transport</b></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 distance to a big supermarket being around 1.3km from the Tesco store in Holbeach (Boston Road South). The site is also just within the ideal 1km distance of the local shop from a housing site, being around 990m from the One Stop convenience store on West End. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</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 960m from the site adjacent Fairfields, outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>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 potential employment opportunities at Fleet Road Industrial Estate (2.4km) are within the ideal 7km drive of the site. However they are not within the ideal 1km walk, although they could be cycled to. Spalding, with its more extensive employment opportunities, is further away.</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>Development of the site might result in the loss of some allotments. There is currently a deficit of allotments in South East Lincolnshire – development of the site could have a negative impact on residents ability to access green infrastructure for recreation as identified in Objective 6 and grow food locally which may have an indirect negative impact on carbon emissions identified in Objective 12, through the generation of more food miles and trips to shops for produce. Although it is not known whether they will be retained or moved, the site is large enough to accommodate them.</p>
<p><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 585 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 117 primary pupils and 111 secondary pupils. The nearest education facilities are:</p> <ul style="list-style-type: none"> <li>• William Stukeley Church of England Primary School is around 890m from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 1.5km away</li> </ul> <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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>Development may lead to the loss of allotments on the site and could have an adverse impact on some mature trees as well as two ponds located there. New River Drain runs through part of the site as well as other drainage channels. 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>

	There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is entirely within the development limits of Holbeach and is bordered partly by residential development to the east and the A151 to the west. Although the site's development would greatly increase the perceived extent of the settlement's built-up area it would provide a natural extension to the development form of the town up to the A151.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 and loss of green infrastructure. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Holbeach area.</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 a pumping station is located just outside the site at the south - these must remain accessible. The design of the site should take this into consideration.</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>

	The proposal would lead to the permanent loss of approx. 29.26ha of predominantly Grade 1 agricultural land.
<b>10. Sustainable use of Land and Waste</b>	<b>x</b>
	<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. 29.26ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<b>x</b>
	<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 and danger for some with a small area of low/no hazard in terms of flood hazard, with flood depths mainly 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<b>✓/x</b>
	<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 1,287 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 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>



	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.
<b>13. Economy and Employment</b>	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that a focus on increasing housing and accompanying appropriate employment development in Holbeach – as a main service centre - will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. Given this, it is likely that new development could have a positive impact on the local economy by bringing 1,287 people within the ideal 7km drive of local employment with Fleet Road Industrial Estate approx. 2.7km from the site. This will also ensure that there is potentially an accessible workforce within the town catchment to continue to support business relocation or growth over the plan period. Spalding, with its more extensive employment opportunities, is further away.
	Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).
	The increased population (1,287 people) will generate a significant amount of additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network and at junctions (particularly along the A17) do not worsen and are detrimental to the economy.

<b>HOB008: Land at north of Spalding Road, Holbeach</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.28ha Potential open space: 0.04ha Development area: 0.24ha Potential no of dwellings: 6
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute towards the 2,202 dwellings proposed for Holbeach over the plan period.  The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Holbeach and SE Lincolnshire it will have a positive impact on this objective.  Housing sites within development limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/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. The nearest open space and playing field is around 530m from the site off Farmers Gate. However, the closest medical centre (Holbeach Medical Centre) and Holbeach Community Centre are both outside the ideal walking distances.

	<p>It is anticipated that the increase in population - approximately 13 people (2.2 occupants in each of the 6 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>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><b>3. Transport</b></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 distance to a big supermarket being around 1.3km from the Tesco store in Holbeach (Boston Road South). However, the is just outside the ideal 1km distance of the local shop from a housing site, being around 1.1km from the One Stop convenience store on West End. 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 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 140m from the site opposite Netherfield, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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</p>

	<p>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 potential employment opportunities at Fleet Road Industrial Estate (2.5km) 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>Development of the site is not likely to lead to the loss of any infrastructure.</p>
<p><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 6 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest education facilities are:</p> <ul style="list-style-type: none"> <li>• William Stukeley Church of England Primary School is around 960m from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) is approx. 1.9km away</li> </ul> <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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on, and is likely to lead to the loss of, a number of mature trees on 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is entirely within the development limits of Holbeach - development of the site is likely to have only a limited impact on the landscape 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>A pumping station is located adjacent to the site which must remain accessible at all times. The design of the site should take this into consideration.</p> <p>The site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.28ha of predominantly greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 is identified within the SFRA as a mix of no/low hazard and danger for some in terms of flood hazard, with flood depths including an area of no hazard 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, 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>
<b>12. Climate Change</b>	<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. However, the anticipated increase in 13 people may only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	✓/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 13 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>

<b>HOB009: Land to the north-west of Foxes Low Road, Holbeach</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 1.06ha Potential open space: 0.15ha Development area: 0.91ha  Potential no of dwellings: 21</p>
<b>1. Housing</b>	✓
	<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>However, housing sites detached from development limits would, in general, be contrary to the principles of the settlement hierarchy.</p>
<b>2. Health and Well-</b>	x

<p><b>being</b></p>	<p>Open space is located off King's Road approx. 560m 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 (Holbeach Community Centre) and health centre (Littlebury Medical Centre) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 46 people (2.2 occupants in each of the 21 dwellings) – would place some 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 0.15ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the 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><b>3. Transport</b></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 1.9km 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.</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 1km from the site on Fleet Road (Holbeach Damgate), outside the ideal 400m walking distance.</p>

<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/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>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 (1.4km) are within the ideal 7km drive of the site. However they are not within the ideal 1km walk, although they could be cycled to. Spalding, with its more extensive employment opportunities, is further away.</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><b>5. Education</b></p>	<p style="text-align: right;">✓</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 education facilities are:</p> <ul style="list-style-type: none"> <li>• William Stukeley Church of England Primary School is around 1.9km from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 2km away</li> </ul> <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>



	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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse effect on trees and vegetation within the site. These 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is detached from the development limits of Holbeach – Development of the site could have an adverse impact on the character of the area as it would result in an incongruous group of dwellings in this part of Holbeach. This impact may be minimised should this site be development in combination with Hob004 which 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>This site does not appear to be in agricultural use.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 lead to the loss of approx. 1.06ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 no/low hazard and danger for some/most in terms of flood hazard. Flood depths include an area of no hazard and between 0-1.0m, with a small area 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 Holbeach 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</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>
<b>12. Climate Change</b>	<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 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 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>
<b>13. Economy and Employment</b>	<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 46 people within the ideal 7km drive of local employment with Fleet Road Industrial Estate approx. 1.4km 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>

	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.
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<b>HOB013: Land to the north of Spalding Road, Holbeach</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.94ha Potential open space: 0.27ha Development area: 1.67ha Potential no of dwellings: 39
<b>1. Housing</b>	<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 within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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 open space is located off Fairfields around 280m away whilst the closest playing field is approx. 650m from the site off Farmers Gate. The nearest health centre is Holbeach Medical Centre situated around 910m away, however Holbeach's community centre is outside the ideal walking distance.</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 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 0.27ha 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>
<b>3. Transport</b>	<p style="text-align: center;">✓</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Holbeach Town) showed that</p>

	<p>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 980m from the Tesco store in Holbeach (Boston Road South) as well as the One Stop convenience store 690m away on West End. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.</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 350m from the site adjacent Fairfields, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>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 potential employment opportunities at Fleet Road Industrial Estate (2.2km) 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>

	No infrastructure will be lost on site as a consequence of this proposal.
<b>5. Education</b>	<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"> <li>• William Stukeley Church of England Primary School is around 600m from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 1.5km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 south and east. Any impact on the landscape would therefore be limited. Development of the site would provide a natural extension to the development form of the town.</p>

	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 1.94ha of predominantly agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.94ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 and danger for most/some with a small area no/low hazard in terms of flood hazard, 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</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 Holbeach for the plan period; improving health and wellbeing; contribution to sustainable transport options; 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>
<b>12. Climate Change</b>	<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 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 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>



<b>13. Economy and Employment</b>	<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 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 86 people within the ideal 7km drive of local employment with Fleet Road Industrial Estate approx. 2.2km 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 (86 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 A17) do not worsen and are detrimental to the economy.</p>
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<b>HOB023: Land to the west of Barrett's Close, Holbeach</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.15ha Potential open space: 0.02ha Development area: 0.13ha Potential no of dwellings: 5
<b>1. Housing</b>	<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 within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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 sports facilities (tennis courts, bowling green, playing field and outdoor basketball) and open space are located around 460m from the site at Carter's Park whilst the closest health centre is Holbeach Medical Centre situated around 440m away. However, Holbeach's community centre is outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 11 people (2.2 occupants in each of the 5 dwellings) – associated with this site, and cumulatively with other new development, could put some pressure on these facilities over the plan period. However given</p>

	<p>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>Local air and noise pollution is likely to increase slightly 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>
<b>3. Transport</b>	<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 150m from the Tesco store in Holbeach (Boston Road South). 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 590m from the site near the William Stukeley Church of England Primary School, outside the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	<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</p>

	<p>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 potential employment opportunities at Fleet Road Industrial Estate (1.7km) 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 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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 5 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest education facilities are:</p> <ul style="list-style-type: none"> <li>• William Stukeley Church of England Primary School is around 530m from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 1.1km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and</b>	<p style="text-align: center;">✓</p>

<b>Townscape</b>	<p>The site is entirely within the development limits of Holbeach and is bounded by residential development to the north, east and west – it would form an infill development. Any impact on the landscape would therefore 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>The site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.15ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 danger for most in terms of flood hazard, with a flood depth of '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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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. Nonetheless, the anticipated increase in 11 people may only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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 11 people within the ideal 7km drive of local employment with Fleet Road Industrial Estate approx. 1.7km 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 (11 people) will generate only a limited amount of 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>

<b>HOB026: Land to the north of Foxes Low Road, Holbeach</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.12ha Potential open space: 0.30ha Development area: 1.82ha Potential no of dwellings: 42
<b>1. Housing</b>	✓
	<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>However, housing sites detached from development limits would, in general, be contrary to the principles of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	x
	<p>Open space is located off King's Road approx. 620m 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 92 people (2.2 occupants in each of the 42 dwellings) – would place some 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 0.30ha 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. 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.</p>
<b>3. Transport</b>	x
	<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 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 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 the 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 1.1km from the site on Fleet Road (Holbeach Damgate), outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/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 (1.5km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</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 education facilities are:</p> <ul style="list-style-type: none"> <li>• William Stukeley Church of England Primary School is around 2km from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 2.2km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site could have an adverse impact on, and could lead to the loss of, a number of mature trees and vegetation - that are important for numerous priority species – particularly along the north/south-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>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and</b>	<p style="text-align: center;">x</p>



<b>Townscape</b>	<p>The site is just detached from the development limits of Holbeach and so development of the site could have an adverse impact on the character of the area. However if brought forward in conjunction with Hob004 the site could provide a natural extension to the development form of the town. Developing this site as part of a wider area could also help mitigate the negative impacts of the site being situated in close proximity to the A17.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>The majority of the site appears to be in agricultural use (grade 1).</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 2.12ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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' and danger for some with areas of low/no</p>

	<p>hazard in terms of flood hazard; and with a flood depth of '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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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 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 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>
<b>13. Economy and Employment</b>	<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 92 people within the ideal 7km drive of local employment with Fleet Road Industrial Estate approx. 1.5km 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 (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 and at junctions (particularly along the A17) do not worsen and are detrimental to the economy.</p>

<b>HOB033: 18 Edinburgh Walk, Holbeach</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.18ha Potential open space: 0.03ha Development area: 0.15ha Potential no of dwellings: 2
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute to the level of housing identified for the Holbeach area over the plan period and will have a positive impact on this objective.  Housing sites within development limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓
	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, playing field and community centre are all located around 700m away on Fishpond Lane whilst the closest health centre (Littlebury Medical Centre) is situated approx. 570m away.  It is anticipated that the increase in population - approximately 4 people (2.2 occupants in each of the 2 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.  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 slightly 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.
<b>3. Transport</b>	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Holbeach Town) showed that 80.7% of households owned at least one car (below the Lincolnshire average of 82%) and 44.7% travelled to work by car/van (above the county average of 42.1%).  The site is within the ideal short driving distance to a big supermarket (7km) being around 950m from the Tesco store in Holbeach (Boston Road South). Furthermore, the site is also within the ideal 1km distance of a local shop from a housing site being 390m 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.  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

	<p>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 410m from the site near Budgens on Fleet Street, just outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>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 potential employment opportunities at Fleet Road Industrial Estate (1.1km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 2 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest education facilities are:</p> <ul style="list-style-type: none"> <li>• William Stukeley Church of England Primary School is around 940m from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 900m away</li> </ul>

	<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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on some mature trees within the site, potentially affecting 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 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is entirely within the development limits of Holbeach and is bounded by residential development on all boundaries – it would form an infill development. Any impact on the landscape would therefore 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>

	The site is not agricultural land.
<b>10. Sustainable use of Land and Waste</b>	<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. 0.18ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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. 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 Holbeach for the plan period, and other benefits including improving health, and 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,</p>

	<p>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>
<b>12. Climate Change</b>	<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. However, the anticipated increase in 4 people may only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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 4 people within the ideal 7km drive of local employment with Fleet Road Industrial Estate approx. 1.1km 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 (4 people) will generate only a limited amount of 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>

<b>HOB035: Land at Northons Lane, Holbeach</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.14ha Potential open space: 0.02ha Development area: 0.12ha Potential no of dwellings: 2
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute to the level of housing identified for the Holbeach area over the plan period and will have a positive impact on this objective.  Housing sites within development limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	x
	The majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest open space and playing field (off Farmers Gate), health centre (Holbeach Medical Centre) and Holbeach Community Centre are all outside the ideal walking distances.  It is anticipated that the increase in population - approximately 4 people (2.2 occupants in each of the 2 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.  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.
<b>3. Transport</b>	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Holbeach Town) showed that 80.7% of households owned at least one car (below the Lincolnshire average of 82%) and 44.7% travelled to work by car/van (above the county average of 42.1%).  The site is within the ideal short driving distance to a big supermarket being around 1.3km from the Tesco store in Holbeach (Boston Road South). The site is also just within the ideal 1km distance of the local shop from a housing site, being around 980m from the One Stop convenience store on West End. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.  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



	<p>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 740m from the site adjacent Fairfields, outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>Some of the area's services and facilities are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Fleet Road Industrial Estate (2.5km) 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>Development of the site is not likely to lead to the loss of any infrastructure.</p>
<p><b>5. Education</b></p>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 2 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest education facilities are:</p> <ul style="list-style-type: none"> <li>• William Stukeley Church of England Primary School is around 900m from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing</li> </ul>

	<p>post-18 education opportunities) are approx. 1.5km away</p> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on, or lead to the loss of, a number of mature trees bordering the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is entirely within the development limits of Holbeach. Although the site is largely surrounded by agricultural land, development of the site is likely to have only a limited impact on the landscape 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>

	The site is not agricultural land.
<b>10. Sustainable use of Land and Waste</b>	<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 result in the loss of greenfield land which could make it less likely that previously developed land will be developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 no/low hazard and danger for some in terms of flood hazard, with flood depths including an area of no hazard and between 0-0.5m, with small areas of no hazard and 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 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/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. This pattern is likely to continue, although the anticipated increase in 4 people may only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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 4 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 (4 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>

<b>HOB039: Land to the south of Wignals Gate, Holbeach</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 8.59ha Potential open space: 1.20ha Development area: 2.99ha Potential no of dwellings: 96
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/x
	<p>Open space and a playing field are located off Wheatsheaf Close approx. 750m from the site. 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 (Holbeach Medical Centre) and Holbeach Community Centre are both outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 211 people (2.2 occupants in each of the 96 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 1.20ha 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>
<b>3. Transport</b>	x
	<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 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 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 the local shop from a housing site (approx. 1.7km from the One Stop convenience store on West End).</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 1.2km from the site on Spalding Road adjacent to Wignals Gate, well outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>Some of the area's services and facilities are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Fleet Road Industrial Estate (3.3km) 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>

	No infrastructure will be lost on site as a consequence of this proposal.
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 96 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 19 primary pupils and 18 secondary pupils. The nearest education facilities are:</p> <ul style="list-style-type: none"> <li>• William Stukeley Church of England Primary School is around 1.5km from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 2.5km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Drainage channels run along the southern and western boundaries and New River is adjacent to the eastern boundary. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site is adjacent to the development limits of Holbeach. It is located behind frontage development and has open boundaries on</p>

	<p>three sides with open countryside to the south. Development of the site would form a significant intrusion into the countryside. Consequently, development of the site would have an adverse 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>
<b>9. Air, Soil and Water Resources</b>	<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>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. 8.59ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 8.59ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p>✓/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 no/low hazard with a small area of danger for some/most in terms of flood hazard; and with flood depths including an area of no hazard and between 0-0.25m, with small areas 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 Holbeach 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/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 211 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>
<b>13. Economy and Employment</b>	<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 211 people within the ideal 7km drive of local employment with Fleet Road Industrial Estate approx. 3.3km 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 (211 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 A17) do not worsen and are detrimental to the economy.</p>

<b>HOB042: Land to the north of Northons Lane, Holbeach</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 10.08ha Potential open space: 1.41ha Development area: 8.67ha  Potential no of dwellings: 202</p>
<b>1. Housing</b>	<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 within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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 and playing field (off Farmers Gate), health centre (Holbeach Medical Centre) and Holbeach Community Centre are all outside the ideal walking</p>

	<p>distances.</p> <p>It is anticipated that the increase in population - approximately 444 people (2.2 occupants in each of the 202 dwellings) – would place significant additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports facilities near the site could be needed to meet the needs of future residents.</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 1.41ha 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, it is considered that development on this scale offers opportunities to mitigate such impacts effectively - Structural landscaping such as trees of mixed provenance, may be necessary along the north-eastern facing 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.</p>
<p><b>3. Transport</b></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 distance to a big supermarket being around 1.3km from the Tesco store in Holbeach (Boston Road South). The site is also just within the ideal 1km distance of the local shop from a housing site, being around 990m from the One Stop convenience store on West End. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents’ everyday shopping needs.</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</p>

	Lynn; the nearest bus stops around 880m from the site adjacent Fairfields, outside the ideal 400m walking distance.
<b>4. Socially Inclusive Communities</b>	<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, 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 (2.5km) 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>Development of the site is not likely to lead to the loss of any infrastructure.</p>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 202 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 40 primary pupils and 38 secondary pupils. The nearest education facilities are:</p> <ul style="list-style-type: none"> <li>• William Stukeley Church of England Primary School is around 910m from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 1.5km away</li> </ul> <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>

	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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	✓/x
	<p>Development of the site may have an adverse impact on a small number of 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>Drainage channels also run along the western and north-eastern facing boundaries. 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>
<b>7. Heritage</b>	x
	<p>Built heritage assets (including Historic Parks and Gardens) – The site has heritage significance as it is presently open frontage along Northons Lane which allows views from The Old Cottage (Grade II listed) into the countryside beyond. The site represents the continuing extension of Holbeach westwards along Northons Lane. Development of the site will complete the expansion to the A17 bypass. The impact of the site will be to extend the urbanisation of the frontage further out of town. The existing residential expansion along the north side of Northons Lane that includes Oakwood Glade, has already impacted on the rural setting of the The Old Cottage. Although presently open, the existing development on the Northons Lane frontage to the immediate south and north already undermines the contribution of this openness to the setting of The Old Cottage. The question is whether the openness has already been compromised to such an extent that the contribution of the remaining open aspect, that of the frontage of the allocation site, is significant to the setting.</p> <p>Potential mitigation - Development of the site will result in the loss of the open aspect that forms part of the historic fenland setting of The Old Cottage. However, previous development has already reduced this significantly. Although the openness of the setting would be lost by its development, the impact of the urbanisation could be addressed through sensitive landscaping and layout;</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 archaeological in situ or to record an archaeology before its destruction.</p>
<b>8. Landscape and</b>	✓

<b>Townscape</b>	<p>The site is entirely within the development limits of Holbeach and is bordered by residential development to the south-east and the A151 to the north-east. The site's development would greatly increase the perceived extent of the settlement's built-up area and its close proximity to the road may impact on the amenities that would be enjoyed by new dwellings on the site. However, should the site be developed in combination with Hob006 there would be opportunities to mitigate such impacts and it 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>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. 10.08ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 10.08ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>

<b>11. Flood Risk</b>	<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 low/no hazard and danger for some with a small area of danger for most in terms of flood hazard; and with flood depths between 0-0.5m with an area of no hazard and a small area of depth 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 Holbeach for the plan period; and 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>
<b>12. Climate Change</b>	<p style="text-align: right;">✓/x</p> <p>A number 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 444 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,</p>

	<p>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>
<b>13. Economy and Employment</b>	<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 444 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 (444 people) will generate a significant amount of additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network and at junctions (particularly along the A17) do not worsen and are detrimental to the economy.</p>

<b>HOB044: Land to the north of Northons Lane, Holbeach</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 1.21ha Potential open space: 0.17ha Development area: 1.04ha  Potential no of dwellings: 24</p>
<b>1. Housing</b>	<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 within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-</b>	<p style="text-align: center;">✓</p>



<p><b>being</b></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 sports facilities (tennis courts, bowling green, playing field and outdoor basketball) and open space are located around 750m from the site at Carter's Park whilst the closest health centre is Holbeach Medical Centre situated around 730m away. However, Holbeach Community Centre is outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 53 people (2.2 occupants in each of the 24 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 0.17ha 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 other developments elsewhere in the settlement could have a negative impact on physical and mental health.</p>
<p><b>3. Transport</b></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 (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 810m from the Tesco store in Holbeach (Boston Road South). 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 510m from the site near the William Stukeley Church of England Primary School, outside the ideal</p>

	400m walking distance.
<b>4. Socially Inclusive Communities</b>	✓/x
	ONS statistics depict a varied picture in relation to the deprivation of Holbeach Town: Compared with the Lincolnshire average, its long term unemployment rate was above average (37.5% compared to 25.6%). Statistics also show that the percentage of residents without access to a car is above average (19.3% compared to 18%). However, crime rate per 1000 is below the county average at 36.5 compared to 49.7.
	The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents.
	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.
	As discussed in Objective 13, the nearest potential employment opportunities at Fleet Road Industrial Estate (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.
Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised.	
No infrastructure will be lost on site as a consequence of this proposal.	
<b>5. Education</b>	✓
	<p>The development would be likely to accommodate 24 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"> <li>• William Stukeley Church of England Primary School is around 430m from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 1.3km away</li> </ul> <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>

	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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The southern area of this site appears to have been left 'semi wild' with mature trees and other vegetation evident which could provide valuable space for a range of priority habitats and species. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is entirely within the development limits of Holbeach and is bounded by residential development on all boundaries – it would form an infill development. Any impact on the landscape would therefore 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>
<b>9. Air, Soil and Water Resources</b>	<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 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-</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>The proposal would secure the reuse of approx. 1.21ha of previously developed land which could make it less likely that best and most versatile agricultural land will be lost elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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>The proposal would secure the reuse of approx. 1.21ha of previously developed land which could make it less likely that greenfield land will be lost elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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/most and no/low hazard in terms of flood hazard; and with flood depths between 0-1.0m, with a small 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 Holbeach for the plan period; improving health and wellbeing; promoting sustainable transport modes; 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</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>
<b>12. Climate Change</b>	<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 53 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>
<b>13. Economy and Employment</b>	<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 53 people within the ideal 7km drive of local employment with Fleet Road Industrial Estate approx. 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</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 (53 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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## Main Service Centres: Kirton

FRA005: Land to the north of Middlegate Road, Kirton	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.44ha Potential open space: 0.24ha Development area: 2.20ha Potential no of dwellings: 49
<b>1. Housing</b>	✓
	<p>Overall the site has the potential to contribute towards the 514 dwellings proposed for the Kirton 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 Kirton 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>
<b>2. Health and Well-being</b>	✓/x
	<p>Frampton playing field (330m) and Kirton Medical Centre (990m) are both within the ideal 1km walk of the site. However, other facilities that would help to maintain health and promote healthy lifestyles - such as the nearest open space and Kirton Town Hall or Frampton Village Hall - are over the ideal walking distance (600m for a community centre/ village hall) from housing development.</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.</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 0.24ha 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>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>
<b>3. Transport</b>	✓/x
	It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Kirton Ward) showed that 82.4% of

	<p>households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.</p> <p>The site is inside the ideal 7km distance to a big supermarket, being approx. 5.6km 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 walking distance of a local convenience store. 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 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 stop is approx. 250m away on Middlegate Road East, within the ideal 400m walking distance. Buses run regularly to Boston (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓/x</p> <p>ONS statistics depict a varying picture in relation to the deprivation of Kirton ward: Compared with the Lincolnshire average, its long term unemployment rate was above average (33.8% compared to 25.6%), but the percentage of residents without access to a car was below average (17.6% compared to 18%) as was the crime rate per 1000 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 within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan.</p> <p>New housing development may not improve physical access to local employment as Employment Sites are beyond the ideal 1km walking distance of the site, although they could be cycled to, and there are also more extensive employment opportunities within the ideal 7km drive in Sutterton and Boston town.</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>
<b>5. Education</b>	<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 7 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Kirton Primary School approx. 1.5km from the site</li> <li>• Kirton Middlecott School around 1.9km from the site</li> </ul> <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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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. Good design could generate a positive biodiversity impact by retaining trees (or replacing if necessary) 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site lies within The Fens National Character Area; the flat, visually open, arable fields are typical landscape characteristics. Development of the site would have a less adverse impact on the character and appearance of the area than Fra004. Its scale is more in character with the existing village and it would not dominate the settlement from the north because it is similar in depth to Lenton Way. The shape of the site means that it would integrate into the village's built form but would increase the visual impact of the built up area from the A16.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<b>Water Resources</b>	<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 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. 2.44ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 2.44ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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' and small areas of danger for some/all 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</p>

	appraisal, it appears that the development would deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.
<b>12. Climate Change</b>	✓/x
	<p>Some 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. 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 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 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>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 the scale of residential development anticipated 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>
<b>13. Economy and Employment</b>	✓/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. Kirton is a Major Service Centre – the Local Plan proposes that Kirton 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 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 108 people within the ideal 7km drive of employment opportunities in Sutterton and 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 (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>

<b>FRA024: Land to the north of Middlegate Road, Kirton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 9.82ha Potential open space: 0.98ha Development area: 8.84ha Potential no of dwellings: 196
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 514 dwellings proposed for the Kirton 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 Kirton 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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>Frampton playing field (750m) and Kirton Medical Centre (600m) are within the ideal 1km walk of the site. However, other facilities that would help to maintain health and promote healthy lifestyles - such as the nearest open space and Kirton Town Hall or Frampton Village Hall - are over the ideal walking distance (600m for a community centre/village hall) from housing development.</p> <p>It is anticipated that the increase in population - approximately 432 people (2.2 occupants in each of the 196 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, 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 0.98ha 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.</p>
<b>3. Transport</b>	<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 (Kirton Ward) 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 82% and 42.1% respectively.</p>

	<p>The site is inside the ideal 7km distance to a big supermarket, being approx. 5.8km 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 walking distance of a local convenience store. 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 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 stop is within the ideal 400m walking distance. Buses run regularly to Boston and Spalding (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: right;">✓/x</p> <p>ONS statistics depict a varying picture in relation to the deprivation of Kirton ward: Compared with the Lincolnshire average, its long term unemployment rate was above average (33.8% compared to 25.6%), but the percentage of residents without access to a car was below average (17.6% compared to 18%) as was the crime rate per 1000 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 within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan.</p> <p>New housing development may not improve physical access to local employment as Employment Sites are beyond the ideal 1km walking distance of the site, although they could be cycled to, and there are also more extensive employment opportunities within the ideal 7km drive in Sutterton and Boston 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><b>5. Education</b></p>	<p style="text-align: right;">✓/x</p>

	<p>The development would be likely to accommodate 196 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 40 primary pupils and 28 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Kirton Primary School approx. 1.2km from the site</li> <li>• Kirton Middlecott School around 1.6km from the site</li> </ul> <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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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. Good design could generate a positive biodiversity impact by retaining trees (or replacing if necessary) 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site lies within The Fens National Character Area; the flat, visually open, arable fields are typical landscape characteristics. Development of the site would have a less adverse impact on the character and appearance of the area than Fra004. Its scale is more in character with the existing village and it would not dominate the settlement from the north because it is similar in depth to Lenton Way. The shape of the site means that it would integrate into the village's built form but would increase the visual impact of the built up area from the A16.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<b>Water Resources</b>	<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 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. 9.82ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 9.82ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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 with small areas of 'danger for all' and danger for some in terms of flood hazard, with a flood depth of '0.25-1.0m'; and a small area above 2m . 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</p>

	<p>appraisal, it appears that the development would deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<p><b>12. Climate Change</b></p>	<p style="text-align: center;">✓/x</p> <p>Some 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. 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 432 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>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 the scale of residential development anticipated 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><b>13. Economy and Employment</b></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. Kirton is a Major Service Centre – the Local Plan proposes that Kirton 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 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 432 people within the ideal 7km drive of employment opportunities in Sutterton and 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 (432 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>



<b>KIR006: Land to the west of Boston Road, Kirton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.65ha Potential open space: 0.27ha Development area: 2.38ha Potential no of dwellings: 53
<b>1. Housing</b>	✓
	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.  However, housing sites detached from development limits would, in general, be contrary to the principles of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓
	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 is Kirton Medical Centre situated around 160m from the site and the closest playing field and open space is located at Kirton Town Hall approx. 860m away on Station Road. However, as a community venue, Kirton Town Hall is outside the ideal 600m to a community centre/village hall.  It is anticipated that the increase in population - approximately 117 people (2.2 occupants in each of the 53 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 0.27ha 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.  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.
<b>3. Transport</b>	✓/x
	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>The site is within the ideal short driving (7km) distance to a big supermarket being around 5.3km 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 850m 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 420m from the site on Boston Road (adjacent Woodlands Court), just 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><b>4. Socially Inclusive Communities</b></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>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 employment site on Wash Road (1.4km) 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>

	No infrastructure will be lost on site as a consequence of this proposal.
<b>5. Education</b>	<p style="text-align: center;">✓/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"> <li>• Kirton Primary School is around 980m from the site</li> <li>• Thomas Middlecott Academy is approx. 1.4km away</li> </ul> <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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on some mature trees within the site that are protected by the Kirton and Frampton Tree Preservation Order No. 2. However, due to the size of the site it is likely that any such impacts could be minimized by careful layout, care being 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>Although the site is detached from the development limits of Kirton, the site's development would not have adverse impacts upon the character and appearance of the landscape. The site does not have an open countryside character and its relationship to the village's existing built form is acceptable.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<b>Water Resources</b>	<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. 2.65ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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>
<b>11. Flood Risk</b>	<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; and flood depth 0-1.0m with small areas of no hazard and 1.0-2.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality.</p> <p>In this instance, it appears that there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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 117 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>
<b>13. Economy and Employment</b>	✓/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. Given this it is likely that new development could have a positive impact on the local economy by bringing 117 people within the ideal 7km drive of local employment with the employment site on Wash Road approx. 1.5km 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 (117 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>

<b>KIR007: Land to the west of Boston Road, Kirton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 6.3ha Potential open space: 0.63ha Development area: 5.67ha Potential no of dwellings: 140
<b>1. Housing</b>	✓
	<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</p>

	<p>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>
<p><b>2. Health and Well-being</b></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 health centre is Kirton Medical Centre situated around 220m from the site and the closest playing field and open space is located at Kirton Town Hall approx. 920m away on Station Road. 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 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 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 0.63ha 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 significantly 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><b>3. Transport</b></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 within the ideal short driving (7km) distance to a big supermarket being around 5.2km 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 890m 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 500m from the site on Boston Road (adjacent Woodlands Court), 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><b>4. Socially Inclusive Communities</b></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>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 employment site on Wash Road (1.5km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓/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"> <li>• Kirton Primary School is around 1km from the site</li> </ul>

	<ul style="list-style-type: none"> <li>• Thomas Middlecott Academy is approx. 1.5km away</li> </ul> <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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on some mature trees within the site that are protected by the Kirton and Frampton Tree Preservation Order No. 2. However, due to the size of the site it is likely that any such impacts could be minimized by careful layout, care being 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>Although the site is detached from the development limits of Kirton, the site's development would not have adverse impacts upon the character and appearance of the landscape. The site does not have an open countryside character and its relationship to the village's existing built form is acceptable.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>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. 6.3ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 6.3ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 some and danger for most with a small area of low/no hazard in terms of flood hazard, with a flood depth of '0-1.0m and small areas of no hazard and flood depth 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<p><b>12. Climate Change</b></p>	<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 308 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,</p>

	<p>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>
<b>13. Economy and Employment</b>	<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. Given this it is likely that new development could have a positive impact on the local economy by bringing 308 people within the ideal 7km drive of local employment with the employment site on Wash Road approx. 1.5km 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 (308 people) will generate a significant amount of additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network and at junctions (particularly along the A16) do not worsen and are detrimental to the economy.</p>

<b>KIR009: Land to the south of London Road, Kirton</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 1.6ha Potential open space: 0.2ha Development area: 1ha  Potential no of dwellings: 32</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>The nearest sports centre (Kirton Middlecott Sports and Fitness Centre) is located around 750m from the site. However, the majority of</p>

	<p>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, 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 70 people (2.2 occupants in each of the 32 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 0.2ha 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>
<b>3. Transport</b>	<p style="text-align: center;">✓</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 6.8km from the Tesco store in Boston (New Hammond Beck Road). The site is also at the upper limit of the acceptable walking distance from a local shop being 1km 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 220m from the site on London Road (opposite Woodside Road), within the ideal 400m walking distance. Buses depart for Spalding approximately every hour (Monday-Saturday).</p>
<b>4. Socially Inclusive Communities</b>	<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 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 site on Wash Road (1.6km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 32 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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Kirton Primary School is around 1.2km from the site</li> <li>• Thomas Middlecott Academy is approx. 740m away</li> </ul> <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>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>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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">x</p> <p>Development of the site would have an adverse impact on trees protected by the Kirton, Sutterton and Algarkirk Tree Preservation Order No. 1. Due to the density of the trees on the site it is unlikely that any such impacts could be minimized by careful layout. 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>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>Although the site is adjacent to the development limits of Kirton its development would have an adverse impact on the character and appearance of the landscape. The site is visually prominent and development would significantly increase the perceived extent of the built-up area. London Road to the north-west and Drainside South to the east are currently perceived as a natural boundary to the southern and eastern spread of the village.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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. 1.6ha of grade 1 agricultural land.</p>
<b>10. Sustainable use</b>	x

<p><b>of Land and Waste</b></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. 1.6ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;"><b>x</b></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/some and low/no hazard in terms of flood hazard, with a flood depth of '0-1.0m and areas of no hazard and flood depth 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<p><b>12. Climate Change</b></p>	<p style="text-align: center;"><b>✓/x</b></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 70 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>
<p><b>13. Economy and Employment</b></p>	<p style="text-align: center;"><b>✓/x</b></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 could have a positive</p>

	<p>impact on the local economy by bringing 70 people within the ideal 7km drive of local employment with the employment site on Wash Road approx. 1.6km 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 (70 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>
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<b>KIR015: Land to the west of London Road, Kirton</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 4.93ha Potential open space: 0.49ha Development area: 4.44ha            Potential no of dwellings: 99</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>The nearest sports centre is Kirton Middlecott Sports and Fitness Centre around 600m from the site and open space is located at Kirton Town Hall approx. 750m 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.</p> <p>It is anticipated that the increase in population - approximately 218 people (2.2 occupants in each of the 99 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</p>

	<p>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 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><b>3. Transport</b></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 within the ideal short driving (7km) distance to a big supermarket being around 6.4km 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 630m 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 710m 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><b>4. Socially Inclusive Communities</b></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>Some of the area's services and facilities are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion.</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>
<p><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 99 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"> <li>• Kirton Primary School is around 850m from the site</li> <li>• Thomas Middlecott Academy is approx. 600m away</li> </ul> <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>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>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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></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>

<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Kirton and relates well to the existing built up area. It is bordered by an unused former commercial site to the north, a current employment use 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>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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 4.93ha of predominantly previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 4.93ha of predominantly previously-developed land which could potentially see less greenfield land being developed elsewhere.</p>

	This site is not within a Mineral Safeguarding Area.
<b>11. Flood Risk</b>	<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/most and low/no hazard in terms of flood hazard, with flood depths between 0-1.0m and no hazard and a small area of flood depth 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 Kirton for the plan period; 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/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 218 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>
<b>13. Economy and Employment</b>	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 218 people within the ideal 7km drive of local employment with the employment site on Wash Road approx. 1.2km 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 (4.93ha) 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 (218 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>

<b>KIR022: Land to the west of London Road, Kirton</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 4.93ha Potential open space: 0.49ha Development area: 4.44ha  Potential no of dwellings: 77</p>
<b>1. Housing</b>	✓
	<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>
<p><b>2. Health and Well-being</b></p>	<p style="text-align: center;">✓/x</p> <p>The nearest sports centre is Kirton Middlecott Sports and Fitness Centre around 600m from the site and open space is located at Kirton Town Hall approx. 750m 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.</p> <p>It is anticipated that the increase in population - approximately 169 people (2.2 occupants in each of the 77 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 0.49ha 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 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><b>3. Transport</b></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 within the ideal short driving (7km) distance to a big supermarket being around 6.4km 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 630m 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 710m 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><b>4. Socially Inclusive Communities</b></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>Some of the area's services and facilities are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion.</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>
<p><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 77 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 15 secondary pupils. The nearest primary and secondary schools are:</p>

	<ul style="list-style-type: none"> <li>• Kirton Primary School is around 850m from the site</li> <li>• Thomas Middlecott Academy is approx. 600m away</li> </ul> <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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Kirton and relates well to the existing built up area. It is bordered by frontage development to the north, a current employment use 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>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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</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>However this site does secure the redevelopment of 4.93ha of predominantly previously-developed land which could potentially see less best and most versatile land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 4.93ha 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>
<b>11. Flood Risk</b>	<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/most and low/no hazard in terms of flood hazard, with a flood depth of '0-1.0m and areas of no hazard and flood depth 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/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 169 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>



	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.
<b>13. Economy and Employment</b>	x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that a focus on increasing housing and accompanying appropriate employment development in 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 169 people within the ideal 7km drive of local employment with the employment site on Wash Road approx. 1.2km 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 (4.93ha) 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.
	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 (169 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.

<b>KIR029: Land to the west of Horseshoe Lane, Kirton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.37ha Potential open space: 0.24ha Development area: 2.13ha Potential no of dwellings: 47
<b>1. Housing</b>	✓
	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.
<b>2. Health and Well-being</b>	✓/x
	The nearest playing field and open space at Graves Park is around 670m from the site. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest community venue (Kirton Town Hall) and health centre (Kirton Medical Centre) are both outside the ideal walking distances.

	<p>It is anticipated that the increase in population - approximately 103 people (2.2 occupants in each of the 47 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, 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 0.24ha 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>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>Although the site is relatively close to Kirton’s centre, the A16 effectively severs the east of Kirton from the west. Consequently, this reduces the accessibility of the facilities and services in Kirton that are important for improving the health and wellbeing of residents, contrary to Objective 2. Furthermore, the site is adjacent to the busy A16 which may impact on the amenities that would be enjoyed by new dwellings on the site – structural landscaping such as trees of mixed provenance may be necessary to help mitigate any noise and air pollution.</p>
<b>3. Transport</b>	<p style="text-align: center;">✓</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 5.7km from the Aldi store in Boston (Queens Street) – the car/van is likely to be the preferred mode of transport for this purpose. The site at the upper limit of what is considered the ideal walking distance from a local shop being approx. 1km 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. However, as mentioned in Objective 2, the A16 has a severance effect which may inhibit pedestrian travel.</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 240m from the site adjacent to Craven Avenue, within 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>
<b>4. Socially Inclusive</b>	<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</p>

<p><b>Communities</b></p>	<p>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 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 site on Wash Road (1.1km) is within the ideal 7km drive of the site. However, it is outside the ideal walking distance of 1km. 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><b>5. Education</b></p>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 47 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"> <li>• Kirton Primary School is around 1km from the site</li> <li>• Thomas Middlecott Academy is approx. 1.4km away</li> </ul> <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>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>

	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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	0
	The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites.  There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
<b>7. Heritage</b>	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
<b>8. Landscape and Townscape</b>	✓
	The site is adjacent to the development limits of Kirton and does not have an open countryside character. It is enclosed by residential development to the north and south with Horseshoe Lane to the east. Consequently, development of the site would not have adverse impacts on the character and appearance of the landscape.  The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	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 Kirton 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.  The proposal would lead to the permanent loss of approx. 2.37ha of Grade 1 agricultural land.
<b>10. Sustainable use of Land and Waste</b>	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

	<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. 2.37ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">XX</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' and a small area of danger for all and danger for some in terms of flood hazard, with a flood depth of '0.25-1.0m' and a small area 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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/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 103 people would generate a number 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 and alleviating deprivation by bringing 103 people within the ideal 7km drive of local employment with the employment site on Wash Road approx. 1.1km 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 (103 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>
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KIR033: Land to the west of London Road, Kirton	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 4.21ha Potential open space: 0.42ha Development area: 3.79ha Potential no of dwellings: 84
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/x
	<p>The nearest sports centre is Kirton Middlecott Sports and Fitness Centre around 840m from the site and open space is located at Kirton Town Hall approx. 910m 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.</p> <p>It is anticipated that the increase in population - approximately 185 people (2.2 occupants in each of the 84 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, 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 0.42ha of</p>

	<p>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. 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.</p>
<p><b>3. Transport</b></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 within the ideal short driving (7km) distance to a big supermarket being around 6.5km 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 820m 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 510m 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>
<p><b>4. Socially Inclusive Communities</b></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>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 (1.3km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 84 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"> <li>• Kirton Primary School is around 1km from the site</li> <li>• Thomas Middlecott Academy is approx. 600m away</li> </ul> <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>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>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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></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><b>7. Heritage</b></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>



<b>8. Landscape and Townscape</b>	<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>
<b>9. Air, Soil and Water Resources</b>	<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>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. 4.21ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 4.21ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 danger for most with small areas of low/no hazard and danger for all in terms of flood hazard; and with flood depths between '0-1.0m with small areas of no hazard and flood depth 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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 185 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>
<b>13. Economy and Employment</b>	<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 185 people within the ideal 7km drive of local employment with the employment site on Wash Road approx. 1.3km 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 (185 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</p>

	(particularly along the A16) do not worsen and are detrimental to the economy.
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<b>KIR037: Land to the west of London Road, Kirton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 16.25ha Potential open space: 1.63ha Development area: 14.62ha Potential no of dwellings: 325
<b>1. Housing</b>	✓
	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 adjacent to Kirton would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x
	The nearest sports centre is Kirton Middlecott Sports and Fitness Centre around 570m from the site and open space is located at Kirton Town Hall approx. 740m 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 715 people (2.2 occupants in each of the 325 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, 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 1.63ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the masterplanning it would have a positive impact on this objective.  Local air and noise pollution is likely to increase significantly with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health.
<b>3. Transport</b>	✓/x

	<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 6.4km 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 680m 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 760m 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><b>4. Socially Inclusive Communities</b></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>Some of the area's services and facilities are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest employment site on Wash Road (1.3km) 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.</p> <p>This could have a negative impact, potentially excluding access for some residents to local employment. Boston, with its more extensive</p>

	<p>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>
<b>5. Education</b>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 325 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 65 primary pupils and 62 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Kirton Primary School around 840m from the site</li> <li>• Thomas Middlecott Academy approx. 570m away</li> </ul> <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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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. However, due to the size of the site it is likely that any such impacts could be minimized by careful layout. To determine the value of these trees for wildlife, they should be subject to a quality assessment.</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>
<b>7. Heritage</b>	<p style="text-align: center;">?</p> <p>The site incorporates a frontage onto High Street. The High Street frontage is the key thoroughfare in the Conservation Area and the site abuts it.</p> <p>Any development proposal should be informed by a heritage impact assessment. The Assessment would need to address the impact of</p>

	the proposal on the historic townscape and in particular how it would preserve and enhance the character and appearance of the conservation area.
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is largely adjacent to the development limits of Kirton. Development of the site would have an acceptable impact upon 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 east and south. The site is also contained by strong physical features at the western (Woodside Road/Kirton Drain) and northern (Church Lane) boundaries.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>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, Anglian Water have commented that there are major constraints to the provision of infrastructure and/or treatment in relation to the water supply network, at Frampton's Water Recycling Centre and the surface water network.</p> <p>Although part of the site is previously developed (approx 25%), the remainder of the site is grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 16.25ha of predominantly greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 some/most and low/no hazard in terms of flood hazard; and with flood depths between 0-1.0m with small areas no hazard and depth 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>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; and protecting the quality and character of landscape and townscape.</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>
<b>12. Climate Change</b>	<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 715 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</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>
<b>13. Economy and Employment</b>	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 715 people within the ideal 7km drive of local employment with the employment site on Wash Road approx. 1.3km 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 (16.25ha) 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 (715 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 A16) do not worsen and are detrimental to the economy.</p>

<b>KIR038: Land to the west of London Road, Kirton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.57ha Potential no of dwellings: 17
<b>1. Housing</b>	✓
	<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><b>2. Health and Well-being</b></p>	<p style="text-align: right;">✓/x</p> <p>The nearest sports centre is Kirton Middlecott Sports and Fitness Centre around 410m from the site and open space is located at Kirton Town Hall approx. 650m 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.</p> <p>It is anticipated that the increase in population - approximately 37 people (2.2 occupants in each of the 17 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>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. Furthermore, the site adjoins allocated employment land to the north which may impact on the residential amenity of any future residents 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>
<p><b>3. Transport</b></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 (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 short driving (7km) distance to the nearest big supermarket (the Tesco store in Boston, New Hammond Beck Road) – the car is likely to be the preferred mode of travel for this purpose. The site is also within the ideal 1km walking distance from a local shop being approx. 630m 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, as well as cumulatively with other sites nearby, 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</p>

	<p>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 just within the ideal 400m walking distance (on London Road, adjacent Woodside Road) meaning that public transport access for residents is good. Buses depart for Spalding approximately every hour (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></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>A number of the area's services, facilities and public transport links are within 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 (990m) is within the ideal 1km walk and 7km drive of the site. However, the western part of Kirton where this housing site is located 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p>

	<p>The development would be likely to accommodate 17 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"> <li>• Kirton Primary School is around 760m from the site</li> <li>• Thomas Middlecott Academy is approx. 380m away</li> </ul> <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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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. Care should be taken to ensure no adverse harm is caused to trees adjacent to the site. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>Development of the site would have an acceptable impact on the character and appearance of the area. It is adjacent to the development limits of Kirton and, although the site is visible in short views from the south and longer views from the west, it does not have a countryside character.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>The site is not agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 0.57ha of predominantly greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 some and low hazard in terms of flood hazard; and with flood depths 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, 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; and 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</p>

	<p>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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>A number of the areas facilities, services and public transport links are within the ideal walking distances from the site meaning that this should help reduce 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 37 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 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>
<b>13. Economy and Employment</b>	<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 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 37 people within the ideal 1km walk and 7km drive of local employment with the employment site on Wash Road approx. 990m 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>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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## Main Service Centres: Long Sutton

<b>GED001: Land to the north of Gedney Road, Long Sutton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 4.43ha Potential open space: 0.62ha Development area: 3.81ha Potential no of dwellings: 89
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/x
	<p>The nearest open space (Anfield Road) and medical centre (Long Sutton Medical Centre) are approx. 820m and 1km from the site respectively. However, other facilities that would help to maintain health and promote healthy lifestyles - such as The Market Place and the London Road playing fields - are over the ideal 1km walking distance from housing development (600m for a community centre/village hall).</p> <p>It is anticipated that the increase in population - approximately 196 people (2.2 occupants in each of the 89 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 0.62ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the 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>
<b>3. Transport</b>	✓

	<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 (1km) 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 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 30m of the site on Gedney Road, meaning that there is good access for residents. Most of the site is within the ideal 1km walk of a public right of way to the east 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓/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 (260m) is within the ideal 1km walk of the site and Bridge Road Industrial Estate (2.2m) and Princes (2.9km) 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>
<b>5. Education</b>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 89 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 13 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Long Sutton Primary School approx. 910m from the site</li> <li>• The Peele School about 1.9km from the boundary</li> </ul> <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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">x</p> <p>No European or national environmental designations are within 5km of the site. The Shrubberies LWS lies 31m from the southern boundary of the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>A few mature trees exist on the boundaries of the site. Drainage channels run along the northern, eastern and southern boundaries. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 in this location would have some adverse impact by extending the built form of Long Sutton north. But the site is relatively well contained and does not extend beyond the built form to the east. Visual and landscape impact would be most prevalent in short open views from properties to the east and south of the site. The landscape and visual sensitivity would be prevalent in long views from the north and west. Good quality, structural landscaping would help reduce the landscape and visual impact, particularly from any sensitive receptors nearby. It would also help integrate this greenfield site with the countryside to the west and 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>
<b>9. Air, Soil and Water Resources</b>	<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 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. 4.43 ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 4.43 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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 with a small area of danger for all in terms of flood hazard, with a flood depth of '1.0-2.0m' and small areas to a depth of 0.5-1.0m and above 2m. 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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>As discussed above, this site is within a 30/35minute 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 89 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>
<b>13. Economy and Employment</b>	<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 89 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 89 residents may also help support the primacy of Long Sutton</p>

	<p>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>
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<b>LOS001: Land to the south of Woad Lane, Long Sutton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.1ha Potential no of dwellings: 2
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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 within defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>The nearest open space (Roman Bank) and playing field (London Road) are approx. 180m and 430m from the site respectively. However, other facilities that would help to maintain health and promote healthy lifestyles - such as the Long Sutton Medical Centre and the Market Place - are over the ideal 1km walking distance from housing development (600m for a community centre/village hall).</p> <p>It is anticipated that the increase in population - approximately 4 people (2.2 occupants in each of the 2 dwellings) - associated with this site may 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>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to a minimal 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>
<b>3. Transport</b>	<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) and the ideal 1km walk of a local convenience store – the car/van is likely to be the preferred mode of transport for this purpose. Ensuring safe access for pedestrians and cyclists from the site to Woad Lane would help promote accessibility for residents.</p> <p>There is expected to be a slight increase in 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 had legible and safe pedestrian and cycle access, it would help minimise the adverse impacts associated with an increase in traffic.</p> <p>Bus services operate to Spalding and King’s Lynn; the nearest bus stops are within 903m of the boundary on Gedney Road, meaning that access is limited for residents. A public right of way is within 271m of the site providing good access to the countryside for recreation for residents.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓/x</p> <p>Indices of Deprivation statistics (2015) indicate that the site is within the top 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 and aid deprivation - 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. Quality market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents, important in an area where households in fuel poverty (16.5% in South Holland) are above the national average (11.5%).</p> <p>As discussed in Objective 13 Canebuzo (2.1km), Bridge Road Industrial Estate (1.2km) and Princes (1.9km) are within a 4km drive of the site but access by sustainable transport (within the ideal 1km walk of the site) is poor.</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>

<b>5. Education</b>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 2 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 nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Long Sutton Primary School approx. 1.3km from the site</li> <li>• The Peele School about 950m from the boundary</li> </ul> <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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: right;">✓/x</p> <p>No European or national environmental designations are within 5km of the site.</p> <p>A few mature trees exist in the gardens of neighbouring properties. 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>These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means there could be direct damage and their sustainability could also be undermined by disturbance. There are some opportunities to make local improvements to these features, by using a mix of species, particularly of local provenance in the structural landscaping.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: right;">✓/x</p> <p>The site lies within The Fens National Character Area; the flat, visually open field is a typical landscape characteristic. The site is essentially an infill development between two properties so would generate no adverse impact upon 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>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<b>Water Resources</b>	<p>Development upon this site would inevitably have some effect upon air quality. The construction would result in the generation of dust and the release of emissions from construction vehicles. The extent to which air quality would be affected by development would depend upon mitigation to limit emissions and control dust during construction and the use of green infrastructure within the development. It is also likely that new housing development will slightly increase traffic levels; with the current trend of car dependency likely to continue this could generate a slight 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 and the sewerage network can be achieved.</p> <p>The proposal would lead to the permanent loss of approx. 0.1 ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<p style="text-align: center;"><b>x</b></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. 0.1 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;"><b>x</b></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' and a small area of danger for some in terms of flood hazard, with a flood depth of '0.5-1.0m' and an area to a depth of 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;"><b>✓/x</b></p> <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 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 4 people, in this location would generate some additional new car journeys and hence carbon emissions. Good design and complementary transport</p>

	<p>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. Connection to the gas and electricity network should be achievable.</p> <p>The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species is used to better allow for climate change adaptation.</p>
<b>13. Economy and Employment</b>	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site is within the most deprived neighbourhoods in terms of employment (30%) and income (40%) deprivation in the UK. As Long Sutton is a Main Service Centre it is therefore likely that new development could have a positive impact on the local economy and deprivation by bringing 4 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 4 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>

<b>LOS006: Land to the east of Station Road, Long Sutton</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 4.71ha Potential open space: 0.65ha Development area: 4.06ha Potential no of dwellings: 94</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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 partly within and adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>The nearest open space (Delph Road) and medical centre (Long Sutton Medical Centre) are approx. 280m and 610m from the site respectively. However, other facilities that would help to maintain health and promote healthy lifestyles - such as The Market Place and the London Road playing fields - are over the ideal 1km walking distance from housing development (600m for a community centre/village hall).</p>



	<p>It is anticipated that the increase in population - approximately 207 people (2.2 occupants in each of the 94 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 0.65ha 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 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 some 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>
<b>3. Transport</b>	<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 (620m) 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>The potential traffic generated by this site, individually and cumulatively, is expected to be high; 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; the nearest bus stops are within 1km of the site on London Road, meaning access for residents is poor. A public right of way forms the eastern boundary providing easy access to the countryside for recreation. It should be protected and opportunities for betterment taken through development of the site.</p>

	The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.
<b>4. Socially Inclusive Communities</b>	✓/x
	<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 (2.1km) and Princes (2.8km) and Canebuzo (1.5km) 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>
<b>5. Education</b>	✓/x
	<p>The development would be likely to accommodate 94 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 19 primary pupils and 13 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Long Sutton Primary School approx. 890m from the site</li> <li>• The Peele School about 1.9km from the site</li> </ul> <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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European, national or local environmental designations are within 5km of the site.</p> <p>Drainage channels form the northern and southern boundaries. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 forming an eastern protrusion into the landscape. Visual and landscape impact would be most prevalent in long views from the south, and would also limit short open views from properties to the north and east of the site. Good quality, structural landscaping would help reduce the landscape and visual impact, particularly from any sensitive receptors nearby. It would also help integrate this greenfield site with the surrounding countryside. But new development would be visible until the landscaping became effective.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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. 4.71 ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 4.71 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<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 207 people would generate new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure that</p>

	<p>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>
<b>13. Economy and Employment</b>	<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 207 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 207 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>

<b>LOS009: Land to the east of Station Road, Long Sutton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.98ha Potential open space: 0.27ha Development area: 1.71ha Potential no of dwellings: 40
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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 detached from defined settlement limits would, in general, be contrary to the principles of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>The nearest open space (Cowpers Gate) and medical centre (Long Sutton Medical Centre) are approx. 270m and 870m away respectively. However, other facilities that would help to maintain health and promote healthy lifestyles - such as The Market Place and the London Road playing fields - are over the ideal 1km walking distance from housing development (600m for a community centre/village hall).</p>

	<p>It is anticipated that the increase in population - approximately 90 people (2.2 occupants in each of the 40 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 0.27ha 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>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><b>3. Transport</b></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 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 (860m) 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; the nearest bus stops are within 1.2km of the site on London Road, meaning access for residents is poor. A public right of way is 30m from the eastern boundary although access would involve crossing agricultural land.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>

<b>4. Socially Inclusive Communities</b>	<p style="text-align: right;">✓/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 (1.9km) 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>
<b>5. Education</b>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 40 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"> <li>• Long Sutton Primary School approx 1.1km from the site</li> <li>• The Peele School about 2.1km from the site</li> </ul> <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>There are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of</p>

	<p>transport for these journeys.</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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European, national or local environmental designations are within close proximity of the site.</p> <p>A drainage channel forms the northern 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 there could be direct damage and their sustainability could also be undermined by disturbance. There are some opportunities to make local improvements to this feature, by using a mix of species, particularly of local provenance in the structural landscaping and open space.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 forming an eastern protrusion into the landscape. Visual and landscape impact would be most prevalent in long views from the south, and would also limit short open views from properties to the north of the site. Good quality, structural landscaping would help reduce the landscape and visual impact, particularly from any sensitive receptors nearby. It would also help integrate this greenfield site with the surrounding countryside. But new development would be visible until the landscaping became effective.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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. 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 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. 1.98 ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.98 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<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 40 people would generate some new car journeys and hence carbon emissions. Good design and complementary transport measures could</p>

	<p>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>
<b>13. Economy and Employment</b>	<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 40 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 40 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>

<b>LOS012: Land to the west of Wisbech Road, Long Sutton</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 0.75ha Potential open space: 0.10ha Development area: 0.65ha Potential no of dwellings: 15</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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 detached from defined settlement limits would, in general, be contrary to the principles of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>The nearest open space at Colsuan Gardens (720m) and the London Road playing fields (890m) are within the ideal 1km walking distance of the site. However, other facilities that would help to maintain health and promote healthy lifestyles - such as the Long Sutton Medical Centre and The Market Place - are over the ideal 1km walking distance from housing development (600m for a community</p>

	<p>centre/village hall).</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 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 0.10ha 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>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to a minimal 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 neighbour uses nearby.</p>
<p><b>3. Transport</b></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 (540m) 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 Wisbech Road would help promote accessibility for residents.</p> <p>The potential traffic generated by this site, individually and cumulatively, is not expected to be significant; 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; the nearest bus stops are within 203m of the site on London Road meaning access by public transport is good. A public right of way is within 1km of the site (607m) to the west providing 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.
<b>4. Socially Inclusive Communities</b>	<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 – but as this site is detached from the settlement boundary it would detract from 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>
<b>5. Education</b>	<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 2 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Long Sutton Primary School approx. 1.4km from the site</li> <li>• The Peele School about 1.7km from the site</li> </ul> <p>Long Sutton 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. The closest sixth form facilities are in Holbeach where there is currently no capacity available.</p>

	<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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European or national environmental designations are within 5km of the site.</p> <p>Mature trees and hedgerows exist on the eastern boundary. 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 there could be direct damage and their sustainability could also be undermined by disturbance. There are some opportunities to make local improvements to these features, by using a mix of species, particularly of local provenance in the structural landscaping, particularly along the boundaries.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 Wisbech Road. Visual and landscape impact would be most prevalent in long views from the south and east, and would also limit short open views from properties adjoining the site. 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 west. 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>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<b>Water Resources</b>	<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 and sewerage network would be required; it is likely that the development can be accommodated in the existing network.</p> <p>The proposal would lead to the permanent loss of approx. 0.75 ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.75 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<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 a flood depths between '0m -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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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 33 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 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>
<b>13. Economy and Employment</b>	✓
	<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 33 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 by ensuring unemployment and average wage levels remain in situ, or improve.</p> <p>An additional 33 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>

<b>LOS014: Land to the west of Garnsgate Road, Long Sutton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.23ha Potential open space: 0.17ha Development area: 1.06ha Potential no of dwellings: 25
<b>1. Housing</b>	✓
	<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 partly within and adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-</b>	✓/x

<p><b>being</b></p>	<p>The nearest open space at Dick Turpin Way (440m) and medical centre (Long Sutton Medical Centre) (580m), are within the ideal 1km walking distance of the site. However, other facilities that would help to maintain health and promote healthy lifestyles - such as The Market Place and the London Road playing fields - are over the ideal 1km walking distance from housing development (600m for 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) - 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 0.17ha 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>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>There are no known bad neighbours nearby.</p>
<p><b>3. Transport</b></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 (570m) 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 Garnsgate 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; the nearest bus stops are 520m from the north-eastern part of the site on London Road, meaning access for residents is limited. A public right of way is within 1km of the site (709m) to the south providing 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>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: center;">✓/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 (750m) is within the ideal 1km walking distance of the site and Bridge Road Industrial Estate (2.2km) and Princes (2.9km) and 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>
<b>5. Education</b>	<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 4 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Long Sutton Primary School approx. 530m from the site</li> <li>• The Peele School about 1.9km from the site</li> </ul> <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</p>

	<p>pupils new development is anticipated to generate. The closest sixth form facilities are in Holbeach where there is currently no capacity available.</p> <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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European or national environmental designations are within 5km of the site. The Shrubberies LWS is within 111m of the north-eastern boundary. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>Some mature trees exist on the northern and southern boundaries. These could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means there could be direct damage and their sustainability could also be undermined by disturbance. There are some opportunities to make local improvements to these features, by using a mix of species, particularly of local provenance in the structural landscaping and open space.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 although it is relatively well contained within the existing built form of Long Sutton, and does not extend housing further west than the existing built form. Visual and landscape impact would be most prevalent in long views from the south-west and north-west, and would also limit short open views from properties to the south and east of the site. Good quality, structural landscaping would help reduce the landscape and visual impact, particularly from any sensitive receptors nearby. It would also help integrate this greenfield site with the surrounding countryside. But new development would be visible until the landscaping became effective.</p>

	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	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 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 and the sewerage network can be achieved.</p> <p>The proposal would lead to the permanent loss of approx. 1.23 ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	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 permanent loss of approx. 1.23 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	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 '0.5-1.0m'. 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	✓/x
	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

	<p>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 55 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 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>
<b>13. Economy and Employment</b>	✓
	<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 55 people within the ideal 1km walk of Canebuzo and the 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 55 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>

<b>LOS019: Land to the south of Lancaster Drive, Long Sutton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.24ha Potential open space: 0.17ha Development area: 1.07ha Potential no of dwellings: 25
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/x
	The nearest open space (Bull Lane) (600m) and medical centre (Long Sutton Medical Centre) (450m) are within the ideal 1km walk of the site. However, other facilities that would help to maintain health and promote healthy lifestyles - such as The Market Place and the

	<p>London Road playing fields - are over the ideal 1km walking distance from housing development (600m for 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) - 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 0.17ha 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>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>There are no known bad neighbours nearby.</p>
<p><b>3. Transport</b></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 (450m) 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 would help promote accessibility for residents.</p> <p>There is expected to be 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. The site is one of four that provide a suitable combined site. The preferred way to develop this site would be in association with proposed sites to the south; access would then be available via Station Road although a dyke and an overhead line would need to be addressed. 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; the nearest bus stops are within 880m of the northern part of the site on Gedney Road, meaning access for residents is poor. A public right of way runs along the western boundary providing easy access to the countryside for recreation. 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>
<p><b>4. Socially Inclusive Communities</b></p>	<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, important in an area where households in fuel poverty (16.5% in South Holland) are above the national average (11.5%).</p> <p>As discussed in Objective 13 Bridge Road Industrial Estate (2.0km) and Princes (2.7km) and Canebuzo (1.8km) are within a 7km drive of the site but access by sustainable transport (within the ideal 1km walk of the site) using the current access is poor. Good design will enable residents to use sustainable transport from the site; 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><b>5. Education</b></p>	<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 4 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Long Sutton Primary School approx. 700m from the site</li> <li>• The Peele School about 1.9km from the site</li> </ul>

	<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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European or national environmental designations are within 5km of the site.</p> <p>Mature trees and shrubs form the boundaries on three sides. Development may lead to their harm; good design could ensure any impacts are minimised by careful layout or replacements planted through development. Care should be taken to ensure that no development occurs within the Root Protection Areas of the trees as calculated using British Standard 5837:2012. A drainage channel forms the southern boundary. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</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, in this location would be well-contained, effectively providing an infill development between existing residential areas. Good quality, structural landscaping would help reduce the landscape and visual impact, particularly from any sensitive receptors nearby.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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. Connection to the potable water distribution network and the sewerage network can be achieved.</p> <p>The proposal would lead to the permanent loss of approx. 1.24 ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	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 permanent loss of approx. 1.24 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	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 most' and danger for some 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	✓/x
	<p>As discussed above, this site is within a 25/30 minute walk of most local facilities, services and transport links and travel to work by car (42.5%) is higher than the rest of the County (42.1%) and for England (36.9%) so it is likely that the anticipated increase in 55 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</p>



	<p>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>
<b>13. Economy and Employment</b>	<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 and deprivation by bringing 55 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 55 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>

LOS020: Land to the south of Spring Gardens, Long Sutton	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 9.87ha Potential open space: 1.38ha Development area: 8.49ha Potential no of dwellings: 197</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>The nearest open space (Delph Road) (510m) and medical centre (Long Sutton Medical Centre) (470m) are within the ideal 1km walk of the site. However, other facilities that would help to maintain health and promote healthy lifestyles - such as The Market Place and the London Road playing fields - are over the ideal 1km walking distance from housing development (600m for a community centre/village hall).</p> <p>It is anticipated that the increase in population - approximately 433 people (2.2 occupants in each of the 197 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 1.38ha 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>There are no known bad neighbours nearby.</p>
<b>3. Transport</b>	<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 (460m) 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 Spring Gardens and Dunlin Drive would help promote accessibility for 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 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; the nearest bus stops are within 920m of the northern part of the site on London Road, meaning access for residents is poor. A public right of way crosses the site providing easy access to the countryside for recreation. 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>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: right;">✓/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</p>

	<p>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 (1.9km) and Princes (2.6km) and Canebuzo (1.1km) are within a 4km 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>
<p><b>5. Education</b></p>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 197 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 39 primary pupils and 28 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Long Sutton Primary School approx. 730m from the site</li> <li>• The Peele School about 1.7km from the site</li> </ul> <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>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>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>

<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European or national environmental designations are within 5km of the site.</p> <p>Mature trees are outside the curtilage but provide boundaries with neighbouring properties. Drainage channels form the northern, southern and eastern boundaries. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 although it is relatively well contained within the existing built form of Long Sutton, effectively filling a gap (albeit of a reasonable size) between two housing areas and not extending further south than existing housing to the west. Visual and landscape impact would be most prevalent in long views from the north and south, and would also limit short open views from properties to the east and west of the site. 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>
<b>9. Air, Soil and Water Resources</b>	<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</p>

	<p>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. 9.87 ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 9.87 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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 '0.5-2.0m'. 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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<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 433 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>
<b>13. Economy and Employment</b>	<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 433 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 433 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>

<b>LOS021: Land to the south of Bull Lane, Long Sutton</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 0.43ha Potential open space: 0.06ha Development area: 0.37ha Potential no of dwellings: 39</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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 within defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓</p> <p>The majority of services and facilities that would help to maintain health and promote healthy lifestyles for residents are within the ideal 1km walking distance (600m for a community centre/village hall). Bull Lane open space adjoins the site to the west and Long Sutton Medical Centre (180m), London Road playing fields (480m) and The Market Place (70m) are all within the ideal walking distances of the site.</p> <p>It is anticipated that the increase in population - approximately 86 people (2.2 occupants in each of the 39 dwellings) - associated with</p>

	<p>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 0.06ha 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>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>There are no known bad neighbours nearby.</p>
<b>3. Transport</b>	<p style="text-align: center;">✓</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 (208m) 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 Bull Lane would help promote accessibility for residents.</p> <p>The potential traffic generated by this site, individually and cumulatively, is expected to generate some new trips; 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, 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 120m of the site on London Road, meaning access for residents is good. A public right of way is also within 120m of the site providing easy access for recreation.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>
<b>4. Socially Inclusive</b>	<p style="text-align: center;">✓/x</p> <p>Indices of Deprivation statistics (2015) indicate that the site lies is within the top 50% most deprived neighbourhoods in the UK. Policies</p>

<p><b>Communities</b></p>	<p>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 and aid deprivation - 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, important in an area where households in fuel poverty (16.5% in South Holland) are above the national average (11.5%).</p> <p>As discussed in Objective 13 Bridge Road Industrial Estate (1.2km) and Princes (1.9km) and Canebuzo (1.3km) are within a 7km drive of the site but access by sustainable transport (within the ideal 1km walk of the site) is poor. Good design will better enable residents to use sustainable transport from the site to access local employment; physical access 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</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 6 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Long Sutton Primary School approx 280m from the site</li> <li>• The Peele School about 1.3km from the site</li> </ul> <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>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>



	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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European or national environmental designations are within 5km of the site.</p> <p>A number of mature trees are within the 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. The site is brownfield and is underused which could mean that there are a number of brownfield rich species present.</p> <p>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 there could be direct damage and their sustainability could also be undermined by disturbance. There are some opportunities to make local improvements to these features, by using a mix of species, particularly of local provenance in the structural landscaping.</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>
<b>7. Heritage</b>	<p style="text-align: center;">x</p> <p>A Grade II listed building lies within 20m of the northern boundary. Development may adversely affect the significance, character and setting of this heritage asset. The site also lies within the Long Sutton Conservation Area. The impact of the development of this site, positive or negative on heritage assets will be highly dependent upon quality design and implementation, and the recommendations of a Statement of Significance.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>The site lies within Long Sutton Conservation Area, in close proximity to listed assets. The site is predominantly brownfield, and is currently underused and overgrown. It is therefore expected that the development of this site could have a positive impact upon the immediate townscape, providing continuity within the streetscene and providing an active frontage to Bull Lane. However this is dependent upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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. Connection to the potable water distribution network and the sewerage network is achievable.</p> <p>The proposal would secure the reuse of approx 0.43ha of previously developed land which could see less best and most versatile agricultural land developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></p>	<p style="text-align: center;">✓</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 secure the reuse of approx 0.43ha of previously developed land which could see less greenfield land developed elsewhere.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<p><b>11. Flood Risk</b></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 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; improving health and well-being; making efficient use of South East Lincolnshire’s transport infrastructure; 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</p>

	<p>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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <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 (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 86 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>
<b>13. Economy and Employment</b>	<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 and deprivation by bringing 86 people within the ideal 7km drive of Bridge Road Industrial Estate, Princes and Canebuzo, 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 86 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</p>

	also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).
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<b>LOS022: Land to the east of Little London, Long Sutton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.75ha Potential open space: 0.10ha Development area: 0.65ha Potential no of dwellings: 15
<b>1. Housing</b>	✓
	<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 partly within and adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓/x
	<p>The majority of facilities facilities that would help to maintain health and promote healthy lifestyles are within the ideal 1km walk of the site (600m for a community centre/village hall). Daniel's Crescent open space (90m), Long Sutton Medical Centre (990m) and the London Road playing fields (300m) are all within 1km of the site. However, the nearest community centre/village hall (The Market Place) is over the ideal 600m walking distance from housing development.</p> <p>It is anticipated that the increase in population - approximately 15 people (2.2 occupants in each of the 33 dwellings) - associated with this site would put additional 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 0.10ha 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>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>

<b>3. Transport</b>	<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 (820m) which could have a positive effect upon promoting sustainable travel options to Long Sutton town centre with its shops and local facilities. Designing safe routes for pedestrians and cyclists from the site to Roman Bank would help promote accessibility for residents.</p> <p>The potential traffic generated by this site, individually and cumulatively, is expected to generate some new trips; 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 640m of the boundary on Bridge Road, meaning that access for residents is limited. A public right of way is 170m from the site providing good access to the countryside for recreation for residents.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: right;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site is 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 and aid deprivation - 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, important in an area where households in fuel poverty (16.5% in South Holland) are above the national average (11.5%).</p> <p>As discussed in Objective 13 Bridge Road Industrial Estate (920m) is within the ideal 1km walk of the site and Canebuzo (2.0km) and Princes (1.5km) are within a 7km drive of the site. Good design will help ensure that physical access by sustainable transport to local employment opportunities is 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><b>5. Education</b></p>	<p style="text-align: right;">✓/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 2 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Long Sutton Primary School approx 1.2km from the site</li> <li>• The Peele School about 860m from the site</li> </ul> <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>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>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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: right;">✓/x</p> <p>No European or national environmental designations are within 5km of the site.</p> <p>A group of mature trees exist on the western boundary, and others sporadically exist on other boundaries. 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>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>

	There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
<b>7. Heritage</b>	0
	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site.
	Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
<b>8. Landscape and Townscape</b>	✓
	The majority of the site lies within The Fens National Character Area; the flat, visually open field is a typical landscape characteristic. The site lies to the rear of existing properties on Roman Bank and would be well-related and well-contained within the existing built form. The entrance to the site contains a residential property. As such this part of site is brownfield land. Any impact upon townscape will be dependent on implementation and design.
<b>9. Air, Soil and Water Resources</b>	x
	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 generate vehicle movements which could generate a negative impact on local air quality.
	Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.
	New 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 and sewerage network can be achieved.
	The proposal would lead to the permanent loss of approx. 0.59 ha of Grade 1 agricultural land.
<b>10. Sustainable use of Land and Waste</b>	x
	During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.
	As the site would involve new development it is inevitable that there will be an increase in household waste production.

	<p>The proposal would lead to the permanent loss of approx. 0.59 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;"><b>x</b></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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;"><b>✓/x</b></p> <p>As discussed above, this site is within a 20/25 minute walk of most local facilities, services and transport links and as 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 33 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>
<b>13. Economy and Employment</b>	<p style="text-align: center;"><b>✓</b></p> <p>Indices of Deprivation statistics (2015) indicate that the site is within the most deprived neighbourhoods in terms of employment (30%) and income (40%) deprivation in the UK. As Long Sutton is a Main Service Centre; it is therefore likely that new development could have a positive impact on the local economy and deprivation by bringing 33 people within the ideal 1km walk of Bridge Road Industrial Estate and 7km drive of Canebuzo 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 33 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>



<b>LOS027: Land to the west of Garnsgate Road, Long Sutton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.18ha Potential no of dwellings: 4
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/x
	<p>The nearest open space at Dick Turpin Way (560m) and Long Sutton Medical Centre (670m) are both within the ideal 1km walking distance of the site. However, other facilities that would help to maintain health and promote healthy lifestyles - such as The Market Place and the London Road playing fields - are over the ideal 1km walking distance from housing development (600m for a community centre/village hall).</p> <p>It is anticipated that the increase in population - approximately 9 people (2.2 occupants in each of the 4 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>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to a negligible increase in local air and noise pollution which could have a slight adverse impact on physical and mental health.</p> <p>There are no known bad neighbours nearby.</p>
<b>3. Transport</b>	✓/x
	<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 (680m) which could have a positive effect upon promoting sustainable travel options to Long Sutton's shops and local facilities.</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. Access to the site is likely to involve crossing adjacent land which may not be cost effective given the size of the site.</p> <p>Bus services operate to Spalding and King's Lynn; the nearest bus stops are 460m from the northern part of the site on London Road, meaning access for residents is limited. A public right of way is within 1km of the site (810m) to the south providing 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓</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. Quality 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 (820m) is within the ideal 1km walking distance of the site and Bridge Road Industrial Estate (2.2km) and Princes (2.9km) and are within a 7km drive of the site. 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 4 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 nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Long Sutton Primary School is approx 620m from the site</li> <li>• The Peele School about 1.9km from the site</li> </ul>

	<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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European or national environmental designations are within 5km of the site. The Shrubberies LWS is within 150m of the north-eastern boundary. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment.</p> <p>Some mature trees and hedgerows exist on the southern boundary which could provide space for the development (if not there at present) or enhancement (if already present) of multiple habitats which could support a range of BAP species. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. The size of the site means there could be direct damage and their sustainability could also be undermined by disturbance. There are some opportunities to make local improvements to these features, by using a mix of species, particularly of local provenance in the structural landscaping.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 an adverse impact on the character of the area; the site would lead to an incongruous form of development in the countryside, being further north from the built form of the settlement. Visual and landscape impact would limit short open views from properties to the south and east 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>
<b>9. Air, Soil and Water Resources</b>	<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</p>

	<p>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 and the sewerage network can be achieved.</p> <p>The proposal would lead to the permanent loss of approx. 0.18 ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.18 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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 '0.5-2.0m'. 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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<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 31 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 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>
<b>13. Economy and Employment</b>	<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 4 people within the ideal 1km walk of Canebuzo and the 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 4 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>

<b>LOS030: Land to the east of Seagate Road, Long Sutton</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 1.27ha Potential open space: 0.17ha Development area: 1.1ha Potential no of dwellings: 25</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓</p> <p>The majority of 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). The nearest open space at Colsuan Gardens (10m), Long Sutton Medical Centre (950m) and the London Road playing fields (490m) are all within 1km of the site. However, the nearest community centre/village hall is over the ideal</p>

	<p>walking distance from housing development.</p> <p>It is anticipated that the increase in population - approximately 55 people (2.2 occupants in each of the 25 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>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 0.17ha 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>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>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to a minimal 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 site 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>
<p><b>3. Transport</b></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 (110m) 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 Seagate Road would help promote accessibility for residents.</p> <p>The potential traffic generated by this site, individually and cumulatively, is not expected to be significant; 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; the nearest bus stops are within 170m of the site on London Road. Promoting safe routes for pedestrians and cyclists to London Road would help promote sustainable access for all residents. The site is also 130m of a</p>

	<p>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>
<b>4. Socially Inclusive Communities</b>	<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>
<b>5. Education</b>	<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 4 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Long Sutton Primary School approx 1.4km from the site</li> <li>• The Peele School about 1.7km from the site</li> </ul> <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</p>

	<p>available.</p> <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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/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. 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 there could be direct damage and their sustainability could also be undermined by disturbance. There are some opportunities to make local improvements to these features, by using a mix of species, particularly of local provenance in the structural landscaping, particularly along the boundaries.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. Visual and landscape impact would be most prevalent in long views from the east and west, and would also limit short open views from properties to the north of the site. 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 east. 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>
<b>9. Air, Soil and</b>	x



<b>Water Resources</b>	<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 and sewerage network would be required; it is likely that the development can be accommodated in the existing network.</p> <p>The proposal would lead to the permanent loss of approx. 1.27 ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.27 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<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' with an area of danger for some in terms of flood hazard, and with flood depths between '0m-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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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 55 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 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>
<b>13. Economy and Employment</b>	✓
	<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 55 people within the ideal 1km walk of Bridge Road Industrial Estate and Princes, as well as a 7km drive of Canebuzo as well as, new employment development that may take place over the plan period. This may have a positive impact by ensuring unemployment and average wage levels remain in situ, or improve.</p> <p>An additional 55 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>

<b>LOS032: Cold store, Gedney Road, Long Sutton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.19ha Potential no of dwellings: 1
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓
	The majority of facilities that would help to maintain health and promote healthy lifestyles are within the ideal 1km walking distance of the site (600m for a community centre/village hall). Open space on St Thomas Court (380m), Long Sutton Medical Centre (620m) and The

	<p>Market Place (570m) are all within 1km of the site. However, the London Road playing fields are over the ideal 1km walking distance from housing development.</p> <p>It is anticipated that the increase in population - approximately 2.2 people (2.2 occupants in each dwelling) - 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. 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>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to a minimal 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>
<b>3. Transport</b>	<p style="text-align: center;">✓</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 (670m) which could have a positive effect upon promoting sustainable travel options to Long Sutton's shops and local facilities. Ensuring safe access for pedestrians and cyclists from the site to Gedney Road would help promote accessibility for residents.</p> <p>There is expected to be a slight increase in 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 had legible and safe pedestrian and cycle access, it would help minimise the adverse impacts associated with an increase in traffic.</p> <p>Bus services operate to Spalding and King's Lynn; the nearest bus stops are 130m from the site on Gedney Road, meaning access for residents is good. A public right of way is within 1km of the site (360m) providing access for recreation for residents.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>
<b>4. Socially Inclusive</b>	<p style="text-align: center;">✓/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</p>

<p><b>Communities</b></p>	<p>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. Quality market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents, important in an area where households in fuel poverty (16.5% in South Holland) are above the national average (11.5%).</p> <p>As discussed in Objective 13 Canebuzo (700m) is within the ideal 1km walking distance of the site and Bridge Road Industrial Estate (1.8km) and Princes (2.5km) and are within a 7km drive of the site. Good design will enable residents to use sustainable transport from the site; 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><b>5. Education</b></p>	<p style="text-align: right;">✓/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 nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Long Sutton Primary School approx 540m from the site</li> <li>• The Peele School about 1.7km from the site</li> </ul> <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>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>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><b>6. Biodiversity, Geodiversity and</b></p>	<p style="text-align: center;">x</p> <p>No European or national environmental designations are within 5km of the site. The Shrubberies LWS adjoins the site to the south-west</p>

<b>Green Infrastructure</b>	<p>– part of the site appears to be within its boundary. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the recommendations of an ecological assessment.</p> <p>Several mature trees exist on site and on the boundaries with the adjoining site and the LWS – all are covered by a Tree Protection Order, as are trees on the adjoining site to the north. Development may lead to their harm; good design could ensure any impacts are minimalised by careful layout or replacements planted through development. Care should be taken to ensure that no development occurs within the Root Protection Areas of the trees as calculated using British Standard 5837:2012. A drainage channel runs along the southern boundary. The site is brownfield and is underused which could mean that there are a number of brownfield rich species present.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features.
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>The site is a brownfield site within the built up area of Long Sutton and was formerly used as a cold store. The site is backland development and is therefore not visible from Gedney Road. Good quality, structural landscaping would help mitigate any impacts particularly with any sensitive receptors nearby. But new development would be visible until the landscaping became effective. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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 and the sewerage network can be achieved.</p> <p>The site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<p style="text-align: center;">✓</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</p>

	<p>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 secure the reuse of 0.19ha of previously developed land which might mean that less greenfield land is developed elsewhere.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">XX</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 '0.5m-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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<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 2.2 people would generate new car journeys and hence carbon emissions. Good design 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 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>
<b>13. Economy and</b>	<p style="text-align: center;">✓</p>

<b>Employment</b>	<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 and deprivation by bringing 2.2 people within the ideal 1km walk of Canebuzo and the 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 2.2 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>
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<b>LOS039: Market Street, Long Sutton</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 0.12ha Potential no of dwellings: 2</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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 within defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓</p> <p>The majority of facilities that would help to maintain health and promote healthy lifestyles for residents are within the ideal 1km walking distance (600m for a community centre/village hall) of the site. The nearest open space off Bull Lane (170m), Long Sutton Medical Centre (370m), London Road playing fields (510m) and The Market Place (30m) are all within the ideal distances.</p> <p>It is anticipated that the increase in population - approximately 4 people (2.2 occupants in each of the 2 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. 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>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to a minimal increase in local air and noise pollution which could have an adverse impact on physical and mental health.</p>

	There are no known bad neighbours nearby.
<b>3. Transport</b>	<p style="text-align: center;">✓</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 (390m) which could have a positive effect upon promoting sustainable travel options to Long Sutton’s shops and local facilities. Designing safe access for pedestrians and cyclists from the site to Gedney Road would help promote accessibility for residents.</p> <p>There is expected to be a slight increase in 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 had legible and safe pedestrian and cycle access, it would help minimise the adverse impacts associated with an increase in traffic.</p> <p>Bus services operate to Spalding and King’s Lynn; the nearest bus stops are within 60m of the site on Gedney Road, meaning access for residents is good. A public right of way is within 300m of the site 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>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: center;">✓/x</p> <p>Indices of Deprivation statistics (2015) indicate that the site lies is within the top 50% 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 and aid deprivation - 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. Quality market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents, important in an area where households in fuel poverty (16.5% in South Holland) are above the national average (11.5%).</p> <p>As discussed in Objective 13 Bridge Road Industrial Estate (1.2km) and Princes (1.9km) and Canebuzo (1.2km) are within a 7km drive of the site but access by sustainable transport (within the ideal 1km walk of the site) is poor.</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>
<b>5. Education</b>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 2 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 nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Long Sutton Primary School approx 410m from the site</li> <li>• The Peele School about 1.1km from the site</li> </ul> <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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European or national environmental designations are within 5km of the site.</p> <p>A number of mature trees are within the site. Development may lead to their harm; good design could ensure any impacts are minimised by careful layout or replacements planted through development. Care should be taken to ensure that no development occurs within the Root Protection Areas of the trees as calculated using British Standard 5837:2012. The site is brownfield and is underused which could mean that there are a number of brownfield rich species present.</p> <p>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 there could be direct damage and their sustainability could also be undermined by disturbance. There are some opportunities to make local improvements to these features, by using a mix of species, particularly of local provenance in the structural landscaping.</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>

<b>7. Heritage</b>	<p style="text-align: center;">x</p> <p>A Grade II listed building fronts Gedney Road within the development site. It is also a Building of Local Historic Interest. Other buildings within that frontage have a similar status. Development may adversely affect the significance, character and setting of this heritage asset. The site also lies within the Long Sutton Conservation Area. The impact of the development of this site, positive or negative on heritage assets will be highly dependent upon quality design and implementation, and the recommendations of a Statement of Significance.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>The site lies partly within/adjacent to Long Sutton Conservation Area, in close proximity to listed assets. The site is predominantly brownfield, and is currently underused and overgrown. It is therefore expected that the development of this site could have a positive impact upon the immediate townscape, enhancing the quality of an underused site within a central location. However this is dependent upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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. Connection to the potable water distribution network and the sewerage network is achievable.</p> <p>The proposal would secure the reuse of previously developed land which may mean that less best and most versatile agricultural land is developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<p style="text-align: center;">✓</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 secure the reuse of previously developed land which may mean that less greenfield land is developed elsewhere.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>

<b>11. Flood Risk</b>	<p style="text-align: center;"><b>x</b></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 mainly 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;"><b>✓/x</b></p> <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 (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 4 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 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>
<b>13. Economy and Employment</b>	<p style="text-align: center;"><b>✓</b></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 and deprivation by bringing 4 people within the ideal 7km drive of Bridge Road Industrial Estate, Princes and Canebuzo, 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 4 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>

<b>LOS043: Land to the south of Bridge Road, Long Sutton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.63ha Potential open space: 0.37ha Development area: 2.26ha Potential no of dwellings: 53
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>The nearest open space off Colsuan Gardens is approx 860m away. However, the majority of facilities that would help to maintain health and promote healthy lifestyles are over the ideal 1km walk (600m for a community centre/village hall) from housing development. Long Sutton Medical Centre, the London Road playing fields, and The Market Place are all outside the ideal distances.</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 put 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 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>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 0.37ha 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>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>Bridge Road Industrial Estate is adjacent to the site which could potentially impact upon the amenities that would be enjoyed by any dwellings. This may have a negative impact on physical and mental health. Depth structural landscaping, such as trees and vegetation</p>

	would need to be provided to provide adequate mitigation to create a satisfactory residential environment for future residents.
<b>3. Transport</b>	<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 (700m) 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 Bridge Road would help promote accessibility for residents.</p> <p>The potential traffic generated by this site, individually and cumulatively, is expected to generate additional trips; 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 just within the ideal 400m walking distance of the site on Bridge Road, providing good access for residents to public transport. A public right of way is within 780m providing access for recreation.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site is within the most 50% 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 and deprivation but as this site is detached from Long Sutton it would be contrary to 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, important in an area where households in fuel poverty (16.5% in South Holland) are above the national average (11.5%).</p> <p>As discussed in Objective 13, Bridge Road Industrial Estate (adjacent to the site) and Princes (960m) are within the ideal 1km walk of the site, and Canebuzo (2.6km) is within a 7km drive of the site. Good design will enable residents to use sustainable/public 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; as the site is detached from Long Sutton an upgrade may be required to enable connection for all homes, which will enable residents to access a range of facilities on line.</p>
<b>5. Education</b>	<p style="text-align: center;">✓/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"> <li>• Long Sutton Primary School approx 1.7km from the site</li> <li>• The Peele School about 1.8km away</li> </ul> <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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European or national environmental designations are within 5km of the site. Development of the site could have an adverse impact on a small area of woodland in the western corner and a tree belt along Wisbech Road. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. There is also a pond located here - Development may fragment interlinked habitats that exist or affect their hydrology and therefore their ecology. Although the size of the site means they could be protected from direct damage, their sustainability could be undermined by the effect the development would have on ecosystem services such as surface water pollution and movement of species, and by increased recreational pressure on the site.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	0

	The site and surrounding area is not known to have any significant historic or culturally-significant features.
<b>8. Landscape and Townscape</b>	✓ Development of the site would not have an adverse impact on the character and appearance of the area. The site's development could bring environmental benefits when viewed from Bridge Road given some of the site's current use (vehicle sales and repairs). If the existing tree belt along Wisbech Road is maintained or enhanced, impacts from that direction would also be acceptable.
<b>9. Air, Soil and Water Resources</b>	✓/x 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.  Development could also have some impact upon water quality during construction and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.  New 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.  The site is partly brownfield and partly grade 1 agricultural land.
<b>10. Sustainable use of Land and Waste</b>	✓/x During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.  As the site would involve new development it is inevitable that there will be an increase in household waste production.  The site is partly brownfield and partly greenfield.  The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.
<b>11. Flood Risk</b>	xx 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>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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<p><b>12. Climate Change</b></p>	<p style="text-align: center;">✓/x</p> <p>As discussed above, 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. Therefore, as 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 117 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><b>13. Economy and Employment</b></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 and deprivation by bringing 117 people within the ideal 1km walk of Bridge Road Industrial Estate and Princes, and the ideal 7km drive of Canebuzo, 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 117 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>Part of the site is currently in use (though not allocated) as employment land meaning that its development would therefore potentially lead to the loss of employment land. However, the Employment Land Technical Paper (January 2016) does not seek the site’s allocation and the land is not of a strategic scale. The loss of approximately 0.3ha of employment land would be unlikely to have adverse impacts.</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>



<b>LOS047: Land to the west of Garnsgate Road, Long Sutton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.38ha Potential no of dwellings: 8
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute towards the 608 dwellings proposed for Long Sutton 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 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.  Housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x
	The nearest open space at Dick Turpin Way (630m) and Long Sutton Medical Centre (740m) are both within the ideal 1km walking distance of the site. However, other facilities that would help to maintain health and promote healthy lifestyles - such as The Market Place and the London Road playing fields - are over the ideal 1km walking distance from housing development (600m for a community centre/village hall).  It is anticipated that the increase in population - approximately 18 people (2.2 occupants in each of the 8 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. 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.  Increased traffic generated by the development, both individually and cumulatively, is likely to lead to a negligible increase in local air and noise pollution which could have a slight adverse impact on physical and mental health. There are no known bad neighbours nearby.
<b>3. Transport</b>	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%.  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 (750m) which could have a positive effect upon promoting sustainable travel options to Long Sutton's shops and local facilities.  There is expected to be some additional traffic generated by this site, individually and cumulatively; schemes to address traffic impact in

	<p>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. Access to the site is likely to involve crossing adjacent land which may not be cost effective given the size of the site.</p> <p>Bus services operate to Spalding and King's Lynn; however the nearest bus stops are outside the ideal 400m walking distance on London Road, meaning access for residents is limited. A public right of way is within 1km of the site (840m) to the south providing 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><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓</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. Quality 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 (750m) is within the ideal 1km walking distance of the site and Bridge Road Industrial Estate (2.2km) and Princes (2.9km) and are within a 7km drive of the site. 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 8 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"> <li>• Long Sutton Primary School approx 620m from the site</li> <li>• The Peele School about 680m from the site</li> </ul>

	<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>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>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European or national environmental designations are within 5km of the site. However, its development could have adverse effects on a mature tree belt along the north-western boundary 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. A drainage channel also runs along this boundary and development may have an impact on any wildlife and habitats within this. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. Public views into the site from Garnsgate Road are limited as it is located behind frontage development and, whilst it is more visible from Lutton Garnsgate, its visual impacts remain acceptable.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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 and the sewerage network can be achieved.</p> <p>The proposal would lead to the permanent loss of approx. 0.38ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.38ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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' and an area to the 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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Some of the area's facilities, services and transport links are outside the ideal walking distances meaning that there could be less potential to reduce the need to travel by car. Therefore, as 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 18 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 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>
<b>13. Economy and Employment</b>	<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 18 people within the ideal 1km walk of Canebuzo and the 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 18 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>

<b>LUT011: Land to the west of Lime Walk, Long Sutton</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 6.79ha Potential open space: 0.95ha Development area: 5.84ha Potential no of dwellings: 136</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>The nearest open space (Anfield Road) (150m) and Long Sutton Medical Centre (690m) are both within the ideal 1km walking distance of the site. However, other facilities that would help to maintain health and promote healthy lifestyles - such as The Market Place and the London Road playing fields - are over the ideal 1km walking distance from housing development (600m for a community centre/village hall).</p> <p>It is anticipated that the increase in population - approximately 299 people (2.2 occupants in each of the 136 dwellings) - associated with</p>

	<p>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 0.95ha 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 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>
<b>3. Transport</b>	<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 (730m) 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>Vehicular access to the site from Lime Walk would not be supported as it would generate adverse impacts on highways safety. The site is only able to proceed if access can be achieved through land to the west.</p> <p>Bus services operate to Spalding and King's Lynn; the nearest bus stops are within 180m of the eastern boundary and 150m of the western boundary on Gedney Road, meaning that there is good access for residents. Most of the site is within the ideal 1km walk of a public right of way to the east 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>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: center;">✓/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 (970m) 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>
<b>5. Education</b>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 136 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 27 primary pupils and 19 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Long Sutton Primary School approx 580m from the site</li> <li>• The Peele School about 1.6km from the site</li> </ul> <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>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>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>
<b>6. Biodiversity,</b>	x

<b>Geodiversity and Green Infrastructure</b>	<p>No European or national environmental designations are within 5km of the site. The Shrubberies LWS lies 51m from the southern boundary of the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.</p> <p>A drainage channel runs along the northern 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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>Built heritage assets (including Historic Parks and Gardens) - A Grade II Listed Building lies within 60m of the southern boundary. Good design should ensure that any adverse impacts on the heritage asset are appropriately mitigated.</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>
<b>8. Landscape and Townscape</b>	<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 in this location would have some adverse impact by extending the built form of Long Sutton north. But the site is relatively well contained and does not extend beyond the built form to the east. Visual and landscape impact would be most prevalent in short open views from properties to the east and south of the site. The landscape and visual sensitivity would be prevalent in long views from the north and west. Good quality, structural landscaping would help reduce the landscape and visual impact, particularly from any sensitive receptors nearby. It would also help integrate this greenfield site with the 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>
<b>9. Air, Soil and Water Resources</b>	<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</p>



	<p>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. 6.79 ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 6.79 ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<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 299 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,</p>

	<p>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><b>13. Economy and Employment</b></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 299 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 299 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

PIN003: Land to the west of Bear Lane, Pinchbeck	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.26ha Potential open space: 0.03ha Development area: 0.23ha Potential no of dwellings: 5
<b>1. Housing</b>	✓
	<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 within development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓
	<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 (off Guildhall Drive) is located around 350m from the site whilst the closest health centre is The Surgery in Pinchbeck situated approx. 200m away. Pinchbeck Village Hall is approx. 90m away.</p> <p>It is anticipated that the increase in population – approximately 11 people (2.2 occupants in each of the 5 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>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>
<b>3. Transport</b>	✓
	<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 2.2km from the Morrisons Store in</p>

	<p>Pinchbeck (Wardentree Lane). The site is also within the ideal 1km walking distance from a local shop being approx. 170m 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 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 bus stops around 170m from the site on Knight Street, within the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p>
<p><b>4. Socially Inclusive Communities</b></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>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 at Enterprise Park (1.7km) are 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. 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p>

	<p>The development would be likely to accommodate 5 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Pinchbeck East Church of England Primary School is around 590m from the site</li> <li>• Spalding Grammar School is approx. 4.1km away</li> </ul> <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 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>There are some mature trees within the site that may be adversely affected by development 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. The site is approx. 310m from a protected site (Vernatt's 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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site could have adverse impacts on the Pinchbeck Conservation Area – particularly in terms of the setting of any heritage assets nearby - in which it is located. The site is close to three Grade II listed buildings (No.13 Graft House, Wall &amp; Store; Traphouse and Stables to Pinchbeck; and Pinchbeck Hall). Any such impacts could be prevented by careful design.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the existing built-up area of Pinchbeck, close to the centre of the village. The impacts on the visual amenity of neighbouring properties would be acceptable and given the current use (commercial buildings), the redevelopment is likely to have a positive impact on residential amenity in general.</p> <p>Redevelopment is also likely to have a positive impact on townscape particularly in terms of ensuring a vibrant streetscene and</p>

	development form in keeping with the residential properties in the area. Such impact will, however, be dependent on implementation and design.
<b>9. Air, Soil and Water Resources</b>	<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>However this site does secure the redevelopment of 0.26ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.26ha 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>
<b>11. Flood Risk</b>	<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,</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 Pinchbeck for the plan period, and other benefits including improving health, promoting sustainable modes of transport, a positive impact on townscape, securing the redevelopment of previously developed land 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>
<b>12. Climate Change</b>	<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. 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. However it is likely that the anticipated increase in 11 people would only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 11 people within the ideal 7km drive of local employment with Enterprise Park approx. 1.7km 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 (11 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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<b>PIN008: Land to the east of Church Street, Pinchbeck</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.67ha Potential open space: 0.09ha Development area: 0.58ha            Potential no of dwellings: 13</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓
	<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 (off Guildhall Drive) is located around 460m from the site whilst the closest health centre is The Surgery in Pinchbeck situated approx. 150m away. Pinchbeck Village Hall is approx. 270m away.</p> <p>It is anticipated that the increase in population – approximately 29 people (2.2 occupants in each of the 13 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 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>
<b>3. Transport</b>	<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 2km from the Morrisons Store in Pinchbeck (Wardentree Lane). The site is also within the ideal 1km walking distance from a local shop being approx. 290m 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 260m from the site on Knight Street, within the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p> <p>The number of dwellings the site could potentially hold means that it may be necessary to provide a better access to the site.</p>
<b>4. Socially Inclusive Communities</b>	<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</p>

	<p>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 at Enterprise Park (1.5km) are 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. 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>
<b>5. Education</b>	<p style="text-align: right;">✓</p> <p>The development would be likely to accommodate 13 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 2 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Pinchbeck East Church of England Primary School is around 690m from the site</li> <li>• Spalding Grammar School is approx. 3.9km away</li> </ul> <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 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: right;">✓/x</p> <p>There are some mature trees within the site and along the eastern boundary that may be adversely affected by development 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. The site is approx. 590m from a</p>

	<p>protected site (River Glen 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>
<b>7. Heritage</b>	<p style="text-align: center;">xx</p> <p>Built heritage assets (including Historic Parks and Gardens) – The site comprises The Bell (PH), its curtilage and attached land to the south east and therefore has heritage significance. Although not listed, The Bell is a traditional building at the centre of the Pinchbeck Conservation Area. The site is in close proximity to 3 Grade II listed buildings on Church Street (numbers 39, 41-45 and 47), abutting the curtilage of two. The impact on the setting of these buildings would not be great given their location and orientation relative to the site. However, there would be significant harm in the loss of The Bell (PH) as a traditional public building in the historic core of the Conservation Area.</p> <p>Potential mitigation – retention of The Bell, though this would negate the viability of the remainder of the site;  Potential enhancement – reuse of The Bell as part of any scheme, though see above.</p> <p>Archaeological assets – Post determination work may be required in order to protect significant archaeology in situ or to record an archaeology before its destruction.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is adjacent to the existing built-up area of Pinchbeck, although the disused public house on site is within the defined settlement boundary. The boundaries are well screened with fences or hedges which would help to reduce any visual impact any development could have on the local landscape. Given the site's current disused state, redevelopment is not likely to have an adverse impact on the character and appearance of the area and could have a positive impact on residential amenity.</p> <p>Redevelopment is also likely to have a positive impact on townscape particularly in terms of reinstating a vibrant streetscene and development form in keeping with the surrounding area. Such impact will, however, be dependent on implementation and design.</p>
<b>9. Air, Soil and Water Resources</b>	<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</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 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. 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.</p>
<p><b>10. Sustainable use of Land and Waste</b></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>The proposal would secure the reuse of approx. 0.63ha 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><b>11. Flood Risk</b></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 improving health, promoting sustainable modes of transport, a positive impact on townscape 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</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.</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><b>12. Climate Change</b></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. 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 29 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>
<p><b>13. Economy and Employment</b></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 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 29 people within the ideal 7km drive of local employment with Enterprise Park approx. 1.5km 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 (29 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on</p>

	the local road network does not worsen and is detrimental to the economy.
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<b>PIN017: Land to the south of Milestone Lane, Pinchbeck</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.4ha Potential open space: 0.06ha Development area: 0.34ha Potential no of dwellings: 8
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute towards the 252 dwellings proposed for Pinchbeck 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 Pinchbeck and SE Lincolnshire it will have a positive impact on this objective.  Housing sites within development limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	x
	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. The nearest open space and playing field (off Guildhall Drive), health centre (The Surgery) and Pinchbeck Village Hall are all outside the ideal walking distances.  It is anticipated that the increase in population – approximately 18 people (2.2 occupants in each of the 8 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.  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.
<b>3. Transport</b>	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Pinchbeck and Surfleet) showed that 89.3% of households owned at least one car and 47.2% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%.  The site is well within the ideal short driving (7km) distance to a big supermarket being around 3km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is just outside the ideal 1km walk from the Premier store on Knight Street. The

	<p>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 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 bus stops around 450m from the site adjacent Milestone Lane, outside the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p>
<p><b>4. Socially Inclusive Communities</b></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>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 Enterprise Park (2.5km) 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><b>5. Education</b></p>	<p style="text-align: center;">x</p>

	<p>The development would be likely to accommodate 8 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 aged pupils are most likely to go to:</p> <ul style="list-style-type: none"> <li>• Pinchbeck East Church of England Primary School is around 1.4km from the site</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 4.4km away at the Red Lion Quarter. However, the nearest secondary school is outside the ideal walking distance of 4.8km from a housing site.</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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on trees within the site and hedging along northern and eastern 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>Furthermore, the site is in close proximity to a protected site (approx. 170m from River Glen 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Pinchbeck and has residential development to the north and east. Development of the site is not likely to have an adverse impact on the character and appearance of the landscape and the impacts on the visual amenity of neighbours would be acceptable.</p>



	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	<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>However this site does secure the redevelopment of 0.4ha of predominantly previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.4ha 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>
<b>11. Flood Risk</b>	<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,</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 Pinchbeck for the plan period, and other benefits including a positive impact on townscape, securing the redevelopment of previously developed land 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>The majority 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. Furthermore, as identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the county. However it is likely that the anticipated increase in 18 people would only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 18 people within the ideal 7km drive of local employment with Enterprise Park approx. 2.5km 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 (18 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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<b>PIN021: Land to the south of Flaxmill Lane, Pinchbeck</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.53ha Potential open space: 0.21ha Development area: 1.32ha Potential no of dwellings: 31
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<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 open space and playing field (off Guildhall Drive) is located around 830m from the site whilst the closest health centre is The Surgery in Pinchbeck situated approx. 700m away. Pinchbeck Village Hall is approx. 550m away.</p> <p>It is anticipated that the increase in population – approximately 68 people (2.2 occupants in each of the 31 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 0.21ha 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.</p>
<p><b>3. Transport</b></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 (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 2.6km from the Morrisons Store in Pinchbeck (Wardentree Lane). The site is also within the ideal 1km walking distance from a local shop being 670m 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 240m from the site opposite Oldham Drive, within the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p>
<p><b>4. Socially Inclusive Communities</b></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</p>

	<p>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 at Enterprise Park (2.1km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Pinchbeck East Church of England Primary School is around 1km from the site</li> <li>• Spalding Grammar School is approx. 4.5km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 4km 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>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>The site is approx. 250m from a protected site (River Glen 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>

	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
<b>7. Heritage</b>	<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 - 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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Pinchbeck with dwellings to the south and north, Surfleet Road to the east and Gallery Walk to the west. 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>
<b>9. Air, Soil and Water Resources</b>	<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-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. 1.53ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.53ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 mostly ‘danger for most’ in terms of flood hazard. Flood depths are 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 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>

<b>12. Climate Change</b>	<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 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 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>
<b>13. Economy and Employment</b>	<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 68 people within the ideal 7km drive of local employment with Enterprise Park approx. 2.1km 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 (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>

<b>PIN034: Land to the west of Flaxmill Lane, Pinchbeck</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 7.85ha Potential open space: 1.1ha Development area: 6.75ha  Potential no of dwellings: 157</p>
<b>1. Housing</b>	<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>



	Housing sites adjoining development limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	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 and playing field (off Guildhall Drive), health centre (The Surgery in Pinchbeck) and Pinchbeck Village Hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population – approximately 345 people (2.2 occupants in each of the 157 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 1.1ha 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>
<b>3. Transport</b>	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 3km from the Morrisons Store in Pinchbeck (Wardentree Lane). However, the site is just outside the ideal 1km walking distance from a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. Unfortunately, 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 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 660m from the site opposite Oldham Drive, outside the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p> <p>Given the scale and location of the site, it may be necessary to create an access to the site through Pin021 so as to prevent the additional traffic produced from using Flaxmill Lane.</p>
<p><b>4. Socially Inclusive Communities</b></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>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 employment opportunities at Enterprise Park (2.5km) 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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 157 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 31 primary pupils and 30 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Pinchbeck East Church of England Primary School is around 1.5km from the site</li> </ul>

	<p>However, the nearest secondary school/6<sup>th</sup> form and post 18 education providers are outside the ideal walking distance of 4.8km from a housing site.</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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development may have an adverse impact on trees along the northern 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>Furthermore, the site is approx. 110m from a protected site (River Glen LWS) and so development may have an affect on habitats and BAP species and consequently biodiversity. It may be necessary to create a buffer between residential development and the river 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>
<b>7. Heritage</b>	<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 - 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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Pinchbeck and has residential development to the north, east and south with the river acting as a natural end to development at the west of the village. 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>

	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	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 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>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. 7.85ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	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. 7.85ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	✓/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 in Flood Zone 3a and is identified within the SFRA as 'danger for some' in terms of flood hazard. Flood depths on the site are between 0.25-0.50m. 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</p>

	<p>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>
<b>12. Climate Change</b>	<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 may be 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 345 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 345 people within the ideal 7km drive of local employment with Enterprise Park approx. 2.5km 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 (345 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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<b>PIN046: Land to the north of Milestone Lane, Pinchbeck</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.21ha Potential open space: 0.03ha Development area: 0.18ha Potential no of dwellings: 4
<b>1. Housing</b>	<div style="background-color: #90EE90; text-align: center; padding: 2px;">✓</div> <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>
<b>2. Health and Well-being</b>	<div style="background-color: #90EE90; text-align: center; padding: 2px;">✓</div> <p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are just 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 (off Guildhall Drive) is around 920m from the site whilst the closest health centre is The Surgery in Pinchbeck around 950m away. However, Pinchbeck Village Hall is outside the ideal walking distance.</p> <p>It is anticipated that the increase in population – approximately 9 people (2.2 occupants in each of the 4 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</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>
<b>3. Transport</b>	<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 3.2km from the Morrisons Store in Pinchbeck (Wardentree Lane). Furthermore, the site is also within the 1km ideal walk being 950m from the Spar 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 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 bus stops around 510m from the site adjacent Milestone Lane, outside the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p> <p>The roads around this part of Pinchbeck are narrow and so some localised improvements may be required.</p>
<b>4. Socially Inclusive Communities</b>	<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>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 opportunities at Enterprise Park (2.7km) 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>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 4 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>Pinchbeck East Church of England Primary School is around 1.1km from the site</li> </ul> <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 nearest secondary school is outside the ideal walking distance of 4.8km from a housing site.</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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 40m from River Glen 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>



	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
<b>7. Heritage</b>	0 No significant historic or culturally-significant features are likely to be affected by development of the site.
<b>8. Landscape and Townscape</b>	✓ The site is adjacent to the development limits of Pinchbeck and is bounded by development to the east, south and west. 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.  The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	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 potentially increase traffic impact in the Pinchbeck 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.  The proposal would lead to the permanent loss of approx. 0.21ha of Grade 1 agricultural land.
<b>10. Sustainable use of Land and Waste</b>	x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.  As the site would involve new development it is inevitable that there will be an increase in household waste production.  The proposal would lead to the permanent loss of approx. 0.21ha of greenfield land.  This site is not within a Mineral Safeguarding Area.
<b>11. Flood Risk</b>	✓

	<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 Pinchbeck for the plan period, and other benefits including improving health, a positive impact on townscape, 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>
<b>12. Climate Change</b>	<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. Furthermore, as identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the county. However it is likely that the anticipated increase in 9 people would only generate a limited number of new car journeys and associated 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.</p>

	<p>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>
<b>13. Economy and Employment</b>	<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 9 people within the ideal 7km drive of local employment with Enterprise Park approx. 2.7km 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 (9 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>

<b>PIN062: Former Dairy Depot, Pennytoft Lane, Pinchbeck</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 0.44ha Potential no of dwellings: 10</p>
<b>1. Housing</b>	<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 within the development limits of the village would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>The nearest open space (off Kelly Close) and playing field (off Rotten Row) are around 360m and 530m 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 22 people (2.2 occupants in each of the 10 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. 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 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>
<b>3. Transport</b>	<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 1.9km from the Morrisons Store in 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 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 on Pennytoft Lane, within the ideal 400m walking distance. Buses run to Spalding and Boston throughout the day.</p>
<b>4. Socially Inclusive Communities</b>	<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</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>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 (1.4km) are within the ideal 7km drive 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> <p>No infrastructure will be lost on site as a consequence of this proposal.</p>
<b>5. Education</b>	<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"> <li>• Pinchbeck East Church of England Primary School is around 900m from the site</li> <li>• Spalding Grammar School is approx. 3.8km away</li> </ul> <p>The site is within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 3.3km 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 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>
<b>6. Biodiversity,</b>	x

<b>Geodiversity and Green Infrastructure</b>	<p>The site does not include, and is not in close proximity to, any statutory designated sites. However, there are some mature trees along the northern and western boundaries which are protected by the Pinchbeck Tree Preservation Order No.08 1990. The loss of these trees through development of the site would have a negative impact on this objective. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Pinchbeck and is surrounded by residential development. 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 site is previously developed and its redevelopment has the potential to bring environmental improvements, particularly given its current disused state. However, the contribution (positive or negative) that the development could make to townscape would ultimately depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 water resources - Anglian Water considers that the water supply network may require upgrading or diversion of assets may be required. There is considered to be sufficient capacity available at in the foul sewerage network and 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>Development of this site would secure the redevelopment of 0.44ha of previously developed land which could potentially see less best and</p>

	<p>most versatile agricultural land being developed elsewhere. This would have a positive impact on this objective.</p>
<p><b>10. Sustainable use of Land and Waste</b></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>Development of this site would secure the redevelopment of 0.44ha 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>
<p><b>11. Flood Risk</b></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 Pinchbeck for the plan period, and other benefits including a positive impact on townscape, securing the redevelopment of previously developed land 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><b>12. Climate Change</b></p>	<p style="text-align: center;">✓/x</p> <p>Some of the area's services, facilities and public transport links are within the ideal walking distances which could help 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 higher than for the rest of the county. It is therefore likely that the anticipated increase in 22 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 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>
<p><b>13. Economy and Employment</b></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 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 22 people within the ideal 7km drive of local employment with Enterprise Park approx. 1.4km 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> <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>



## Main Service Centres: Sutterton

<b>SUT005: Land to the north of Wigtoft Road, Sutterton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.85ha Potential open space: 0.09ha Development area: 0.76ha Potential no of dwellings: 17
<b>1. Housing</b>	✓
	<p>Overall the site has the potential to contribute towards the 308 dwellings proposed for Sutterton 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 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>
<b>2. Health and Well-being</b>	✓/x
	<p>The nearest open space (adjacent to Pools Lane) and health centre (The Surgery on Spalding Road) are approx. 480m and 630m from the site 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 accessible playing pitch (off Park Avenue) and Sutterton Village Hall are outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 37 people (2.2 occupants in each of the 17 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, 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 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 Sutterton 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>
<b>3. Transport</b>	x

	<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. 810m 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 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, gaining access to the site requires the use of a narrow existing vehicular access (or the demolition of Northorpe House) which may create traffic problems. Approval from the Highway Authority would need to be sought.</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 Boston and Spalding approximately every hour (Monday-Saturday). However there are no bus stops within the ideal 400m walk.</p>
<p><b>4. Socially Inclusive Communities</b></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>Sut005 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 significant employment opportunities at the Sutterton Enterprise Park (1.2km) 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. However, these potential employment opportunities are all outside the ideal 1km walk which may discourage some residents from</p>

	<p>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>
<b>5. Education</b>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 17 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"> <li>• Fourfields Church of England Primary School is around 1.1km from the site</li> <li>• Thomas Middlecott Academy is approx. 4.2km away</li> </ul> <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 available at secondary level (the nearest secondary school being in Kirton) to accommodate the developments proposed in Sutterton. However, there is currently no capacity at primary level where additional classrooms will need to be provided. Furthermore, the closest sixth form in Boston is currently at capacity and sixth form places will need to be provided 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 490m from the Bell Mere Pool 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 trees located along part of the western boundary, particularly given that the narrow existing access is adjacent. 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>
<b>7. Heritage</b>	<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>

<b>8. Landscape and Townscape</b>	<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 adjacent to the development limits of Sutterton and has a reasonable relationship with the village's existing built-up area. It is located behind frontage development along Wigtoft Road and views from the west would be significantly screened by the trees growing at the junction of Wigtoft Road and Blows Lane. Furthermore, views from the east would be restricted by frontage development along Rainwall's Lane. Visual impacts would therefore 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>Sewers cross the site and must remain accessible. The design of the site should take this into consideration.</p> <p>Development of the site would result in the loss of approx 0.85ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.85ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>

<b>11. Flood Risk</b>	<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 is identified within the SFRA as a mix of no/low hazard and danger for some in terms of flood hazard, with flood depths including an area of no hazard 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, 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>
<b>12. Climate Change</b>	<p style="text-align: right;">✓/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 37 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,</p>

	<p>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>
<b>13. Economy and Employment</b>	✓/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 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 37 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 (37 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>

<b>SUT007: Land to the north of Wigtoft Road, Sutterton</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 0.85ha Potential open space: 0.09ha Development area: 0.76ha  Potential no of dwellings: 17</p>
<b>1. Housing</b>	✓
	<p>Overall the site has the potential to contribute towards the 308 dwellings proposed for Sutterton 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 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>
<b>2. Health and Well-</b>	✓/x

<p><b>being</b></p>	<p>The nearest open space (adjacent to Pools Lane) and health centre (The Surgery on Spalding Road) are approx. 440m and 590m from the site 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 accessible playing pitch (off Park Avenue) and Sutterton Village Hall are outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 37 people (2.2 occupants in each of the 17 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, 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 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 Sutterton 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><b>3. Transport</b></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. 750m 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 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, gaining access to the site requires the use of a narrow existing vehicular access (or the demolition of Yew Lodge or outbuildings to its west) which may create traffic problems. Approval from the Highway Authority would need to be sought.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>

	Buses run to Boston and Spalding approximately every hour (Monday-Saturday). However the nearest stop is outside the ideal 400m walking distance.
<b>4. Socially Inclusive Communities</b>	✓/x
	<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>Sut007 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 significant employment opportunities at the Sutterton Enterprise Park (1.1km) 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. 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>
	✓/x
<b>5. Education</b>	<p>The development would be likely to accommodate 17 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"> <li>• Fourfields Church of England Primary School is around 1km from the site</li> <li>• Thomas Middlecott Academy is approx. 4.2km away</li> </ul> <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 available at secondary level (the nearest secondary school being in Kirton) to accommodate the developments proposed in Sutterton. However, there is currently no capacity at primary level where additional classrooms will need to be provided. Furthermore, the closest sixth form in Boston is currently at capacity and sixth form places will need to be provided 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 450m 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 a large pond located at the north of the site which may 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 adjacent to the development limits of Sutterton and has a good relationship with the village's existing built-up area. It is located behind frontage development along Wigtoft Road and Rainwall Lane and views from the west would be significantly screened by the trees growing at the junction of Wigtoft Road and Blows Lane. Visual impacts would therefore 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>
<b>9. Air, Soil and Water Resources</b>	<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 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-</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>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>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.85ha of predominantly greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 some' and danger for most with flood depths between 0m-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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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 37 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 Sutterton area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g.</p>

	<p>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>
<b>13. Economy and Employment</b>	<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 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 37 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 (37 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>

<b>SUT008: Land to the north of Post Office Lane, Sutterton</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.60ha Potential open space: 0.06ha Development area: 0.56ha            Potential no of dwellings: 12</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 308 dwellings proposed for Sutterton 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 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>
<b>2. Health and Well-being</b>	<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 open space (adjacent to</p>

	<p>Pools Lane) and health centre (The Surgery on Spalding Road) are approx. 410m and 620m from the site respectively. Furthermore, the closest accessible playing pitch (off Park Avenue) is around 810m away. However, Sutterton Village Hall is outside the ideal 1km 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 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, 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 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 Sutterton 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>
<b>3. Transport</b>	<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. 220m 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 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 310m away on Boston Road, within the ideal 400m walking distance. Buses run to Boston and Spalding approximately every hour (Monday-Saturday).</p>
<b>4. Socially</b>	<p style="text-align: center;">✓/x</p>

<p><b>Inclusive Communities</b></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>Sut008 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.</p> <p>As discussed in Objective 13, the nearest potential significant employment opportunities at the Sutterton Enterprise Park (840m) 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><b>5. Education</b></p>	<p style="text-align: right;">✓/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"> <li>• Fourfields Church of England Primary School is around 740m from the site</li> <li>• Thomas Middlecott Academy is approx. 3.4km away</li> </ul> <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 available at secondary level (the nearest secondary school being in Kirton) to accommodate the developments proposed in Sutterton. However, there is currently no capacity at primary level where</p>

	<p>additional classrooms will need to be provided. Furthermore, the closest sixth form in Boston is currently at capacity and sixth form places will need to be provided 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 190m from the Bell Mere Pool LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p> <p>The site is bordered by some trees along the western boundary which may be adversely affected by development on the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is adjacent to the development limits of Sutterton and is currently already developed. It relates well to the existing village, is bordered by residential development to the east and partly to the north and some of the site is screened by trees when viewed from the west. Consequently, redevelopment 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>However this site does secure the redevelopment of 0.60ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.60ha 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><b>11. Flood Risk</b></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 danger for most with an area of no/low hazard in terms of flood hazard, and with flood depths including and between 0-1.0m and 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 Sutterton for the plan period; improving health and wellbeing; protection of the quality and character of landscape and townscape; and protection and improvement of the quality of soil, air and water resources. 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>
<b>12. Climate Change</b>	<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 26 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>
<b>13. Economy and Employment</b>	<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 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 26 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 (26 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on</p>



	the local road network does not worsen and is detrimental to the economy.
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<b>SUT010: Land to the south of Spalding Road, Sutterton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.31ha Potential open space: 0.03ha Development area: 0.28ha Potential no of dwellings: 6
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 308 dwellings proposed for Sutterton 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 Sutterton and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to Sutterton’s development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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 health service (The Surgery on Spalding Road) and open space (off Pools Lane) are approx. 210m and 370m from the site respectively. The closest publically accessible playing pitch (off Park Avenue) is around 980m away. However, Sutterton Village Hall is outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 13 people (2.2 occupants in each of the 6 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>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>
<b>3. Transport</b>	<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</p>

	<p>for this purpose. However, it is within the ideal 1km walk of a local shop being approx. 660m 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 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 Boston and Spalding approximately every hour (Monday-Saturday). The nearest bus stop is around 400m away on Spalding Road at the upper limit of the ideal walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>Sut010 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 employment opportunities at Sutterton Enterprise Park (990m) 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>

<b>5. Education</b>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 6 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Fourfields Church of England Primary School is around 920m from the site</li> <li>• Thomas Middlecott Academy is approx. 4.1km away</li> </ul> <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 secondary level (the nearest secondary school being in Kirton) to accommodate the developments proposed in Sutterton. However, there is currently no capacity at primary level where additional classrooms will need to be provided. Furthermore, the closest sixth form in Boston is currently at capacity and sixth form places will need to be provided 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: right;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 410m 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: right;">✓</p> <p>The site is adjacent to the settlement limits of Sutterton and has a reasonable relationship with the village's built-up area. It would reflect existing residential development on the opposite side of Spalding Road and consequently the site's development 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>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<b>Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 0.15ha (half the site) of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 and 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</p>

	<p>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; 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>
<b>12. Climate Change</b>	✓/x
	<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 13 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>
<b>13. Economy and</b>	✓/x

<b>Employment</b>	<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 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 13 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 (13 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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<b>SUT011: Land to the west of Station Road, Sutterton</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.65ha Potential open space: 0.07ha Development area: 0.58ha            Potential no of dwellings: 13</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 308 dwellings proposed for Sutterton 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 Sutterton and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites adjacent to Sutterton’s development limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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) around 410m from the site. Furthermore, Sutterton Village Hall and the closest health centre (The Surgery on Spalding Road) are approx. 350m and 670m from the site respectively.</p> <p>It is anticipated that the increase in population - approximately 29 people (2.2 occupants in each of the 13 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</p>

	<p>which could affect future capacity should demand increase.</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 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 Sutterton 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, part of the southern boundary is adjacent to the South Lincs Foodservice premises on Enterprise Park 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 this boundary to help mitigate any noise and air pollution as well as helping to minimise the visual impact generated through proximity to the employment premises.</p>
<b>3. Transport</b>	<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 – but is within the ideal 1km walk of a local shop being approx. 530m from the Sutterton Village Store. 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 550m away on Spalding Road, outside the ideal 400m walk of public transport links. Buses run to Boston and Spalding approximately every hour (Monday-Saturday).</p>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: center;">✓</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</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>The development of sites adjacent to Sutterton's settlement limits could aid social inclusion and reduce deprivation in line with the sustainability objectives of the draft Local Plan, particularly given that Sut011 is within the ideal walking distance of many of the village's essential facilities and services (although it is outside the ideal walking distance of public transport links).</p> <p>As discussed in Objective 13 the nearest employment opportunities at Sutterton Enterprise Park (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.</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><b>5. Education</b></p>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 13 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 2 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Fourfields Church of England Primary School is around 350m from the site</li> <li>• Thomas Middlecott Academy is approx. 4km away</li> </ul> <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 available at secondary level (the nearest secondary school being in Kirton) to accommodate the developments proposed in Sutterton. However, there is currently no capacity at primary level where additional classrooms will need to be provided. Furthermore, the closest sixth form in Boston is currently at capacity and sixth form places will need to be provided 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>
<p><b>6. Biodiversity, Geodiversity and</b></p>	<p style="text-align: center;">x</p> <p>The site is in close proximity to a protected site (approx. 310m from the Bell Mere Pool LWS) and so development may have an effect</p>



<b>Green Infrastructure</b>	<p>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is adjacent to the settlement limits of Sutterton and has residential development to the north, Station Road to the east, Enterprise Park and the cemetery to the south with agricultural land to the west. The site is a narrow gap in an otherwise built-up frontage meaning that its development 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 0.65ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.65ha of greenfield land.</p>

	This site is not within a Mineral Safeguarding Area.
<b>11. Flood Risk</b>	<p style="text-align: center;"><b>x</b></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 danger for most in terms of flood hazard, with a flood depth of '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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;"><b>✓/x</b></p> <p>As discussed above, some of the local facilities, services and transport links are within a 5-10 minute walk 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 29 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 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>
<b>13. Economy and Employment</b>	<p style="text-align: center;"><b>✓/x</b></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 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 29 people within the ideal 7km drive and 1km walk of local employment with Sutterton Enterprise Park approx. 240m from the site.</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 (29 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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SUT023: Land to the west of Station Road, Sutterton	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.51ha Potential open space: 0.05ha Development area: 0.46ha Potential no of dwellings: 10
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute towards the 308 dwellings proposed for Sutterton 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 Sutterton and SE Lincolnshire it will have a positive impact on this objective.  Housing sites within Sutterton’s development limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓
	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 (adjacent to Pools Lane) and health centre (The Surgery on Spalding Road) are approx. 110m and 270m from the site respectively. Furthermore, Sutterton Village Hall is around 540m away and the closest accessible playing pitch (off Park Avenue) is approx. 580m from the site.  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.  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, 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 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 Sutterton to accommodate future residents.  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.
<b>3. Transport</b>	✓/x

	<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 – but is within the ideal 1km walk of a local shop being approx. 280m from the Sutterton Village Store. 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 140m away on Spalding Road, within the ideal 400m walking distance. Buses run to Boston and Spalding approximately every hour (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓</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>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 significant employment opportunities at Sutterton Enterprise Park (520m) 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 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</p>

	<p>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>
<b>5. Education</b>	<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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Fourfields Church of England Primary School is around 540m from the site</li> <li>• Thomas Middlecott Academy is approx. 3.7km away</li> </ul> <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 secondary level (the nearest secondary school being in Kirton) to accommodate the developments proposed in Sutterton. However, there is currently no capacity at primary level where additional classrooms will need to be provided. Furthermore, the closest sixth form in Boston is currently at capacity and sixth form places will need to be provided 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 50m 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is within the development limits of Sutterton and is bordered by Station Road to the north and east and 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.</p>

	Given that the site is entirely brownfield and has a number of unused buildings, redevelopment of the site is likely to have a positive impact on townscape, particularly in terms of reinstating a vibrant streetscene along Station Road. However, the impact would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	<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 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>However this site does secure the redevelopment of 0.51ha of previously-developed land which could potentially see less best and more versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.51ha 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>
<b>11. Flood Risk</b>	<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 danger for most with an area of no/low hazard in terms of flood</p>

	<p>hazard, and with flood depths including and between 0-1.0m and 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. The site has planning permission and therefore flood risk issues have been considered.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>The majority of services and facilities and public transport links are within the ideal walking distances 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 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 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>
<b>13. Economy and Employment</b>	<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 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 22 people within the ideal 7km drive and 1km walk of local employment with the Sutterton Enterprise Park approx. 520m 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 identified as an existing industrial/commercial area. However, the site is not of strategic scale and the loss of 0.21ha of employment land would be unlikely to have adverse impacts on the potential for the local economy to provide jobs for local residents. 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 (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>

<b>SUT026: Land to the north of Wigtoft Road, Sutterton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.6ha Potential open space: 0.16ha Development area: 1.44ha Potential no of dwellings: 32
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute towards the 308 dwellings proposed for Sutterton 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 Sutterton and SE Lincolnshire it will have a positive impact on this objective.  Housing sites adjacent to Sutterton would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x
	The nearest open space (adjacent to Pools Lane) and health centre (The Surgery on Spalding Road) are approx. 520m and 670m from the site 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 accessible playing pitch (off Park Avenue) and Sutterton Village Hall are outside the ideal walking distances.  It is anticipated that the increase in population - approximately 70 people (2.2 occupants in each of the 32 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, 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 its overall quality. Based on the site area, about 0.16ha 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.
<b>3. Transport</b>	x
	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>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 – but is within the ideal 1km walk of a local shop being approx. 840m from the Sutterton Village Store. 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 Sutterton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys.</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 490m away on Wigtoft Road, outside the ideal 400m walk from the site. Buses run to Boston and Spalding approximately every hour (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></p>	<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>Some of the area’s services and facilities are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest potential significant employment opportunities at Sutterton Enterprise Park (1.2km) are within the ideal 7km drive of the site. This would have a positive impact, providing good access for residents to local employment. 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>
<b>5. Education</b>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 32 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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Fourfields Church of England Primary School is around 1.1km from the site</li> <li>• Thomas Middlecott Academy is approx. 4.2km away</li> </ul> <p>There are no post 18 education providers within the ideal walking distance.</p> <p>The local education authority has indicated that there is sufficient capacity available at secondary level (the nearest secondary school being in Kirton) to accommodate the developments proposed in Sutterton. However, there is currently no capacity at primary level where additional classrooms will need to be provided. Furthermore, the closest sixth form in Boston is currently at capacity and sixth form places will need to be provided 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">x</p> <p>The site is in close proximity to a protected site (approx. 550m from the Bell Mere Pool 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 a cluster of mature trees located at the south-west 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. Furthermore, there is also a large pond located at the south-western corner 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. Although the size of the site means that it could be protected from direct damage, development 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.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>

<b>8. Landscape and Townscape</b>	<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 adjacent to the development limits of Sutterton and its visual effects would be confined to views from the immediate south as views from the east and west would be screened by the existing dwellings off Rainwall's Lane, Wigtoft Road and Blows Lane.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>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. 1.6ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.6ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 low hazard; danger for some and danger for most in terms of flood hazard, and with flood depths between 0-1.0m and an area of 1.0m -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 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>
<b>12. Climate Change</b>	<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 therefore likely that the anticipated increase in 70 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 Sutterton area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g.</p>

	<p>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>
<b>13. Economy and Employment</b>	<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 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 70 people within the ideal 7km drive of local employment with Sutterton Enterprise Park approx. 1.2km from the site.</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 (70 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>

<b>SUT027: Land to the south of Wigtoft Road, Sutterton</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 1.88ha Potential open space: 0.19ha Development area: 1.69ha            Potential no of dwellings: 38</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 308 dwellings proposed for Sutterton 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 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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>The nearest open space (adjacent to Pools Lane) and health centre (The Surgery on Spalding Road) are approx. 480m and 630m from the site 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 accessible</p>

	<p>playing pitch (off Park Avenue) and Sutterton Village Hall are outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 84 people (2.2 occupants in each of the 38 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, 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 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>
<b>3. Transport</b>	<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 – but is within the ideal 1km walk of a local shop being approx. 820m from the Sutterton Village Store. 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 Sutterton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys.</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 550m away on Wigtoft Road, outside the ideal 400m walk from the site. Buses run to Boston and Spalding approximately every hour (Monday-Saturday).</p>
<b>4. Socially Inclusive</b>	<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</p>

<p><b>Communities</b></p>	<p>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>Some of the area's services and facilities are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest potential significant employment opportunities at Sutterton Enterprise Park (1.2km) are within the ideal 7km drive of the site. This would have a positive impact, providing good access for residents to local employment. 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 38 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 primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Fourfields Church of England Primary School is around 1.1km from the site</li> <li>• Thomas Middlecott Academy is approx. 4.2km away</li> </ul> <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 available at secondary level (the nearest secondary school</p>

	<p>being in Kirton) to accommodate the developments proposed in Sutterton. However, there is currently no capacity at primary level where additional classrooms will need to be provided. Furthermore, the closest sixth form in Boston is currently at capacity and sixth form places will need to be provided 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 510m 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 its development would extend the built-up area significantly, visual impacts would be minimal as there are no long distance views of the site. Furthermore, it is bordered by residential development to the east and the site's southern boundary follows the line of these properties.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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. 1.88ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 1.88ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 and a small area 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 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>
<b>12. Climate Change</b>	<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 therefore likely that the anticipated increase in 84 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 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>
<b>13. Economy and Employment</b>	<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 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 84 people within the ideal 7km drive of local employment with Sutterton Enterprise Park approx. 1.2km from the site. 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 (84 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</p>

	detrimental to the economy.
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<b>SUT029: Land to the north of Spalding Road, Sutterton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 3.23ha Potential open space: 0.32ha Development area: 2.91ha Potential no of dwellings: 65
<b>1. Housing</b>	✓
	<p>Overall the site has the potential to contribute towards the 308 dwellings proposed for Sutterton 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 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>
<b>2. Health and Well-being</b>	✓/x
	<p>The nearest health centre (The Surgery on Spalding Road) and open space (adjacent to Pools Lane) are approx. 560m and 690m from the site 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 accessible playing pitch (off Park Avenue) and Sutterton Village Hall are outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 143 people (2.2 occupants in each of the 65 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>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, 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 its overall quality. Based on the site area, about 0.32ha 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</p>

	adjacent to the Spalding Road Industrial Estate which may have an adverse impact on the amenities that would be enjoyed by new dwellings. 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.
<b>3. Transport</b>	<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 – but is within the ideal 1km walk of a local shop being approx. 990m from the Sutterton Village Store. 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 Sutterton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys.</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 Boston and Spalding approximately every hour (Monday-Saturday). However, the nearest buses stop outside the ideal 400m walk from the site meaning poor public transport access for residents.</p>
<b>4. Socially Inclusive Communities</b>	<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>Some of the area's services and facilities are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion, contrary to the Local Plan's sustainability objectives.</p>

	<p>As discussed in Objective 13 the nearest potential significant employment opportunities at Sutterton Enterprise Park (1.4km) are within the ideal 7km drive of the site. This would have a positive impact, providing good access for residents to local employment. 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>
<b>5. Education</b>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 65 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"> <li>• Fourfields Church of England Primary School is around 1.3km from the site</li> <li>• Thomas Middlecott Academy is approx. 4.4km away</li> </ul> <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 available at secondary level (the nearest secondary school being in Kirton) to accommodate the developments proposed in Sutterton. However, there is currently no capacity at primary level where additional classrooms will need to be provided. Furthermore, the closest sixth form in Boston is currently at capacity and sixth form places will need to be provided 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The biodiversity interest in the site appears to be limited, although it is in close proximity to a protected site being approx. 410m from Bell Mere Pool LWS. The LWS is publically accessible meaning that there is the potential for increased residential development in this area to have an impact upon its biodiversity due to increased footfall resulting from the recreational opportunities it provides.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>

<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>Although the site is peripheral and would extend the built-up area rather than consolidate it, its impacts upon the character and appearance of the area would be broadly acceptable.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 3.23ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 3.23ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 some' and danger for most in terms of flood hazard, with flood depths between of '0-1.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites</p>

	<p>available within the locality.</p> <p>In this instance, it appears that there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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 therefore likely that the anticipated increase in 143 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 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>
<b>13. Economy and Employment</b>	<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 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 143 people within the ideal 7km drive of local employment with Sutterton Enterprise Park approx. 1.4km from the site. Boston and Spalding, with their more extensive employment opportunities, are further away.</p> <p>The site is currently allocated as proposed employment land. However, the Employment Land Technical Paper (August 2015) considers that the site has little attractiveness to the market as employment land, that more attractive sites are available in Sutterton, and that there would be minimal adverse economic impacts if the site were no longer allocated.</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 (143 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</p>

	detrimental to the economy.
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<b>SUT032: Land to the north of Wigtoft Road, Sutterton</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 5.08ha Potential open space: 0.51ha Development area: 4.57ha Potential no of dwellings: 102
<b>1. Housing</b>	✓
	Overall this site has the potential to contribute towards the 308 dwellings proposed for Sutterton 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 Sutterton and SE Lincolnshire it will have a positive impact on this objective.  Housing sites adjacent to Sutterton would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x
	The nearest open space (adjacent to Pools Lane) and health centre (The Surgery on Spalding Road) are approx. 600m and 730m from the site 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 accessible playing pitch (off Park Avenue) and Sutterton Village Hall are 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. 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, 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 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.  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.
<b>3. Transport</b>	x
	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>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, the site is within the ideal 1km walk of a local shop being approx. 850m from Sutterton 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 Sutterton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys.</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 Boston and Spalding approximately every hour (Monday-Saturday). However, the nearest bus stop is outside the ideal 400m walk, meaning poor public transport access for residents .</p>
<p><b>4. Socially Inclusive Communities</b></p>	<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>Sut032 is outside the ideal walking distance of some of the area's services and facilities as well as public transport links which could have an adverse impact on social inclusion, contrary to the sustainability objectives of the Local Plan.</p> <p>As discussed in Objective 13, the nearest potential significant employment opportunities at the Sutterton Enterprise Park (1.3km) 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. 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>

	No infrastructure will be lost on site as a consequence of this proposal.
<b>5. Education</b>	✓/x
	<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"> <li>• Fourfields Church of England Primary School is around 1.2km from the site</li> <li>• Thomas Middlecott Academy is approx. 4.3km away</li> </ul> <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 available at secondary level (the nearest secondary school being in Kirton) to accommodate the developments proposed in Sutterton. However, there is currently no capacity at primary level where additional classrooms will need to be provided. Furthermore, the closest sixth form in Boston is currently at capacity and sixth form places will need to be provided 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	✓/x
	<p>Development of the site may have an adverse impact on a cluster of mature trees located along the southern boundary 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. Furthermore, there is also a large pond located at the south of the site 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. Although the size of the site means that it could be protected from direct damage, development 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.</p> <p>The site is in close proximity to a protected site being approx. 470m from Bell Mere Pool LWS. The LWS is publically accessible meaning that there is the potential for increased residential development in this area to have an impact upon its biodiversity due to increased footfall resulting from the recreational opportunities it provides.</p> <p>There is no significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.

<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>Development of the site would have an acceptable impact on the character and appearance of the area. The site is located adjacent to Sutterton's existing built up-area and views of the site are largely limited to those from the immediate south (as views from the west would be screened by the existing dwellings off Blows Lane). Its visual impacts would therefore 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 5.08ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 5.08ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 some' and danger for most with flood depths between 0m-1.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the</p>

	<p>locality.</p> <p>In this instance, it appears that there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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. 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 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 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>
<b>13. Economy and Employment</b>	<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 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 224 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 (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 does not worsen and is detrimental to the economy.</p>

## Main Service Centres: Sutton Bridge

SUB013: Land to the south of Bridge Road, Sutton Bridge	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 9.31ha Potential no of dwellings: 186 Potential open space: 1.30ha Development area: 8.01ha
<b>1. Housing</b>	√
	<p>Overall this site has the potential to contribute towards the 273 dwellings proposed for Sutton Bridge 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 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>
<b>2. Health and Well-being</b>	√/x
	<p>The site is within 1km of Grebe Close open space (355m) and Sutton Bridge Medical Centre (1km), but the other facilities that would help to maintain health and promote healthy lifestyles, such as the Curlew Centre and its associated playing fields are over the ideal walking distance from housing development (1km or 600m for a community/village hall).</p> <p>It is anticipated that the increase in population - approximately 409 people (2.2 occupants in each of the 186 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.</p> <p>Overall, Sutton Bridge 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 1.30ha 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 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>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>There are no known bad neighbour uses nearby.</p>
<b>3. Transport</b>	√/x

	<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. 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 (885m) which could have a positive effect upon promoting sustainable travel options to Sutton Bridge town centre with its shops and local facilities. 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; the nearest bus stops are within 526m of the site on Bridge Road, meaning access to public transport is limited. A public right of way is within 135m 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>
<p><b>4. Socially Inclusive Communities</b></p>	<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. Policy 2 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 approx. 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>
<b>5. Education</b>	<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 which are most likely to go to:</p> <ul style="list-style-type: none"> <li>• Westmere Community Primary School: about 1.3km from the site, within the preferred 3.2km walk</li> <li>• The Peele School (for secondary and post 16 students): about 4.5km from the boundary, with the ideal 4.8km walk of the site</li> </ul> <p>Sutton Bridge currently has sufficient capacity at primary level, but additional capacity for secondary and post-16 provision will need to be provided. 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">√/x</p> <p>No European, national or local environmental designations are nearby</p> <p>There are limited biodiversity features on site. However ecosystem services could be adversely affected; new development could potentially affect the water table and change the availability of ground water. Through the provision of open space and/or structural landscaping there are opportunities for betterment; biodiversity could be added to the site, 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 required to meet the developments needs.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">√/x</p> <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 site provides infilling to the frontage with Bridge Road and then extends south and west. Visual and landscape impact would be most prevalent in long views from the west and south, and would also limit views from properties to the north of Bridge Road. However the built form would mirror that existing development. Good quality, structural landscaping would help reduce the landscape and visual impact, particularly from any sensitive receptors to the south and west. It would also help integrate this greenfield site with the countryside to the south and west.</p>

	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	<p style="text-align: center;">x</p> <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; the site can be accommodated within the existing network.</p> <p>The proposal would lead to the development of 9.31ha of Grade 1 agricultural land. Some of this land might be retained within the development as landscaping and open space, but it is unlikely that it would be returned to agricultural use.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<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/most and low/no hazard in terms of flood hazard, with flood depths between 0-1.0m and no hazard and a small area of flood depth 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</p>



	<p>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 promotion of business growth and create high quality employment opportunities. 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>
<b>12. Climate Change</b>	<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 409 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>impact on the local economy by bringing 409 people within the ideal 1km walk of Railway Lane Industrial Estate and the ideal 7km drive of 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 409 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>
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<b>SUB016: Land to the west of New Road, Sutton Bridge</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 3.1ha Potential no of dwellings: 62 Potential open space: 0.43ha Development area: 2.67ha
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 273 dwellings proposed for Sutton Bridge 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 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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>The nearest open space (Queen Street) (700m) and playing fields (Curlew Centre) (800m) are within the ideal 1km walking distance of the site. However, other facilities that help helping to maintain health and promote healthy lifestyles - such as the Curlew Centre and Sutton Bridge Medical Centre - are outside 1km (or 600m for a community centre).</p> <p>It is anticipated that the increase in population - approximately 136 people (2.2 occupants in each of the 62 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.</p> <p>Overall, Sutton Bridge 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 0.43ha 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>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 neighbour uses nearby.</p>
<b>3. Transport</b>	<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. 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 (900m) which could have a positive effect upon promoting sustainable travel options to Sutton Bridge town centre with its shops and local facilities. Designing in safe routes for pedestrians and cyclists within the site to Wright’s Lane and New Road would help promote sustainable access for all residents.</p> <p>The potential traffic generated by this site, individually and cumulatively, is expected to generate additional trips; 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. 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 720m of the site on Bridge Road, meaning access to public transport is poor for residents. There are no public rights of way near to the site meaning access to the countryside for recreation is poor. Designing in safe routes for pedestrians and cyclists within the site to Wright’s Lane and New Road would help promote access to public transport for all residents.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>
<b>4. Socially Inclusive Communities</b>	<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</p>

	<p>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 and West Bank Industrial Area are within a 1.3km drive of the site. There are no employment sites within the preferred 1km walk 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>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 62 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 9 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Westmere Community Primary School 880m from the site</li> <li>• The Peele School outside the ideal 4.8km distance to a secondary school</li> </ul> <p>There are no post-18 education providers within the ideal 4.8km 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 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>European and national environmental designations at The Wash are about 5km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment.</p> <p>A few trees exist on site. Tree Preservation Orders cover trees on the southern 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>However ecosystem services could be adversely affected; new development could potentially affect the water table and change the availability of ground water. Through the provision of open space and/or structural landscaping there are opportunities for betterment; biodiversity value could be added to the site, by using a mix of species, particularly of local provenance. Mitigation may be required to offset any potential harm identified to the European and national designations 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <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 by extending the built form of Sutton Bridge north. However housing exists further north on New Road than that on Wright's Lane; effectively this site would fill that gap, so landscape and visual impact is more likely from the west in short views. Good quality, structural landscaping would help reduce any impact and would also help integrate this greenfield site with the countryside to the north 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>
<b>9. Air, Soil and Water Resources</b>	<p style="text-align: center;">x</p> <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 can be accommodated within the water and sewerage network.</p>

	The proposal would lead to the development of 3.1ha of Grade 1 agricultural land.
<b>10. Sustainable use of Land and Waste</b>	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 development of 3.1ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	XX
	<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' with a small area of danger for most in terms of flood hazard, with flood depths of '1.0-2.0m' and above 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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	✓
	<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 134 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>

	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.
<b>13. Economy and Employment</b>	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site is within the top 40% 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 136 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 136 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>

<b>SUB017: Land to the south of Bridge Road, Sutton Bridge</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.24ha Potential no of dwellings: 7
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 273 dwellings proposed for Sutton Bridge 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 Sutton Bridge and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites within Sutton Bridge would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓</p> <p>The majority of facilities necessary to help maintain health and promote healthy lifestyles are within the ideal 1km walking distance (600m for a community centre/village hall). The nearest open space (Bridge Road) (260m), the Curlew Centre (310m) and its playing fields (390m) and the Sutton Bridge Medical Centre (340m) are within the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 15 people (2.2 occupants in each of the 7 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</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>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to a negligible increase in local air and noise pollution which could have a slight adverse impact on physical and mental health.</p> <p>There are no known bad neighbours.</p>
<b>3. Transport</b>	<p style="text-align: center;">✓</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. 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 (170m) which could have a positive effect upon promoting sustainable travel options to Sutton Bridge town centre with its shops and local facilities.</p> <p>The potential traffic generated by this site, individually and cumulatively, is expected to generate some new trips; 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; the nearest bus stops are within 30m of the site on Bridge Road, making public transport access easy for those living within the site. There are no public rights of way near to the site meaning access to the countryside for recreation is poor.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site lies within the 20% 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. 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 (380m) and West Bank Industrial Area (920m) are within the ideal 1km walk of a housing site. This could have a positive effect on access to employment in the area.</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>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 7 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Westmere Community Primary School about 390m from the site</li> <li>• The Peele School outside the ideal 4.8km distance to a secondary school</li> </ul> <p>There are no post-18 education providers within the ideal 4.8km 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 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>There are no European, national or local environmental designations within 5km of the site.</p> <p>Some trees and shrubs exist on site - they 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.</p> <p>Ecosystem services could be adversely affected; new development could potentially affect the water table and change the availability of ground water. Through the provision of open space and/or structural landscaping there are opportunities for betterment; biodiversity value could be added to the site, 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>

<b>7. Heritage</b>	0
	The site and surrounding area is not known to have any significant historic or culturally-significant features.
<b>8. Landscape and Townscape</b>	✓
	<p>The site is brownfield land, containing commercial sheds, fronting Bridge Road. Redevelopment should promote a positive impact on townscape particularly in terms of continuing a streetscene that is in keeping with adjoining parts of Bridge Road. 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> <p>There will be no landscape impact.</p>
<b>9. Air, Soil and Water Resources</b>	✓
	<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 slightly 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 can be accommodated within the water and sewerage network.</p> <p>The proposal would secure the reuse of 0.24ha of previously developed land, which may reduce the amount of best and most versatile agricultural land that is developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	✓
	<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 secure the reuse of 0.24ha of previously developed land, which may reduce the amount of greenfield land that is developed elsewhere.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>

<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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 all' in terms of flood hazard, with a flood depth of '1.0-2.0m' and areas 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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">✓</p> <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 (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 15 people would generate some new car journeys and hence carbon emissions. Good design 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 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>
<b>13. Economy and Employment</b>	<p style="text-align: center;">✓✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site is within the top 40% most deprived neighbourhoods in terms of employment and income 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 15 people within the ideal 1km walk 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 15 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>

	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).
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<b>SUB018: Land to the north of Nightingale Way, Granville Terrace, Chestnut Terrace and Allenby's Chase, Sutton Bridge</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 5.46ha Potential open space: 0.76ha Development area: 4.7ha Potential no of dwellings: 109
<b>1. Housing</b>	✓
	<p>Overall the site has the potential to contribute towards the 273 dwellings proposed for Sutton Bridge 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 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>
<b>2. Health and Well-being</b>	✓/x
	<p>The site adjoins the open space off Grebe Close and Sutton Bridge Medical Centre (770m) are both within the ideal 1km walking distance of the site. However, other facilities that would help to maintain health and promote healthy lifestyles - such as the Curlew Centre and its associated playing fields are over the ideal walking distance from housing development (1km or 600m for a community/village hall).</p> <p>It is anticipated that the increase in population - approximately 240 people (2.2 occupants in each of the 109 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.</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 Bridge 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>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to increase local air and noise pollution which could have an adverse impact on physical and mental health.</p> <p>There are no known bad neighbour uses nearby.</p>
<b>3. Transport</b>	✓/x

	<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. 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 (590m) which could have a positive effect upon promoting sustainable travel to Sutton Bridge town centre with its shops and local facilities. 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>The potential traffic generated by this site, individually and cumulatively, could 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. Good design will better enable sustainable transport options to be incorporated and available to residents throughout the site.</p> <p>If the site is developed with Sub024 road access could be shared between Nightingale Way, Granville Terrace, Withington Street and Alanby's Chase. However upgrading and extension to an adoptable standard may be required.</p> <p>Bus services operate to Spalding and King's Lynn; the nearest bus stops are within 230m of the site on Bridge Road, making public transport access easy for those living within the site. A public right of way adjoins the east and western boundaries providing easy access (to the countryside for recreation. Good design which integrates good sustainable access through the site will better enable sustainable transport to be available to all residents.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site lies within the 40% most deprived neighbourhoods in the UK. AS such 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 approx. 790m from the site, while West Bank Industrial Area is within a 1.7km 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>
<b>5. Education</b>	<p style="text-align: center;">✓/x</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 16 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Westmere Community Primary School is within 1km of the site</li> <li>• The Peele School about 4.4km from the site</li> </ul> <p>There are no post-18 education providers within the ideal 4.8km 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 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>No European, national or local environmental designations are within close proximity of the site.</p> <p>A drainage channel crosses part of the northern boundary of 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. The size of the site means there could be direct damage and their sustainability could also be undermined by disturbance. Ecosystem services could also be adversely affected; new development could potentially affect the water table and change the availability of ground water. Through the provision of open space and/or structural landscaping there are opportunities to make local improvements to these features, 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>
<b>7. Heritage</b>	<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><b>8. Landscape and Townscape</b></p>	<p style="text-align: center;">x</p> <p>The site lies within The Fens National Character Area; the flat, visually open, agricultural land are typical landscape characteristics. Built development of this size would have an adverse impact on the character of the area, extending the built form of Sutton Bridge northwards. The eastern part of the site is detached from the settlement boundary and should this site be developed on its own would form an incongruous form of development in the countryside. However developing the site with SUB024 would provide a more natural extension of the built form. Good quality, structural landscaping would also help reduce the landscape and visual impact, particularly from any sensitive receptors to the north, east and west. It would also help integrate this greenfield site with the countryside to the north.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p><b>9. Air, Soil and Water Resources</b></p>	<p style="text-align: center;">x</p> <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; it is likely that an upgrade to the network to accommodate the increase in sewerage would be required.</p> <p>The proposal would lead to the development of 5.46ha of Grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 development of 5.46ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<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 240 people would generate a substantial amount of 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 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 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>
<b>13. Economy and Employment</b>	<p style="text-align: center;">✓✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site is within the top 40% 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 240 people within the ideal 1km Walk of Railway Lane Industrial Estate and the ideal 7km drive of West Bank Industrial Area, as well as to new employment development that may take place over the plan period. This may</p>



	<p>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 240 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>
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SUB020: The Chippings, New Road, Sutton Bridge	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.15ha Potential no of dwellings: 3
<b>1. Housing</b>	✓
	<p>Overall the site has the potential to contribute towards the 273 dwellings proposed for Sutton Bridge 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 Sutton Bridge and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites within Sutton Bridge would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓/x
	<p>The nearest open space (Queen Street) (670m) and playing fields (Curlew Centre) (760m) are both within the ideal 1km walking distance of the site. However, other facilities that help helping to maintain health and promote healthy lifestyles such as the Curlew Centre and Sutton Bridge Medical Centre are the ideal outside 1km (or 600m for a community centre) walking distance from housing development.</p> <p>It is anticipated that the increase in population - approximately 7 people (2.2 occupants in each of the 3 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>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to a negligible increase in local air</p>

	<p>and noise pollution which could have a slight adverse impact on physical and mental health.</p> <p>There are no known bad neighbour uses nearby.</p>
<b>3. Transport</b>	<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 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. 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 (860m) which could have a positive effect upon promoting sustainable travel options to Sutton Bridge town centre with its shops and local facilities. Ensuring sustainable access can be safely achieved to Wright's Lane will ensure that pedestrians and cyclists can easily access these facilities.</p> <p>The potential traffic generated by this site, individually and cumulatively, is expected to generate new trips; 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; the nearest bus stops are within 700m of the site on Bridge Road, meaning access to public transport is poor for residents. There are no public rights of way near to the site meaning access to the countryside for recreation is poor. Ensuring sustainable access can be safely achieved from the site along Wright's Lane would help promote access to public transport for all residents.</p> <p>The site will not directly impact upon, or contribute towards, any major transport infrastructure in the area.</p>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: right;">✓/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. Quality market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents, important in an area where households in fuel poverty (16.5% in South Holland) are above the national average (11.5%).</p> <p>As discussed in Objective 13 Railway Lane Industrial Estate and West Bank Industrial Area are within a 1.3km drive of the site. There</p>

	<p>are no employment sites within the preferred 1km walk 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>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 3 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 nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Westmere Community Primary School about 840m from the site</li> <li>• The Peele School outside the ideal 4.8km distance to a secondary school</li> </ul> <p>There are no post-18 education providers within the ideal 4.8km 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 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>European and national environmental designations at The Wash are about 5km from the site - mitigation may be required to offset any potential harm identified to the European and national designations but this will depend on implementation and the outcome of the ecological assessment.</p> <p>Several mature trees exist on site. Tree Preservation Orders cover trees on 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. They 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.</p> <p>Ecosystem services could be adversely affected; new development could potentially affect the water table and change the availability of ground water. Through the provision of open space and/or structural landscaping there are opportunities for betterment; biodiversity</p>

	<p>value could be added to the site, 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>The majority of the site is brownfield land, redevelopment is likely to have a positive impact on townscape; good design is expected to provide a consistent development reducing the extent of outbuildings on site. Such impact will, however, be dependent on implementation and design.</p> <p>There will be no landscape impact.</p>
<b>9. Air, Soil and Water Resources</b>	<p style="text-align: center;">✓</p> <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 slightly 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 can be accommodated within the water and sewerage network.</p> <p>The proposal would result in the reuse of 0.15ha of previously developed land which could see the loss of less best and most versatile agricultural land elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<p style="text-align: center;">✓</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 result in the reuse of 0.15ha of previously developed land which could see the loss of less greenfield land</p>

	<p>elsewhere.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">XX</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 0.5-2.0m'. 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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">✓</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 7 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 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 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>
<b>13. Economy and Employment</b>	<p style="text-align: center;">✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site is within the top 40% 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 6 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 6 residents may also help support the primacy of Sutton Bridge town centre, generating income for its shops</p>

	<p>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>
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<b>SUB021: Land to the rear of 76 New Road, Sutton Bridge</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario: Total site area: 0.19ha Potential no of dwellings: 2</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <p>Overall the site has the potential to contribute towards the 273 dwellings proposed for Sutton Bridge 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 Sutton Bridge and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites within Sutton Bridge would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓</p> <p>The majority of 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). The nearest open space (Queen Street) (480m), community centre (Curlew Centre) (490m) and its playing fields (580m) are within the ideal walking distances. However, Sutton Bridge Medical Centre is outside 1km.</p> <p>It is anticipated that the increase in population - approximately 4 people (2.2 occupants in each of the 2 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>Increased traffic generated by the development, both individually and cumulatively, is likely to lead to a negligible increase in local air and noise pollution which could have a slight adverse impact on physical and mental health.</p> <p>There are no known bad neighbour uses nearby.</p>
<b>3. Transport</b>	<p style="text-align: center;">✓</p> <p>It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data showed that 16.6% of</p>

	<p>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 (640m) which could have a positive effect upon promoting sustainable travel options to Sutton Bridge town centre with its shops and local facilities.</p> <p>The potential traffic generated by this site, individually and cumulatively, is expected to generate some new trips; 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; the nearest bus stops are 490m from the northern part of the site on Bridge Road, meaning access for residents is limited. A public right of way is within 1km of the site (680m) to the west providing 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><b>4. Socially Inclusive Communities</b></p>	<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. 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 and West Bank Industrial Area are within a 1.1km drive of the site. There are no employment sites within the preferred 1km walk of the 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 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>

<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 2 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 nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Westmere Community Primary School about 840m from the site</li> <li>• The Peele School outside the ideal 4.8km distance to a secondary school</li> </ul> <p>There are no post-18 education providers within the ideal 4.8km 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 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>European and national environmental designations at The Wash are about 5km from the site - mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment.</p> <p>Mature trees and shrubs form the eastern and southern boundaries – 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. They 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.</p> <p>Ecosystem services could be adversely affected; new development could potentially affect the water table and change the availability of ground water. Through the provision of open space and/or structural landscaping there are opportunities for betterment; biodiversity value could be added to the site, 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>The site is greenfield pasture land, well-contained between the rear of the property fronting New Road and the golf course boundary. Such backland development has occurred the length of New Road, so development would be consistent with the exiting townscape. Impact will, however, be dependent on implementation and design.</p>



	There will be no landscape impact.
<b>9. Air, Soil and Water Resources</b>	<p style="text-align: center;">✓</p> <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 slightly 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 can be accommodated within the water and sewerage network.</p> <p>The proposal would result in the reuse of 0.19ha of previously developed land, which may reduce the amount of best and most versatile agricultural land that is developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<p style="text-align: center;">✓</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 result in the reuse of 0.19ha of previously developed land, which may reduce the amount of greenfield land that is developed elsewhere.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">XX</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 a small area of Flood Zone 1 and is identified within the SFRA as a mix of danger for most and 'danger for all' 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</p>

	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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.
<b>12. Climate Change</b>	✓
	<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 4 people would generate some new car journeys and hence carbon emissions. Good design 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 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>
<b>13. Economy and Employment</b>	✓
	<p>Indices of Deprivation statistics (2015) indicate that the site is within the top 40% 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 and deprivation by bringing 4 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 4 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>

<b>SUB024: Land to the north of Withington Street and Chestnut Terrace, Sutton Bridge</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 3.72ha Potential no of dwellings: 74 Potential open space: 0.52ha Development area: 3.2ha
<b>1. Housing</b>	✓

	<p>Overall the site has the potential to contribute towards the 273 dwellings proposed for Sutton Bridge 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 Sutton Bridge and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Housing sites partly within and partly adjacent to Sutton Bridge would, in general, be more important to the delivery of the settlement hierarchy.</p>
<p><b>2. Health and Well-being</b></p>	<p style="text-align: center;">✓/x</p> <p>The Chestnut Terrace open space forms part of the site and Sutton Bridge Medical Centre (720m) is within the ideal 1km walking distance of the site. However, other facilities that would help to maintain health and promote healthy lifestyles - such as the Curlew Centre and its playing fields - are over the ideal walking distance from housing development (1km or 600m for a communitycentre/village hall).</p> <p>It is anticipated that the increase in population - approximately 163 people (2.2 occupants in each of the 74 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.</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 Bridge 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 0.52ha 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 neighbour uses nearby.</p>
<p><b>3. Transport</b></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 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. 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 (560m) which could have a positive effect</p>

	<p>upon promoting sustainable travel options to Sutton Bridge town centre with its shops and local facilities. Designing in safe routes for pedestrians and cyclists within the site to Granville Terrace, Chestnut Terrace and Allenby's Chase 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. 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 430m of the centre of the site, meaning access to public transport is limited for residents. A public right of way adjoins the eastern boundary providing easy access to the countryside for recreation. Designing in safe routes for pedestrians and cyclists within the site 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>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓/x</p> <p>Indices of Deprivation statistics (2015) indicate that the site lies within the 20% 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 approx. 790m from the site, while West Bank Industrial Area is within a 1.6km 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>

<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 74 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 11 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Westmere Community Primary School about 1km from the centre of the site</li> <li>• The Peele School outside the ideal 4.8km distance to a secondary school</li> </ul> <p>There are no post-18 education providers within the ideal 4.8km 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 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>European and national environmental designations at The Wash are about 5km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation and the outcome of an ecological assessment.</p> <p>There are a few trees on site. However ecosystem services could be adversely affected; new development could potentially affect the water table and change the availability of ground water. Through the provision of open space and/or structural landscaping there are opportunities for betterment; biodiversity value could be added to the site, 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <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 by extending the built form of</p>

	<p>Sutton Bridge north. Landscape and visual impact is more likely from the west; the extended built development would interrupt long, wide open views across the landscape. Good quality, structural landscaping would help reduce any impact and would also help integrate this greenfield site with the countryside to the north 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>
<b>9. Air, Soil and Water Resources</b>	<p style="text-align: center;">x</p> <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; this development can be accommodated within the water network, but the sewerage network is likely to need to be upgraded to accommodate the new development.</p> <p>The proposal would lead to the development of 3.72ha of Grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 development of 3.72ha of greenfield land.</p> <p>The site will safeguard minerals resources as it lies outside the minerals safeguarding zones.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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 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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<p><b>12. Climate Change</b></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 165 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>
<p><b>13. Economy and Employment</b></p>	<p style="text-align: center;">✓✓</p> <p>Indices of Deprivation statistics (2015) indicate that the site is within the top 20% most deprived neighbourhoods in terms of employment and income 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 and deprivation by bringing 163 people within the ideal 1km walk of Railway Lane Industrial Estate and 7km drive of 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 163 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

SWI016: Land to the north of Michael Moses Way, Swineshead	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.43ha Potential open space: 0.04ha Development area: 0.39ha Potential no of dwellings: 19
<b>1. Housing</b>	✓
	<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>However, housing sites detached from the settlement limits of Swineshead would, in general, be contrary to the principles of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓/x
	<p>The nearest accessible playing pitch and open space (off Townfield Lane) is approx. 710m from the site. 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 (Swineshead Medical Group) and village hall (St Mary's Church Hall) are both outside the ideal walking distances.</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>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 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 Swineshead to accommodate 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>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>
<b>3. Transport</b>	x



	<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. 810m 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 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 780m away on High Street, outside the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></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>Some of the area's services and facilities are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest potential employment opportunities at Station Road Industrial Estate (2.4km) 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. 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>
<b>5. Education</b>	<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"> <li>Swineshead St Mary's Church of England Primary School is around 370m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. Although the site is detached from the defined settlement limits of the village, its southern boundary is adjacent to recent residential development.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<b>Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 0.43ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.43ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">✓</p> <p>This site is within Environment Agency Flood Zone 2 with a small area in Flood Zone 1 (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>
<b>12. Climate Change</b>	<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 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 42 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>
<b>13. Economy and Employment</b>	<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 42 people within the ideal 7km drive of local employment with Station Road Industrial Estate approx. 2.4km 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 (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>

<b>SWI027: Land to the west of Station Road, Swineshead</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.34ha Potential open space: 0.03ha Development area: 0.31ha Potential no of dwellings: 14
<b>1. Housing</b>	✓
	<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 within Swineshead's settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	x
	<p>Swineshead Village Hall is approx. 530m 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 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>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 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 Swineshead to accommodate 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>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>
<b>3. Transport</b>	✓/x
	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>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 just within the ideal 1km walk of a local shop being approx. 990m 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 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 210m 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><b>4. Socially Inclusive Communities</b></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>Some of the area's services and 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 potential employment opportunities at Station Road Industrial Estate (810m) 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>

	No infrastructure will be lost on site as a consequence of this proposal.
<b>5. Education</b>	<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 school is:</p> <ul style="list-style-type: none"> <li>Swineshead St Mary's Church of England Primary School is around 1.4km from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 160m 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 eastern end of the site is part of a row of frontage dwellings along Station Road and there are limited public views of the remainder of the site which is located behind the adjacent dwellings.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">✓</p>

<p><b>Water Resources</b></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 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>The site is not agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 0.34ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;">✓</p> <p>This site is within Flood Zones 1 and small areas of Flood Zones 2 and 3a (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>
<b>12. Climate Change</b>	<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 therefore likely that the anticipated increase in 31 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>
<b>13. Economy and Employment</b>	<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 31 people within the ideal 7km drive and 1km walk of local employment with Station Road Industrial Estate approx. 810m 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 (31 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>

<b>SWI029: Land to the south of Coles Lane, Swineshead</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.64ha Potential open space: 0.06ha Development area: 0.58ha Potential no of dwellings: 13
<b>1. Housing</b>	✓
	<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>However, housing sites detached from Swineshead's settlement limits would, in general, be contrary to the principles of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	x
	<p>The majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a village hall/community centre), 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) and nearest village hall (St Mary's Church Hall) are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 29 people (2.2 occupants in each of the 13 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 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 Swineshead to accommodate 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>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>
<b>3. Transport</b>	✓/x
	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>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. 860m 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 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 350m 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><b>4. Socially Inclusive Communities</b></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 (1.2km) 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. 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>

<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 13 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 2 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>Swineshead St Mary's Church of England Primary School is around 1.3km from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 80m 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 of the site may also have an adverse impact on Birch trees on the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation.</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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. Visual impacts are limited as it is located behind frontage development on Coles Lane meaning that public views of the site are restricted. Its development would have little impact upon the area's character, although it may lead to the loss of four birch trees which contribute positively 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>

<b>9. Air, Soil and Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 0.64ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.64ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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</p>

	<p>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>
<b>12. Climate Change</b>	<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. 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 29 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>
<b>13. Economy and Employment</b>	<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 29 people within the ideal 7km drive of local employment with Station Road Industrial Estate approx. 1.2km 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 (29 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>

<b>SWI031: Land to the west of High Street, Swineshead</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.3ha Potential open space: 0.23ha Development area: 2.07ha Potential no of dwellings: 46
<b>1. Housing</b>	✓
	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.
<b>2. Health and Well-being</b>	✓
	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. 370m 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. 980m from the site.  It is anticipated that the increase in population - approximately 101 people (2.2 occupants in each of the 46 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 0.18ha 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.  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.
<b>3. Transport</b>	✓/x
	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.  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>purpose. However, it is within the ideal 1km walk of a local shop being approx. 300m 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><b>4. Socially Inclusive Communities</b></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. 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><b>5. Education</b></p>	<p style="text-align: center;">x</p>



	<p>The development would be likely to accommodate 46 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 school is:</p> <ul style="list-style-type: none"> <li>Swineshead St Mary's Church of England Primary School is around 690m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 360m 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 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>
<b>9. Air, Soil and Water Resources</b>	<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>The proposal would lead to the permanent loss of approx. 2.3ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 2.3ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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>

<b>12. Climate Change</b>	<p style="text-align: right;">✓/x</p> <p>The majority of local facilities and services are within 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 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 101 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>
<b>13. Economy and Employment</b>	<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 101 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 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 (101 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>

<b>SWI035: The Golden Cross, North End, Swineshead</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.15ha Potential open space: 0.02ha Development area: 0.13ha Potential no of dwellings: 9
<b>1. Housing</b>	✓
	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 within Swineshead's settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	x
	Swineshead Village Hall is approx. 80m 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 20 people (2.2 occupants in each of the 9 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.  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.
<b>3. Transport</b>	x
	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.  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>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 60m away on Boston Road well within the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></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 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 (390m) 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><b>5. Education</b></p>	<p style="text-align: center;">x</p>

	<p>The development would be likely to accommodate 9 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"> <li>Swineshead St Mary's Church of England Primary School is around 1.8km from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 600m 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 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 within Swineshead's built-up area and is situated between residential development on Boston Road and Station Road.</p> <p>The site is brownfield land containing a disused public house and so redevelopment is likely to have a positive impact on townscape particularly in terms of reinstating a vibrant streetscene. 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>
<b>9. Air, Soil and</b>	<p style="text-align: center;">✓</p>

<p><b>Water Resources</b></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 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>However this site does secure the redevelopment of 0.15ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.15ha 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><b>11. Flood Risk</b></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.</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.
<b>12. Climate Change</b>	<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 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 20 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>
<b>13. Economy and Employment</b>	<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. 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 20 people within the ideal 7km drive and 1km walk of local employment with Station Road Industrial Estate approx. 390m 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 (20 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>



<b>SWI036: Land to the east of High Street, Swineshead</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 13.08ha Potential open space: 1.31ha Development area: 11.77ha Potential no of dwellings: 262
<b>1. Housing</b>	✓
	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.
<b>2. Health and Well-being</b>	✓/x
	The nearest accessible playing pitch and open space (off South Street) is around 960m from the site. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village), the ideal walking distance from housing development for such facilities. The closest health centre (Swineshead Medical Group) and village hall (St Mary's Church Hall) are both outside the ideal walking distances.  It is anticipated that the increase in population - approximately 576 people (2.2 occupants in each of the 262 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 0.53ha 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 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.
<b>3. Transport</b>	x
	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>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. 610m 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 430m away on Station Road, outside the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></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>Some of the area's services and facilities are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest potential employment opportunities at Station Road Industrial Estate (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. 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>

<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 262 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 52 primary pupils and 50 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>Swineshead St Mary's Church of England Primary School is around 1km from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>Furthermore, development may have an effect on a small cluster of mature trees surrounding the dwelling encompassed within the site at the western 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>
<b>7. Heritage</b>	<p style="text-align: center;">xx</p> <p>Boston Borough Council's Consultant Architect has commented that this site is on the north eastern side of Swineshead. On that side of the village, sitting in open flat fenland, is the Scheduled Ancient Monument the Manwar Ings, which is the remains of a motte and bailey castle from the late Norman period. It has particular significance for the village of Swineshead as it belonged to the lords of the manor of Swineshead, who also founded Swineshead Abbey. The Ancient Monument has the remains of the raised circular motte, which is grassed and also has a significant number of trees standing on it. A green hump in an otherwise flat area of large fertile fields. The fields have no boundaries and so the Ings is all the more noticeable. This village has had a significant amount of new development in the last 20 years, particularly on the east side, where a large new housing estate has been constructed. Swi036 would add a further area to the new housing on the eastern side. Both of these areas push the built environment closer to the ancient monument. The earliest part of</p>

	<p>the village is the large parish church which is in the centre alongside a small square with some historic buildings nearby. The village however extends for some distance in a northerly direction and although not as early as the centre by the church there are some early 19<sup>th</sup> century houses which can be found alongside this northern route. It is also in north Swineshead where the lngs can be easily seen from within the village Scheduled ancient monuments are considered to be of national importance and this site is significant in terms of the early history of this area and especially for the village of Swineshead, given its connection with Swineshead Abbey. The setting of the site has been partly compromised by the 20th century housing which juts out towards the site. Site Swi036 would extend built development closer to the monument than at present. There should be serious doubts about extending development too close to this site. It is an important piece of local history and its isolated position prevents it from being damaged as it is not easily accessible. If this site is developed the lngs would be partly hemmed in by modern housing with which it has no relationship. If it is decided to put this site into the local plan as a potential development sites, it will be important to give a clear brief at the outset that both wide and focussed views of the lngs must be maintained as part of the development plan. It is important that it can be seen from within parts of the historic village as well as from the A52.</p>
<b>8. Landscape and Townscape</b>	<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 good relationship to the village's existing built-up area and public views into the site are relatively limited. It is located mostly behind frontage development along Station Road as well as residential properties situated on roads off King Johns Road and Manwaring Way. Furthermore, any views from the north and east are already dominated by 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.</p>
<b>9. Air, Soil and Water Resources</b>	<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>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. 13.08ha of grade 1 agricultural land.</p>
<b>10. Sustainable use</b>	<p style="text-align: center;">x</p>

<p><b>of Land and Waste</b></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. 13.08ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 Zones 1 and 2 and is identified within the SFRA as a mix of low/no hazard and danger for some/most in terms of flood hazard, with flood depths no hazard and between 0-0.5m and 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 Swineshead for the plan period; and 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</p>

	network e.g. through sewer flooding.
<b>12. Climate Change</b>	✓/x
	<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 576 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>
<b>13. Economy and Employment</b>	✓/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 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 576 people within the ideal 7km drive of local employment with Station Road Industrial Estate approx. 1.4km 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 (576 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>

<b>SWI039: Land to the east of Manwaring Way and La Milesse Way, Swineshead</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 3.09ha Potential open space: 0.31ha Development area: 2.78ha Potential no of dwellings: 62
<b>1. Housing</b>	✓
	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.
<b>2. Health and Well-being</b>	✓/x
	The nearest accessible playing pitch and open space (off Townfield Lane) is around 650m from the site. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village), the ideal walking distance from housing development for such facilities. The closest health centre (Swineshead Medical Group) and village hall (St Mary's Church Hall) are both outside the ideal walking distances.  It is anticipated that the increase in population - approximately 136 people (2.2 occupants in each of the 62 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 0.18ha 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.  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.
<b>3. Transport</b>	x
	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>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. 740m 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 650m away on High Street, outside the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></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>Some of the area's services and facilities are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest potential employment opportunities at Station Road Industrial Estate (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. 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>



<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 62 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 12 secondary pupils. The nearest primary schools is:</p> <ul style="list-style-type: none"> <li>Swineshead St Mary's Church of England Primary School is around 540m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 760m 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>
<b>7. Heritage</b>	<p style="text-align: center;">xx</p> <p>Boston Borough Council's Consultant Architect has commented that this site is on the north eastern side of Swineshead. On that side of the village, sitting in open flat fenland, is the Scheduled Ancient Monument the Manwar Ings, which is the remains of a motte and bailey castle from the late Norman period. It has particular significance for the village of Swineshead as it belonged to the lords of the manor of Swineshead, who also founded Swineshead Abbey. The Ancient Monument has the remains of the raised circular motte, which is grassed and also has a significant number of trees standing on it. A green hump in an otherwise flat area of large fertile fields. The fields have no boundaries and so the Ings is all the more noticeable. This village has had a significant amount of new development in the last 20 years, particularly on the east side, where a large new housing estate has been constructed. Swi039 would add a further area to the new housing on the eastern side. Both of these areas push the built environment closer to the ancient monument. The earliest part of the village is the large parish church which is in the centre alongside a small square with some historic buildings nearby. The village however extends for some distance in a northerly direction and although not as early as the centre by the church there are some early 19<sup>th</sup> century houses which can be found alongside this northern route. It is also in north Swineshead where the Ings can be easily seen from within the village Scheduled ancient monuments are considered to be of national importance and this site is significant in terms of the early history of this area and especially for the village of Swineshead, given its connection with Swineshead Abbey. The setting of</p>

	<p>the site has been partly compromised by the 20th century housing which juts out towards the site. Site Swi039 would extend built development closer to the monument than at present. There should be serious doubts about extending development too close to this site. It is an important piece of local history and its isolated position prevents it from being damaged as it is not easily accessible. If this site is developed the lngs would be partly hemmed in by modern housing with which it has no relationship. If it is decided to put this site into the local plan as a potential development sites, it will be important to give a clear brief at the outset that both wide and focussed views of the lngs must be maintained as part of the development plan. It is important that it can be seen from within parts of the historic village as well as from the A52.</p>
<p><b>8. Landscape and Townscape</b></p>	<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 good relationship to the village's existing built-up area and public views into the site are relatively limited. It is located behind frontage development along Abbey Road and abuts residential properties to the west. Furthermore, any views from the north and east are already dominated by 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.</p>
<p><b>9. Air, Soil and Water Resources</b></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>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. 3.09ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 3.09ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">✓</p> <p>This site is within Environment Agency Flood Zones 2 and 1 (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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>The majority of 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 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 136 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>

	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.
<b>13. Economy and Employment</b>	✓/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 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 136 people within the ideal 7km drive of local employment with Station Road Industrial Estate approx. 2km from the site.</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 (136 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. There are also other potential employment opportunities in Sutterton, Kirton and Boston, although these are further away.</p>

## Minor Service Centres: Bicker

BIC001: Land to the west of Drury Lane, Bicker	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.1ha Potential open space: 0.01ha Development area: 0.09ha Potential no of dwellings: 2
<b>1. Housing</b>	✓
	<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 adjacent to defined settlement limits – such as Bic001 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	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. 550m from the site.</p> <p>It is anticipated that the increase in population - approximately 4 people (2.2 occupants in each of the 2 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>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>
<b>3. Transport</b>	✓/x
	<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. 850m from Bicker General Store and Post Office.</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>
<p><b>4. Socially Inclusive Communities</b></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>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 (840m) 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>
<p><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 2 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Donington Cowley Endowed Primary School is around 2.6km away</li> </ul>

	<ul style="list-style-type: none"> <li>• Thomas Cowley High School is around 2km from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">x</p> <p>Development of the site is likely to lead to the loss of a number of mature trees within the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees (or replacing if necessary) 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 would merely extend a small row of frontage properties northwards.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 Bicker 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 site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.1ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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>
<b>12. Climate Change</b>	<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</p>



	<p>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. However, the anticipated increase in 4 people may only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	✓/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 4 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> <p>The increased population (4 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>

BIC005: Land to the west of Low Gate Lane, Bicker	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 0.48ha Potential open space: 0.05ha Development area: 0.43ha  Potential no of dwellings: 10</p>
<b>1. Housing</b>	√
	<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 Bic005 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	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 nearest playing field (off Low Gate</p>

	<p>Lane) and Bicker Village Hall and are approx. 120m and 520m 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 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>
<p><b>3. Transport</b></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. 420m 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>

<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;"><math>\sqrt{x}</math></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. 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>Bic005 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 (480m) 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>
<p><b>5. Education</b></p>	<p style="text-align: center;"><math>x</math></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"> <li>• Donington Cowley Endowed Primary School is around 3.1km away</li> <li>• Thomas Cowley High School is around 2.6km from the site</li> </ul> <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>Bicker itself currently has no primary or secondary school. Furthermore, in Donington – where primary and secondary aged pupils may</p>

	<p>attend school – there is a lack of capacity at primary and secondary level. Although it appears that the primary school has the potential to expand, the secondary school is located on a constrained site and so any possible expansion would require careful consideration. In nearby Swineshead, there is also a lack of capacity at primary level, although the LEA considers that there may be some ability to expand. If additional school places are needed to meet the needs of students living in the development, given the size of the site, it is expected that this would be delivered by the LEA, who 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, 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. There is residential development to the north and south and the site is located partly behind residential properties fronting onto Low Gate Lane to the east. The sites development could make improvements to Bicker's townscape by creating a development that is more in keeping with the surrounding residential properties. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>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>
<b>10. Sustainable use of Land and Waste</b>	<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>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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>
<b>12. Climate Change</b>	<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 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 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</p>

	and provenance are used to better allow for climate change adaptation.
<b>13. Economy and Employment</b>	√/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. 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. 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. 0.48ha) 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.
	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 (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.

<b>BIC010: Land between Milkinghall Lane and St Swithins Close, Bicker</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.33ha Potential open space: 0.03ha Development area: 0.30ha Potential no of dwellings: 7
<b>1. Housing</b>	✓
	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.  Furthermore, housing sites within defined settlement limits – such as Bic010 – would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	√/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. Bicker Village Hall and the nearest playing field (off Low Gate Lane) are approx. 360m and 460m 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.  It is anticipated that the increase in population - approximately 15 people (2.2 occupants in each of the 7 dwellings) – associated with this site, and cumulatively with other new development, could put some pressure on these facilities over the plan period. However given

	<p>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>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><b>3. Transport</b></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. 240m 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 250m away on Rookery Road within the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></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</p>

	<p>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>Bic010 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 (520m) is nearby 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>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 7 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The secondary school isy:</p> <ul style="list-style-type: none"> <li>• Thomas Cowley High School is around 3km from the site</li> </ul> <p>However, there is 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<p style="text-align: center;">0</p>



	No significant historic or culturally-significant features are likely to be affected by development of the site.
<b>8. Landscape and Townscape</b>	<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>
<b>9. Air, Soil and Water Resources</b>	<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 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>Development of the site would secure the reuse of previously-developed land, which may mean that less best and most versatile agricultural land is developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 the site would secure the reuse of previously-developed land, which may mean that less greenfield land is developed elsewhere.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	✓✓

	<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>
<b>12. Climate Change</b>	<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. However, the anticipated increase in 15 people may only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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 15 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>

	The increased population (15 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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**BIC014: Land to the west of Gauntlett Road, Bicker**

<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2ha Potential open space: 0.2ha Development area: 1.8ha Potential no of dwellings: 40
<b>1. Housing</b>	<b>✓/x</b>
	<p>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 around 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 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 Bic014 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<b>x</b>
	<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. 160m and 520m 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 88 people (2.2 occupants in each of the 40 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 site area, about 0.2ha 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 northern</p>

	<p>boundary of the site is adjacent to the Gauntlett Road Village Employment Site which may have an impact on the amenities that would be enjoyed by new dwellings. Structural landscaping such as trees of mixed provenance may be necessary along the adjoining boundary to help mitigate any noise and air pollution as well as helping to minimise the visual impact generated through proximity to this employment use. Careful layout, dwelling choice and orientation may also be required to ameliorate this issue.</p>
<p><b>3. Transport</b></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. 220m 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 310m away on Rookery Road within the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></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>Bic014 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 (300m) is adjacent to 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>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 40 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 secondary school is:</p> <ul style="list-style-type: none"> <li>• Thomas Cowley High School is around 3.1km from the site</li> </ul> <p>However, there is 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">0</p> <p>In general this site is relatively free of environmental constraints as there is only one hedge along the southern boundary and a few trees fronting onto the highway. However, there are no other features which appear to be of nature conservation interest.</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>
<b>7. Heritage</b>	<p style="text-align: center;">?</p> <p>The site fronts Gauntlett Road. It presently provides for visual separation between the conservation area and newer development along Gauntlett Road to the north. The site is on the edge of the historic core of the village. Development within the conservation area at this</p>

	<p>location is dense with buildings directly fronting the pavement. The existing access track at the entrance to the site from Gauntlett Road is within the conservation area.</p> <p>The frontage of the site would be sensitive to new development. There is the potential for harm to the setting of the conservation area.</p> <p>Any development proposal would need to be informed by a Heritage Impact Assessment which would need to address its impact on the historic townscape how the proposal would preserve and enhance the character and appearance of the adjacent conservation area.</p>
<p><b>8. Landscape and Townscape</b></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. The site is bordered by Gauntlett Road Village Employment Site to the north and abuts allotments to the south. Furthermore, the majority of the site is located behind frontage development on Gauntlett Road. Consequently, public views into the site are restricted meaning that its visual impacts will be limited. The site's development would essentially consolidate the existing built-up area.</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>
<p><b>9. Air, Soil and Water Resources</b></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 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. 2ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 2ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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>
<b>12. Climate Change</b>	<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 88 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>
<b>13. Economy and</b>	<p style="text-align: center;">✓/x</p>

<b>Employment</b>	<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 88 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 (88 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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<b>BIC019: Land to the south of Rookery Road, Bicker</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.42ha Potential open space: 0.24ha Development area: 2.18ha Potential no of dwellings: 49
<b>1. Housing</b>	<p style="text-align: center; background-color: #00b0f0; color: white;">✓/x</p> <p>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 almost 100% of the village's requirement which is not desirable in terms of offering choice, and any unforeseen problems with delivery would impact on meeting the needs identified within the Coastal Strategic Housing Market Assessment which would have a negative impact on this objective.</p> <p>However, housing sites adjacent to defined settlement limits – such as Bic019 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center; background-color: #e67e22; color: white;">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. Bicker Village Hall and the nearest playing field (off Low Gate Lane) are approx. 270m and 490m 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 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.</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 site area, about 0.24 ha 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>
<b>3. Transport</b>	<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. 270m 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 300m away on Rookery Road within the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
<b>4. Socially Inclusive Communities</b>	<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>Bic019 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 (540m) 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>
<b>5. Education</b>	<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 secondary school is:</p> <ul style="list-style-type: none"> <li>• Thomas Cowley High School is around 3km from the site</li> </ul> <p>However, there is 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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 lead to the loss of some mature trees along the northern 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 (or replacing if necessary) 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>
<b>7. Heritage</b>	<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>

<b>8. Landscape and Townscape</b>	<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. Whilst it has a countryside appearance it has a good relationship with the village as there is residential development to the east and to the north there is Rookery Road and more residential properties.</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>
<b>9. Air, Soil and Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 2.42ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 2.42ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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</p>

	<p>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>
<b>12. Climate Change</b>	<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 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 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>
<b>13. Economy and Employment</b>	<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 108 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 (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</p>

	detrimental to the economy.
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<b>BIC023: Sharpe's Paddock, off Morley Lane, Bicker</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.1ha Potential no of dwellings: 2
<b>1. Housing</b>	✓
	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.  Furthermore, housing sites within defined settlement limits – such as Bic023 – would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/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. The nearest playing field (off Low Gate Lane) and Bicker Village Hall are approx. 400m and 800m away respectively. However, the closest health centre (Swineshead Medical Group) and amenity open space/green corridor are both outside the ideal walking distance.  It is anticipated that the increase in population - approximately 4 people (2.2 occupants in each of the 2 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. 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.
<b>3. Transport</b>	✓/x
	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.  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. 750m from Bicker General Store and Post Office.  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

	<p>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 200m away on Donington Road within the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></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>Bic023 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 (610m) is in walking and driving distance 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>
<p><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 2 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest secondary school is:</p> <ul style="list-style-type: none"> <li>• Thomas Cowley High School is around 2.7km from the site</li> </ul> <p>However, there is no primary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be</p>

	<p>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>The site is adjacent to the Bicker Conservation Area and there are two Grade II listed buildings to the south (The Villa and Morley Cottages). Further assessment is required to determine the impact on the significance of these heritage assets.</p>
<b>8. Landscape and Townscape</b>	<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 within the village's existing built-up area being surrounded by residential properties and there are few views from public vantage points.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>

	The site is not agricultural land.
<b>10. Sustainable use of Land and Waste</b>	<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. 0.1ha of greenfield land</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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.</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>
<b>12. Climate Change</b>	<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. However, the anticipated increase in 4 people may only generate a limited number of new car journeys and associated 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.
<b>13. Economy and Employment</b>	✓/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 4 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> <p>The increased population (4 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>

<b>BIC027: Land to the rear of Madeira Lodge, Drury Lane, Bicker</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.18ha Potential no of dwellings: 4
<b>1. Housing</b>	✓
	<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 Bic027 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	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. 220m from the site.</p> <p>It is anticipated that the increase in population - approximately 9 people (2.2 occupants in each of the 4 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</p>

	<p>be required, other funding sources would need to be used. 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. Additionally, to the north-east of the site there is a currently 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 eastern part 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>
<b>3. Transport</b>	<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. 520m 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 site would need to be accessed by a very narrow road only suitable for single file traffic between residential properties. Development of the site could therefore present highway access problems and residential amenity issues.</p> <p>The nearest buses stop around 200m away on Drury Lane within the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).</p>
<b>4. Socially Inclusive Communities</b>	<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>Bic027 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 (530m) 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>
<b>5. Education</b>	<p style="text-align: right;">✓/x</p> <p>The development would be likely to accommodate 4 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 1 primary pupil and 1 secondary pupil. The nearest primary and secondary school are:</p> <ul style="list-style-type: none"> <li>• Donington Cowley Endowed Primary School is around 3.1km away</li> <li>• Thomas Cowley High School is around 2.5km from the site</li> </ul> <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>
<b>6. Biodiversity,</b>	<p style="text-align: right;">✓/x</p>

<b>Geodiversity and Green Infrastructure</b>	<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 lead to the loss of some trees and shrubbery 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 (or replacing if necessary) 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 Bicker's built-up area and is largely hidden from public view (by adjoining properties on Drury Lane) meaning that its visual impacts 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>The site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.18ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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.</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>
<b>12. Climate Change</b>	<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. 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 9 people would generate some new car journeys and hence carbon emissions, although the increase is unlikely to be significant.</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>
<b>13. Economy and Employment</b>	<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 9 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</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 (9 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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## Minor Service Centres: Butterwick

<b>BUT003: Land to the north of Watery Lane, Butterwick</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.17ha Potential open space: 0.12a Development area: 1.05ha Potential no of dwellings: 23
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/x
	<p>Butterwick Village Hall and Butterwick Park are approx. 470m 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 51 people (2.2 occupants in each of the 23 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 0.12ha 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>
<b>3. Transport</b>	✓/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. 500m 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 development of the site would necessitate the widening of the carriageway of Watery Lane and the implementation of a footway along the north side of the lane to link in with the village’s existing footway network.</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><b>4. Socially Inclusive Communities</b></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>But003 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 (1.3km), 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>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 23 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 4 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Butterwick Primary School is around 980m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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 2.4km 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 to the existing built-up area and there are relatively few public views of the site (it is located behind residential development on Sea/Watery Lane) meaning that its visual impacts would be limited, although there may be some impact on views from the east. Care would need to be taken to ensure that any development had an acceptable relationship to the existing dwellings to its south.</p>

	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	<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>The site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.17ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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</p>

	<p>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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<p><b>12. Climate Change</b></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 51 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><b>13. Economy and Employment</b></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 51 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 (51 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

<b>COW001: Land to the west of Backgate, Cowbit</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.53ha Potential open space: 0.21ha Development area: 1.32ha Potential no of dwellings: 31
<b>1. Housing</b>	✓
	<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 Cow001 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓/x
	<p>There is open space at Curlew Drive and Cowbit Playing Field off St. Mary's Gardens, well within the ideal distance of 1km (460m and 790m respectively) from the site. If a new access were incorporated on the western boundary this would have a positive impact on access to open space bringing Cowbit Playing Field within 130m 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 7.15km from the site and Cowbit Village Hall is situated around 1km away.</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 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 0.21ha 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.</p>

<b>3. Transport</b>	<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 42.1% respectively.</p> <p>The site is just within the ideal distance to a big supermarket (6.7km) – the car/van is likely to be the preferred mode of transport for this purpose. The centre of the site is just outside the ideal 1km distance of the local shop from a housing site, being 1.1km from Cowbit Village Store. 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 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 over 940m from the site on the junction of Backgate and Barrier Bank, well outside the ideal 400m walking distance. However, if a new access were incorporated on the western boundary this would have a positive impact on access to public transport bringing the stop on Stonegate within 660m of residents (via Cowbit Playing Field).</p>
<b>4. Socially Inclusive Communities</b>	<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. 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>Cow001 is outside the ideal walking distance of the majority of 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</p>

	<p>sites/opportunities in the immediate vicinity of the site. For instance, Clay Lake Industrial Estate is the nearest employment site at 5.1km away in Spalding. Other, more extensive employment opportunities/facilities, are available in Spalding, within the ideal 7km driving distance, however they are also outside the ideal 1km walking distance which may 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>
<b>5. Education</b>	<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"> <li>• Cowbit St Mary's CofE Primary School is within 990m of the site</li> </ul> <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 local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.</p>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site itself is a piece of farmed land on which the biodiversity interest is limited.</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. 470m away. The protected site could 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. Furthermore, Wheatmere Drain LWS is approx. 430m away. 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>

	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
<b>7. Heritage</b>	✓/x
	Development of the site could have adverse impacts on the Grade II listed Mill situated to the north-east of the site. However, it is likely that any such impacts could be prevented by careful design and layout.
<b>8. Landscape and Townscape</b>	✓
	The site is entirely within the development limits of Cowbit and is bordered by residential properties to the north and south-east and Cowbit Playing Field to the west. 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.
	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	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 Cowbit 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.
	Sewers cross the site and must remain accessible. The design of the site should take this into consideration.
	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.
	The proposal would lead to the permanent loss of approx. 1.53ha of Grade 1 agricultural land.
<b>10. Sustainable use of Land and Waste</b>	x
	The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.
	As the site would involve new development it is inevitable that there will be an increase in household waste production.
	The proposal would lead to the permanent loss of approx. 1.53ha of greenfield land.

	This site is not within the Minerals Safeguarding Area.
<b>11. Flood Risk</b>	✓
	<p>This site is within Environment Agency Flood Zone 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>
<b>12. Climate Change</b>	✓/x
	<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 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 68 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>
<b>13. Economy and</b>	✓/x



<b>Employment</b>	<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 68 people within the ideal 7km drive of local employment with Clay Lake Industrial Estate approx. 5.1km 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 (68 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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<b>COW007: Land to the west of Backgate, Cowbit</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.38ha Potential open space: 0.05ha Development area: 0.33ha Potential no of dwellings: 8
<b>1. Housing</b>	<div style="background-color: #90EE90; text-align: center; padding: 2px;">✓</div> <p>Overall the site has the potential to contribute to the level of housing identified for the Cowbit 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 Cow007 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<div style="background-color: #FF8C00; text-align: center; padding: 2px;">x</div> <p>There is open space at Curlew Drive (370m away), within the ideal distance of 1km 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. Cowbit Playing Field off St. Mary's Gardens and Cowbit Village Hall are both around 1.2km from the site. Furthermore, the nearest health centre is Beechfield Medical Centre in Spalding at about 7.6km from the site.</p> <p>It is anticipated that the increase in population - approximately 18 people (2.2 occupants in each of the 8 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</p>

	<p>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>
<b>3. Transport</b>	<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 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 outside the ideal 1km distance of the local shop from a housing site, being around 1.4km 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 within 350m from the site on the junction of Backgate and Barrier Bank, within the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	<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. 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>Cow007 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</p>

	<p>sites/opportunities in the immediate vicinity of the site. For instance, Clay Lake Industrial Estate is the nearest employment site at 5.5km 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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 8 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"> <li>• Cowbit St Mary's CofE Primary School is around 1.3km from the site</li> </ul> <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 local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.</p>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>Development of the site is likely to have little impact on any mature trees or vegetation.</p> <p>However, the site is within approx. 180m of New River LWS. The protected site could 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 within relatively close proximity of 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>

	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
<b>7. Heritage</b>	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
<b>8. Landscape and Townscape</b>	✓
	The site is entirely within the development limits of Cowbit and is surrounded by residential properties. Any visual and landscape impacts would therefore be limited and development of the site would not be out of character in the context of the surrounding area.
	The exact impact will, however, be dependent on implementation and design.
<b>9. Air, Soil and Water Resources</b>	✓
	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.
	Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater.
	New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply.
	Sewers cross the site and must remain accessible. The design of the site should take this into consideration.
	The site is not agricultural land.
<b>10. Sustainable use of Land and Waste</b>	x
	The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.
	As the site would involve new development it is inevitable that there will be an increase in household waste production.
	The proposal would lead to the permanent loss of approx. 0.38ha of greenfield land.
	This site is not within the Mineral Safeguarding Area.

<b>11. Flood Risk</b>	<p style="text-align: center;">✓</p> <p>This site is within Environment Agency Flood Zones 1 and 2 (no hazard, no depth). 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>The majority of 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 18 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>
<b>13. Economy and Employment</b>	<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. 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 18</p>

	<p>people within the ideal 7km drive of local employment with Clay Lake Industrial Estate approx. 5.5km 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 (18 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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COW008: Land to the west of Mill Drove, Cowbit	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.50ha Potential open space: 0.07ha Development area: 0.43ha Potential no of dwellings: 10
<b>1. Housing</b>	✓
	<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 Cow008 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓/x
	<p>There is open space at Curlew Drive and Cowbit Playing Field off St. Mary's Gardens, well within the ideal distance of 1km (715m and 750m respectively) 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 nearest health centre is Beechfield Medical Centre in Spalding at about 7km from the site and Cowbit Village Hall is situated around 1km 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>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 potential number of dwellings,</p>

	<p>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 Cowbit 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><b>3. Transport</b></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 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 just outside the ideal 1km distance of the local shop from a housing site, being around 1.01km 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 900m from the site on Stonegate outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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. 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>Cow008 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</p>

	<p>sites/opportunities in the immediate vicinity of the site. For instance, Clay Lake Industrial Estate is the nearest employment site at 4.8km 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><b>5. Education</b></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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Cowbit St Mary's CofE Primary School is around 940m from the site</li> </ul> <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 local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.</p>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<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 Wheatmere Drain LWS is approx. 170m away. 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>The site is also in relatively close proximity to the New River LWS. The protected site could 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>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>This site is located within Cowbit's development limits and, given its current state, redevelopment is likely to have a positive impact on townscape particularly in terms of creating a vibrant streetscene and development form in keeping with the surrounding parts of Mill Drove and Stonegate.</p> <p>The site is of limited landscape value and so development of the site is unlikely to have a negative impact on this.</p> <p>Such impact will, however, be dependent on implementation and design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>A pumping station is located adjacent to the site and must remain accessible. The design of the site should take this into consideration.</p>

	<p>Development of this site involves an area identified as former railway land 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 site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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>However this site does secure the redevelopment of 0.50ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within the Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">✓✓</p> <p>The majority of the site is within Environment Agency Flood Zones 1 and 2 (being predominantly no hazard and 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>
<b>12. Climate Change</b>	<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 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 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>

	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.
<b>13. Economy and Employment</b>	✓/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. 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 22 people within the ideal 7km drive of local employment with Clay Lake Industrial Estate approx. 4.8km 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.
	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 (22 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.

<b>COW010: Land to the west of Mill Drove, Cowbit</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.75ha Potential open space: 0.10ha Development area: 0.65ha Potential no of dwellings: 15
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute towards the 120 dwellings proposed for the Cowbit area 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 Cowbit and SE Lincolnshire it will have a positive impact on this objective.  Furthermore, housing sites adjacent to defined settlement limits – such as Cow010 – would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x
	There is open space at Curlew Drive and Cowbit Playing Field off St. Mary's Gardens, within the ideal distance of 1km (810m and 840m respectively) 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 nearest health centre is Beechfield Medical Centre in Spalding at about 7.1km from the site and Cowbit Village Hall is situated around 1.1km away.

	<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 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 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 Cowbit 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>
<b>3. Transport</b>	<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 1.1km 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 1km from the site on Stonegate, well outside the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	<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. 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>Cow010 is outside the ideal walking distance of some essential services and 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 5km 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><b>5. Education</b></p>	<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"> <li>• Cowbit St Mary's CofE Primary School is around 1km from the site</li> </ul> <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 local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.</p>

<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site could have an adverse impact on maintained hedging – which may be of biodiversity value - on the northern, eastern and western boundaries. However, there are no other features within the site which appear to be of nature conservation interest.</p> <p>There are two designated sites within close proximity of Cow010:</p> <ul style="list-style-type: none"> <li>• Wheatmere Drain LWS is approx. 470m away. 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 LWS is relatively inaccessible for recreation which will discourage high-levels of use.</li> <li>• New River LWS is also nearby (approx. 730m from the site). The protected site could 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.</li> </ul> <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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>This site is adjacent to Cowbit's development limits, with residential development to the east. Built development of the site would have a negative impact on the quality and character of the landscape due to it intensifying the built up area of Cowbit when viewed from the north. Mitigation such as structural landscaping would be required to help integrate the site within the local environment.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 Cowbit 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. 0.75ha of grade 1 agricultural/horticultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 0.75ha of greenfield land.</p> <p>This site is not within the Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 the vast majority is identified within the SFRA as mostly '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. 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 other benefits including potential for increasing use of local open space and potential positive impact on 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>
<b>12. Climate Change</b>	<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 33 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>
<b>13. Economy and Employment</b>	<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. 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 33 people within the ideal 7km drive of local employment with Clay Lake Industrial Estate approx. 5km 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 (33 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>



<b>COW013: Land to the rear of 55 Backgate, Cowbit</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.13ha Potential open space: 0.02ha Development area: 0.11ha Potential no of dwellings: 2
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute to the level of housing identified for the Cowbit area over the plan period and will have a positive impact on this objective.  Furthermore, housing sites within defined settlement limits – such as Cow013 – would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	x
	There is open space at Curlew Drive, within the ideal distance of 1km (182m) 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. Cowbit Playing Field off St. Mary's Gardens is 1.01 km away and the nearest health centre is Beechfield Medical Centre in Spalding at about 7.1km from the site. Cowbit Village Hall is situated around 1.1km away.  It is anticipated that the increase in population - approximately 4 people (2.2 occupants in each of the 2 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.  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 slightly increase with the new development through increased traffic, which can have a negative impact on physical and mental health.
<b>3. Transport</b>	✓/x
	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.  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 centre of the just site is outside the ideal 1km distance of the local shop from a housing site, being around 1.1km from Cowbit Village Store.  The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and

	<p>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 430m from the site on the junction of Barrier Bank and Backgate, just outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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. 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>Cow013 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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 2 dwellings. Given the minimal numbers of school places likely to be associated with this development it is anticipated that primary aged pupils could be accommodated in the nearest primary school:</p> <ul style="list-style-type: none"> <li>• Cowbit St Mary's CofE Primary School is around 1.4km from the site</li> </ul> <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 local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.</p>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site could have an adverse impact on mature trees – which may be of biodiversity value - along the northern boundary. However, there are no other 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. 300m away. The protected site could 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>Wheatmere Drain LWS is also in close proximity (approx. 490m from the site). 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓✓</p> <p>This site is within Cowbit's built-up area and its development would act as infill between residential properties on Bittern Close and Backgate. As it is already surrounded by residential properties, development of the site would have limited visual and landscape impacts.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>However this site does secure the redevelopment of 0.13ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.13ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within the Minerals Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>The majority of 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 4 people would generate some new car journeys and hence carbon emissions. Legible</p>

	<p>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 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>
<b>13. Economy and Employment</b>	✓/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 4 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 (4 people) will generate some traffic. Safe access and egress will be required 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>

<b>COW014: Land to the west of Mill Drove South, Cowbit</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.93ha Potential no of dwellings: 19
<b>1. Housing</b>	✓
	<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 Cow014 – would, in general, be more important to the delivery of the settlement hierarchy.</p>

<b>2. Health and Well-being</b>	<p style="text-align: right;">✓/x</p> <p>There is open space at Curlew Drive and Cowbit Playing Field off St. Mary's Gardens, well within the ideal distance of 1km (620m and 590m respectively) from the site. However the nearest health centre and community centre/village hall are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities.</p> <p>It is anticipated that the increase in population - approximately 42 people (2.2 occupants in each of the 19 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 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, Cowbit does not currently have enough open space to meet its resident's needs. 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 Cowbit 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>
<b>3. Transport</b>	<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 – and is also within the ideal 1km walking of a local shop being approx. 840m from Cowbit Village Store. Consequently, the site would create a development where sustainable means of transport can be used 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 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; however the nearest bus stop is well outside the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	<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</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>Cow014 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 5km 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><b>5. Education</b></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"> <li>• Cowbit St Mary's CofE Primary School is around 770m from the site</li> </ul> <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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">0</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 Wheatmere Drain LWS is approx. 320m away. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>This site is located within Cowbit's development limits and, given its current state, redevelopment is likely to have a positive impact on townscape particularly in terms of creating a vibrant streetscene and development form in keeping with the surrounding parts of Mill Drove and Stonegate.</p> <p>The site is of limited landscape value and so development of the site is unlikely to have a negative impact on this.</p> <p>Such impact will, however, be dependent on implementation and design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>A pumping station is located adjacent to the site and must remain accessible. The design of the site should take this into consideration.</p> <p>Development of this site involves an area identified as former railway land 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>However this site does secure the redevelopment of 0.93ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.93ha of previously-developed land which could potentially see less greenfield land being developed elsewhere.</p> <p>This site is not within the Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">✓✓</p> <p>The majority of the site is within Environment Agency Flood Zone 1 (being predominantly no hazard and 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>
<b>12. Climate Change</b>	<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 42 people would generate new car journeys and hence carbon emissions. Good design and</p>

	<p>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>
<p><b>13. Economy and Employment</b></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. 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 42 people within the ideal 7km drive of local employment with Clay Lake Industrial Estate approx. 5km 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 (42 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>

## Minor Service Centres: Deeping St Nicholas

DSN005: Land to the west of Littleworth Drove, Deeping St. Nicholas	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.82ha Potential open space: 0.39ha Development area: 2.43ha Potential no of dwellings: 56
<b>1. Housing</b>	✓/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 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 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>
<b>2. Health and Well-being</b>	x
	<p>There is open space located adjacent to the railway level crossing on Littleworth Drove, well within 1km of the site (760m), 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 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 123 people (2.2 occupants in each of the 56 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 0.39ha 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</p>

	<p>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>
<p><b>3. Transport</b></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) 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. 330m from the site opposite The Plough Public House, within the ideal 400m walking distance</p>
<p><b>4. Socially Inclusive Communities</b></p>	<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 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 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 (6.4km) 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</p>

	<p>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 areas long term unemployment rate 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>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 56 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 school is:</p> <ul style="list-style-type: none"> <li>• Deeping St. Nicholas Primary School around 1.4km from the site</li> </ul> <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> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site would be likely to have a minor adverse impact to hedging along the boundary facing the A1175.</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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 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 could act as a natural extension of the built area to the north of the A1175.</p> <p>Good quality, sensitive design, incorporating structural landscaping would help minimise the visual impact any development could have on the local landscape and soften any hard edges that may exist, as well as helping to mitigate potential pollution impacts of the adjacent railway line identified in Objective 2.</p> <p>Such impact will, however, be dependent on implementation and design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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. 2.82ha of grade 2 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 2.82ha of greenfield land.</p> <p>This site is not within the Minerals Safeguarding Area.</p>
<b>11. Flood Risk</b>	✓
	<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 an area of Flood Zone 2 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. 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>
<b>12. Climate Change</b>	✓/x
	<p>The majority 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. identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the</p>

	<p>County. It is likely that the anticipated increase in 123 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>
<p><b>13. Economy and Employment</b></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. 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 123 people within the ideal 7km drive of local employment with Cradge Bank Industrial Estate approx. 6.4km 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 (123 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>



<b>DSN011: Land to the west of Littleworth Drove, Deeping St. Nicholas</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.23ha Potential open space: 0.31ha Development area: 1.92ha Potential no of dwellings: 45
<b>1. Housing</b>	✓
	<p>Overall the site has the potential to contribute towards the 80 dwellings proposed for the Deeping St. Nicholas 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 Deeping St. Nicholas and SE Lincolnshire it will have a positive impact on this objective.</p> <p>Furthermore, 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>
<b>2. Health and Well-being</b>	x
	<p>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, open space, leisure 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 99 people (2.2 occupants in each of the 45 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. 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 0.31ha 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 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>
<b>3. Transport</b>	x
	<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. 380m from the site opposite The Plough Public House, just within the ideal 400m walking distance</p>
<p><b>4. Socially Inclusive Communities</b></p>	<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 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 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 (6.2km) 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 areas long term unemployment rate 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>

<b>5. Education</b>	<p style="text-align: center;">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 school is:</p> <ul style="list-style-type: none"> <li>• Deeping St. Nicholas Primary School around 1.7km from the site</li> </ul> <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> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site would likely lead to the loss of mature trees along the south-eastern boundary of the site in order to gain a suitable access. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is adjacent to Deeping St. Nicholas' development limits and relates well to the village's existing built-up area – it is contained by Harrow Road to the south/west, the railway line to the north and A1175 to the south-east.</p> <p>Such impact will, however, be dependent on implementation and design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<p><b>Water Resources</b></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 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. 2.23ha of grade 2 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 2.23ha of greenfield land.</p> <p>This site is not within the Minerals Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;">✓</p> <p>This site is within Environment Agency Flood Zone 2 and an area of Flood Zone 3a (no hazard, no depth). 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, there are no other suitable sites within the locality situated in Flood Zone 1 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>The majority 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 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 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>
<b>13. Economy and Employment</b>	<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 99 people within the ideal 7km drive of local employment with Cradge Bank Industrial Estate approx. 6.2km 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>

	The increased population (99 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 does not worsen and is detrimental to the economy.
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**DSN013: Land to the east of Littleworth Drove, Deeping St. Nicholas**

<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 4.7ha Potential open space: 0.66ha Development area: 4.04ha Potential no of dwellings: 94
<b>1. Housing</b>	x
	The site has the potential to provide in exceedance of the 80 dwellings proposed for Deeping St Nicholas 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 the needs identified within the Peterborough Sub-Regional Strategic Housing Market Assessment which would have a negative impact on this objective.  However, housing sites adjacent to the settlement limits of Deeping St. Nicholas would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	x
	There is open space located adjacent to the railway level crossing on Littleworth Drove, well within 1km of the site (680m), 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 centre/playing pitches and community centre/village hall are all outside the ideal walking distances.  It is anticipated that the increase in population - approximately 207 people (2.2 occupants in each of the 94 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. 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, 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 0.66ha 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 can have a negative impact on physical and mental health.
<b>3. Transport</b>	x
	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>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. 350m from the site adjacent to The Plough Public House, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></p>	<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 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 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><b>5. Education</b></p>	<p style="text-align: center;">x</p>

	<p>The development would be likely to accommodate 94 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 19 primary pupils and 18 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Deeping St. Nicholas Primary School around 1.3km from the site</li> </ul> <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> <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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">0</p> <p>There are some mature trees along the north-western facing boundary of the site but the site generally appears to be free of environmental constraints. 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>
<p><b>7. Heritage</b></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><b>8. Landscape and Townscape</b></p>	<p style="text-align: center;">✓</p> <p>The site is adjacent to Deeping St. Nicholas' development limits and relates well to the village's existing built-up area. It is located behind some development fronting the A1175 and matures trees along the highway currently help to screen the site. The site could therefore deliver new residential development with relatively 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>
<p><b>9. Air, Soil and Water Resources</b></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</p>



	<p>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 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 Deeping St Nicholas's Water Recycling Centre to serve the proposed growth. However, the water supply network may need 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>Part of the site is brownfield land and so its development could have a positive impact on this objective by potentially minimising greenfield land take elsewhere. However, development of the site would lead to the loss of some grade 2 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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>Part of the site is brownfield land and so its development could have a positive impact on this objective by potentially minimising greenfield land take elsewhere. However, development of the site would lead to the loss of some greenfield land.</p> <p>This site is not within the Minerals Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;">✓</p> <p>This site is within Environment Agency Flood Zone 2 and an area of Flood Zone 3a (no hazard, no depth). National Planning Practice Guidance (NPPG) states that Flood Zone 2, or possibly Flood Zone 3, may be considered an appropriate location for housing development if there are no other reasonably available sites in Flood Zone 1. In this instance, there are no other suitable sites within the locality situated in Flood Zone 1 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,</p>

	<p>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><b>12. Climate Change</b></p>	<p style="text-align: center;">✓/x</p> <p>The majority 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 207 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 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>
<p><b>13. Economy and Employment</b></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. 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 207 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>

Furthermore, the Employment Land Technical Paper (January 2016) concludes that the frontage of the site should be safeguarded as a Specific Occupier Site. Consequently, development of the site for housing would likely result in the loss of potential employment land.

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 (207 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 does not worsen and is detrimental to the economy.

## Minor Service Centres: Fishtoft

<b>FIS022: Land to the north of Fishtoft Road, Fishtoft</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.71ha Potential open space: 0.17ha Development area: 1.54ha Potential no of dwellings: 34
<b>1. Housing</b>	✓/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 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 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>
<b>2. Health and Well-being</b>	✓/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. 470m 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 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>Overall, Fishtoft 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 other developments elsewhere in the settlement could have a negative impact on physical and mental health.</p>
<b>3. Transport</b>	x
	<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 4.4km 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's development would require the use of an existing field access which would be subject to Lincolnshire County Council's Highways Department's approval.</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><b>4. Socially Inclusive Communities</b></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>Fis022 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 (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 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</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>
<b>5. Education</b>	<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"> <li>• Fishtoft Primary School is around 800m from the site</li> <li>• Boston Grammar School is approx. 2.7km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 3.2km 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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. 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 geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. Although it has a countryside appearance, the site is located behind frontage development on Fishtoft Road and so long views would only be available from the west meaning that the visual impact of the site 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>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<b>Water Resources</b>	<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>The proposal would lead to the permanent loss of approx. 1.71ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.71ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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 deliver limited sustainability benefits to the community which would not outweigh the</p>

	flood risk identified for this site.
<b>12. Climate Change</b>	<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 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 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>
<b>13. Economy and Employment</b>	<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 75 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 (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.</p>



<b>FIS040: Norwood Yard, Church Green Road, Fishtoft</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.62ha Potential open space: 0.06ha Development area: 0.56ha Potential no of dwellings: 12
<b>1. Housing</b>	✓
	Overall, the site has the potential to contribute towards the 50 dwellings proposed for Fishtoft 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 Fishtoft and SE Lincolnshire it will have a positive impact on this objective.  Housing sites adjacent to Fishtoft's settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/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. The closest open space and playing pitches (off Church Green Road) is approx. 580m from the site. However, there is no health centre or community centre/village hall within the ideal walking distance.  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.  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, Fishtoft 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 Fishtoft to accommodate future residents.  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.
<b>3. Transport</b>	x
	It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Fishtoft) showed that 84.9% of households owned at least one car and 46.9% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively.  The site is within the ideal short 7km driving distance to a big supermarket being around 4.1km from the Morrisons store in Boston

	<p>(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 and other sites 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 of the site.</p>
<p><b>4. Socially Inclusive Communities</b></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>Fis040 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 in the General Business Area (3.5km) 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><b>5. Education</b></p>	<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"> <li>• Fishtoft Primary School is around 1.1km from the site</li> <li>• Boston High School is approx. 4.1km away</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 4.2km away.</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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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 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> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 and relates well to the existing built form. Furthermore, the site is well screened by hedging when viewed from the north along Church Green Road.</p> <p>The site's development may have a positive impact on townscape as it would result in the demolition of large industrial units that are not in-keeping with the adjacent residential properties. However, the contribution that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">✓</p>

<p><b>Water Resources</b></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 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>However this site does secure the redevelopment of 0.62ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.62ha 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><b>11. Flood Risk</b></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 most' and danger for all in terms of flood hazard, with flood depths between 0.25m to 2.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available</p>

	<p>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 Fishtoft for the plan period; potential contribution to 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>
<p><b>12. Climate Change</b></p>	<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 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 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>
<p><b>13. Economy and</b></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>

<b>Employment</b>	<p>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 26 people within the ideal 7km drive of employment opportunities in Boston. Although this will ensure that there is potentially an accessible workforce within the catchment area of Boston to continue to support businesses, the development of this site for housing would see the loss of some employment land that is currently in use. However, it is not of strategic scale (approx. 0.62ha) 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 (26 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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## Minor Service Centres: Fleet Hargate

<b>FLE010: Land to the west of Eastgate, Fleet Hargate</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 5.58ha Potential open space: 0.78ha Development area: 4.8ha Potential no of dwellings: 112
<b>1. Housing</b>	✓/x
	<p>Overall, the site has the potential to provide in exceedance of the 70 dwellings proposed for Fleet Hargate over the plan period. This would mean 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 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>
<b>2. Health and Well-being</b>	✓
	<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. 760m from the site and Hargate Close Community Centre is around 510m away. However, the nearest health centre is well outside the ideal 1km walk.</p> <p>It is anticipated that the increase in population - approximately 246 people (2.2 occupants in each of the 112 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 0.78ha 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>

<b>3. Transport</b>	<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 (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 3.9km from the Tesco store in Holbeach (Boston Road South) – the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, the site is approx. 610m 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). However, the site is outside the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: right;">✓/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>Fle010 is within the ideal walking distance of many services and facilities 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 (2.3km 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</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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 112 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"> <li>• Fleet Wood Lane Primary School is around 890m from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 4.1km away.</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 western part of the site relates poorly to the existing village and would create an intrusion into the countryside. If this part were to be removed it 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.
<b>9. Air, Soil and Water Resources</b>	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 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>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. 5.58ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	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. 5.58ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	✓
	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, with a small area 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>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 Fleet Hargate for the plan period, and other benefits including improving health 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>
<b>12. Climate Change</b>	<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 246 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 and provenance are used to better allow for climate change adaptation.</p>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 246 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 (246 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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<b>FLE012: Land to the east of Lowgate, Fleet Hargate</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.36ha Potential open space: 0.05ha Development area: 0.31ha            Potential no of dwellings: 7</p>
<b>1. Housing</b>	✓
	<p>Overall, the site has the potential to contribute towards the 70 dwellings proposed for Fleet Hargate 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 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>
<b>2. Health and Well-being</b>	✓
	<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 Old Main Road) is approx. 260m from the site and Hargate Close Community Centre is around 380m away. However, the nearest health centre is outside the ideal 1km walk.</p> <p>It is anticipated that the increase in population - approximately 15 people (2.2 occupants in each of the 7 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</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><b>3. Transport</b></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 (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 4.8km from the Tesco store in Holbeach (Boston Road South) – the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, the site is approx. 270m 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 stops approx. 240m from the site on Old Main Road, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>Fle012 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 (2.7km away) are</p>

	<p>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>
<b>5. Education</b>	<p style="text-align: center;">✓</p> <p>The development would be likely to accommodate 7 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest education facilities are:</p> <ul style="list-style-type: none"> <li>• Gedney Church End Primary School is around 1.4km from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 3.9km away.</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on some large mature trees along the northern and western 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 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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>The site falls within the Fleet Conservation Area and is within the grounds of a Grade II listed building (Fleet House). Development of the site may therefore have an adverse impact on historic assets. Any such impacts should be prevented by careful design and layout.</p>
<b>8. Landscape and</b>	<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</p>

<b>Townscape</b>	<p>adjacent to the village's existing built-up area and relates well to the settlement's existing built-form – it is 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>The site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.36ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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/low hazard' in terms of flood hazard and flood depth with a small area 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, 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 Fleet Hargate for the plan period, and other benefits including improving health; making efficient use of South East Lincolnshire’s transport infrastructure; protection of the quality and character of landscape and townscape; 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>
<b>12. Climate Change</b>	<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. However, the anticipated increase in 15 people may only generate a limited number of new car journeys and associated 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 and provenance are used to better allow for climate change adaptation.</p>
<b>13. Economy and Employment</b>	<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. 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</p>



	<p>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 15 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 (15 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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<b>FLE017: Land to the north of Old Main Road, Fleet Hargate</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.49ha Potential open space: 0.07ha Development area: 0.42ha            Potential no of dwellings: 10</p>
<b>1. Housing</b>	✓
	<p>Overall, the site has the potential to contribute towards the 70 dwellings proposed for Fleet Hargate 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 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>
<b>2. Health and Well-being</b>	✓
	<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 Old Main Road) is approx. 340m from the site and Hargate Close Community Centre is around 250m away. However, the nearest health centre is outside the ideal 1km walk.</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, 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 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 Fleet Hargate 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><b>3. Transport</b></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 (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 4.6km 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, the site is approx. 130m 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 stops just outside the site on Old Main Road.</p>
<p><b>4. Socially Inclusive Communities</b></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>Fle017 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 (1.5km 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><b>5. Education</b></p>	<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 education facilities are:</p> <ul style="list-style-type: none"> <li>• Gedney Church End Primary School is around 1.5km from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 3.7km away.</li> </ul> <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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on some trees along the northern and part of the western 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 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><b>7. Heritage</b></p>	<p style="text-align: center;">?</p> <p>Built heritage assets (including Historic Parks and Gardens) - The site sits within the Conservation area and is located in the historic</p>

	<p>core of the village. The village envelope and conservation area coincide along the rear boundary of the site. Backland development is a feature of the Fleet Road frontage at this location. Any development proposal would need to be informed by a Heritage Impact Assessment which would need to address its impact on the historic townscape how the proposal would preserve and enhance the character and appearance of the conservation area.</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>
<b>8. Landscape and Townscape</b>	<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 village's existing built-up area and relates well to the settlement's existing built-form – it is surrounded by development on the majority of its boundaries.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>The site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.49ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 an area of Flood Zone 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 Fleet Hargate for the plan period, and other benefits including improving health, promoting sustainable transport, not having an adverse impact on 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>
<b>12. Climate Change</b>	<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</p>

	<p>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 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 and provenance are used to better allow for climate change adaptation.</p>
<b>13. Economy and Employment</b>	<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. 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 22 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 (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>

<b>FLE020: Land between Old Main Road and the A17, Fleet Hargate</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 3.07ha Potential open space: 0.43ha Development area: 2.64ha  Potential no of dwellings: 61</p>
<b>1. Housing</b>	<p style="text-align: center;">✓/x</p> <p>Overall, the site has the potential to contribute towards the 70 dwellings proposed for Fleet Hargate over the plan period. However, the site would provide almost 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 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>

<b>2. Health and Well-being</b>	<p style="text-align: right;">✓/x</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 Old Main Road) is approx. 590m from the site and Hargate Close Community Centre is around 300m away. However, the nearest health centre is well outside the ideal 1km walk.</p> <p>It is anticipated that the increase in population - approximately 134 people (2.2 occupants in each of the 61 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, Fleet 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 0.43ha 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 northern boundary of the site is adjacent to the A17 which may have an adverse impact on the amenities that would be enjoyed by new dwellings, particularly at the northern part 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>
<b>3. Transport</b>	<p style="text-align: right;">✓</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 4.6km 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, the site is approx. 150m 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</p>

	approx. 230m away on Fleet Road, within the ideal 400m walking distance.
<b>4. Socially Inclusive Communities</b>	<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>Fle011 is within the ideal walking distance of many services and facilities 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 (2.5km 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>
<b>5. Education</b>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 61 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 12 secondary pupils. The nearest education facilities are:</p> <ul style="list-style-type: none"> <li>• Fleet Wood Lane Primary School is around 1.6km from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 3.7km away.</li> </ul> <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</p>



	local long term unemployed, which could help improve job prospects and prosperity for resident's, particularly young people.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site is likely to have an adverse impact on a number of mature trees and vegetation located at the southern part 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>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>
<b>7. Heritage</b>	<p style="text-align: center;">xx</p> <p>The site has heritage significance in that the southern most extent (nearly half of the site) is within the Fleet Hargate Conservation Area. The drain that runs through the centre of the site is the boundary of the Conservation Area. The access point to the site from Old Main Road frontage is within the curtilage of the Laurels (Grade II).</p> <p>Heritage conclusions –  The site would impact on two heritage assets. The curtilage of the Grade II listed the Laurels has already been fundamentally compromised to the west by an access road, Penricsway, which serves a small cul de sac development to the side and rear of the Laurels. This development has significantly compromised the setting. The open land at the northern most extent of the conservation area does not reflect the traditional extent of development, it follows the location of a drain. This enables a definable boundary whilst also including open land in the designated area. The significance of the open land to the character of the conservation area in terms of setting (historic or actual) is no longer significant as any opportunity for open views from Old Main Road are no longer available due to modern detached housing developments. The site comprises the gap between the rear of properties fronting Old Main Road and the bypass. Its development will urbanise the Conservation Area and its wider setting. The present view toward the Conservation Area from Washway Road will be lost by the development of the allocation site. The setting of the heritage assets affected have already been significantly compromised. The development of the proposed site would further impact on their setting to the extent that the historic setting no longer contributes to their significance. It would therefore likely have a very negative effect.  Potential mitigation – none;  Potential enhancement – none.</p>
<b>8. Landscape and Townscape</b>	<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 does not have a countryside character and is surrounded on all sides by either the village's built-up area or the A17. Views from the north are prevented by a conifer belt which adjoins the A17.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">✓</p>

<p><b>Water Resources</b></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. Sewer pipes run through the site and must remain accessible. The design of the site should therefore take this into consideration.</p> <p>The site is not agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 3.07ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 a small area in Flood Zone 2 and is identified within the SFRA as primarily 'no/low hazard' in terms of flood hazard and flood depth, with an a very small area of danger for some and depths between 0m to 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 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>
<b>12. Climate Change</b>	<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 134 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 and provenance are used to better allow for climate change adaptation.</p>
<b>13. Economy and Employment</b>	<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. Fleet Hargate is a Minor Service Centre – the Local Plan proposes that Fleet</p>

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 134 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.

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 (134 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.

## Minor Service Centres: Gedney Hill

GEH001: Land to the east of North Road, Gedney Hill	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.19ha Potential open space: 0.03ha Development area: 0.16ha Potential no of dwellings: 4
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>Gedney Hill &amp; District Memorial Hall and the nearest open space (located behind the village's primary school) are approx. 130m and 270m 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 9 people (2.2 occupants in each of the 4 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>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>
<b>3. Transport</b>	<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.</p>

	<p>However, the site is within the ideal 1km walk of the nearest local shop (approx. 320m 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 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 bus stop is approx. 140m 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><b>4. Socially Inclusive Communities</b></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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 4 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary school is:</p>

	<ul style="list-style-type: none"> <li>Gedney Hill Church of England Primary School around 200m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on 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>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 located behind a dwelling fronting North Road and is beside another 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>
<b>9. Air, Soil and Water Resources</b>	<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 Gedney Hill 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>However this site would secure the redevelopment of 0.19ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.19ha 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><b>11. Flood Risk</b></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.</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><b>12. Climate Change</b></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. However it is likely that the anticipated increase in 9 people would only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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>

<b>GEH005: Land to the south of Highstock Lane, Gedney Hill</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 1.45ha Potential open space: 0.20ha Development area: 1.25ha  Potential no of dwellings: 29</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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 adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>Gedney Hill &amp; District Memorial Hall and the nearest open space (located behind the village's primary school) are approx. 370m and 690m 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</p>

	<p>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 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.</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 0.20ha 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>
<p><b>3. Transport</b></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. 290m 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 just outside the ideal 400m walking distance of the site on Hillgate. Furthermore, the frequency of public transport in Gedney Hill is poor which may deter some residents from using it.</p>
<p><b>4. Socially Inclusive Communities</b></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 and public transport links 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>
<b>5. Education</b>	<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"> <li>Gedney Hill Church of England Primary School around 630m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on any wildlife and habitats within the drainage channels along the north-eastern and south-western facing boundaries 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</p>

	<p>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 located between an isolated dwelling and a number of other dwellings fronting onto Station Road and Highstock Lane.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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. 1.45ha of grade 1 agricultural land.</p>

<b>10. Sustainable use of Land and Waste</b>	<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. 1.45ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 2 and 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. 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 Gedney Hill 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>

	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.
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Some 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 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 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>
<b>13. Economy and Employment</b>	<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>

<b>GEH006: Land to the west of Sycamore View, Gedney Hill</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.49ha Potential open space: 0.07ha Development area: 0.42ha Potential no of dwellings: 10
<b>1. Housing</b>	✓
	Overall, the site has the potential to contribute towards the 120 dwellings proposed for Gedney Hill 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 Gedney Hill 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.
<b>2. Health and Well-being</b>	✓/x
	Gedney Hill & District Memorial Hall and the nearest open space (located behind the village's primary school) are approx. 520m and 850m 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.  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.  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, 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.  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.
<b>3. Transport</b>	x
	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>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. 330m 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 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 bus stop is outside the ideal 400m walking distance of the site on Hillgate. Furthermore, the frequency of public transport in Gedney Hill is poor which may deter some residents from using it.</p>
<p><b>4. Socially Inclusive Communities</b></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 and public transport links 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><b>5. Education</b></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"> <li>Gedney Hill Church of England Primary School around 790m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>There is the potential for there to be adverse impacts to trees along the north-eastern facing 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>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 is behind recent development off Station Road. Public views of the site are relatively restricted 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.
<b>9. Air, Soil and Water Resources</b>	<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 site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.49ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">✓</p> <p>This site is within Environment Agency Flood Zones 2, 3a and 1 (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</p>

	<p>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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Some 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. However it is likely that the anticipated increase in 22 people would generate a relatively limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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>

	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).
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<b>GEH007: Land to the west of Sycamore View, Gedney Hill</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.83ha Potential open space: 0.12ha Development area: 0.71ha Potential no of dwellings: 17
<b>1. Housing</b>	✓
	Overall, the site has the potential to contribute towards the 120 dwellings proposed for Gedney Hill 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 Gedney Hill 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.
<b>2. Health and Well-being</b>	✓/x
	Gedney Hill & District Memorial Hall and the nearest open space (located behind the village's primary school) are approx. 530m and 850m 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.  It is anticipated that the increase in population - approximately 37 people (2.2 occupants in each of the 17 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, 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.  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.
<b>3. Transport</b>	x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (The Saints ward) showed that

	<p>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. 310m 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 outside the ideal 400m walking distance of the site on Hillgate. Furthermore, the frequency of public transport in Gedney Hill is poor which may deter some residents from using it.</p>
<p><b>4. Socially Inclusive Communities</b></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 and public transport links 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><b>5. Education</b></p>	<p style="text-align: center;">x</p>

	<p>The development would be likely to accommodate 17 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"> <li>Gedney Hill Church of England Primary School around 790m from the site</li> </ul> <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>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on any wildlife and habitats within the drainage channel along the south-western facing 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>Additionally, there is the potential for there to be adverse impacts to trees along the north-eastern facing 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>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><b>7. Heritage</b></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>

<b>8. Landscape and Townscape</b>	<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 is behind recent development off Station Road. Public views of the site are relatively 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>
<b>9. Air, Soil and Water Resources</b>	<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 site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.83ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 in Flood Zones 2 and 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</p>

	<p>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 Gedney Hill 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><b>12. Climate Change</b></p>	<p style="text-align: center;">✓/x</p> <p>Some 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 likely that the anticipated increase in 37 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</p>



	<p>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>
<b>13. Economy and Employment</b>	<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 (37 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>

<b>GEH012: Land to the east of Hillgate, Gedney Hill</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.92ha Potential open space: 0.13ha Development area: 0.79ha            Potential no of dwellings: 18</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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 adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>Gedney Hill &amp; District Memorial Hall and the nearest open space (located behind the village's primary school) are approx. 330m and 650m 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 40 people (2.2 occupants in each of the 18 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, 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>
<b>3. Transport</b>	<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. 140m 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 just outside the ideal 400m walking distance of the site on Hillgate. Furthermore, the frequency of public transport in Gedney Hill is poor which may deter some residents from using it.</p>
<b>4. Socially Inclusive Communities</b>	<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 and public transport links 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>
<b>5. Education</b>	<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 primary school is:</p> <ul style="list-style-type: none"> <li>Gedney Hill Church of England Primary School around 590m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The biodiversity interest on the site itself is limited although it is adjacent to the Highstock Drain. 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>

	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
<b>7. Heritage</b>	x
	<p>Built heritage assets (including Historic Parks and Gardens) - The Church of the Holy Trinity, a Grade II* listed building is to the north of the site. The site abuts the church wall and will be visible from within the churchyard. The present views are across the site to the rear of properties fronting Highstock Lane. There is the potential for harm to the wider setting of the church. Any development proposal would need to be informed by a Heritage Impact Assessment which would need to assess its impact on the setting of the church and how the proposal would seek to address this.</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>
<b>8. Landscape and Townscape</b>	✓
	<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 located behind development on Hillgate and High Stock Lane, restricting public views of the site 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>
<b>9. Air, Soil and Water Resources</b>	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 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. 0.92ha of grade 1 agricultural land.</p>
<b>10. Sustainable use</b>	x

<p><b>of Land and Waste</b></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. 0.92ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: right;">✓✓</p> <p>This site is within Environment Agency Flood Zone 1 with a small area of Flood Zone 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>
<p><b>12. Climate Change</b></p>	<p style="text-align: right;">✓/x</p> <p>Some 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 likely that the anticipated increase in 40 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>

	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.
<b>13. Economy and Employment</b>	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. 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.
	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 (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.

<b>GEH013: Land to the west of Station Road, Gedney Hill</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.14ha Potential no of dwellings: 3
<b>1. Housing</b>	✓
	Overall, the site has the potential to contribute towards the 120 dwellings proposed for Gedney Hill over the plan period.  Furthermore, housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x
	Gedney Hill & District Memorial Hall and the nearest open space (located behind the village's primary school) are approx. 510m and 840m 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.  It is anticipated that the increase in population - approximately 7 people (2.2 occupants in each of the 3 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. 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.

<b>3. Transport</b>	<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 (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. 320m 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. 90m from the site on Station Road, 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>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: right;">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>

<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 3 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>Gedney Hill Church of England Primary School around 850m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on any wildlife and habitats within the drainage channel along the north-eastern facing 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site is partly within and partly adjacent to the existing built-up area of the village. Development of the site would not have an adverse impact on the character and appearance of the area as it would merely fill a small gap in an otherwise built-up frontage 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>
<b>9. Air, Soil and Water Resources</b>	<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</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. 0.14ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 0.14ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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. 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 Gedney Hill 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><b>12. Climate Change</b></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. 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 likely that the anticipated increase in 7 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>
<p><b>13. Economy and Employment</b></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. 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 (7 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>

<b>GEH017: Land to the north of Mill Lane, Gedney Hill</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.3ha Potential open space: 0.32ha Development area: 1.98ha Potential no of dwellings: 46
<b>1. Housing</b>	✓
	Overall, the site has the potential to contribute towards the 120 dwellings proposed for Gedney Hill 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 Gedney Hill and SE Lincolnshire it will have a positive impact on this objective.  Housing sites within/adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x
	Gedney Hill & District Memorial Hall and the nearest open space (located behind the village's primary school) are approx. 550m and 820m 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.  It is anticipated that the increase in population - approximately 101 people (2.2 occupants in each of the 46 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, 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 0.32ha 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.
<b>3. Transport</b>	✓/x
	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>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. 730m 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. 300m 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><b>4. Socially Inclusive Communities</b></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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 46 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 school is:</p>

	<ul style="list-style-type: none"> <li>Gedney Hill Church of England Primary School around 770m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site could have adverse impacts (particularly on the setting) on the Grade II listed Gedney Hill Mill situated to the west of the site. However, any such impacts could be prevented by careful design and layout.</p>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>The site adjoins the existing built-up area of Gedney Hill and relates reasonably well to the existing village. The site is currently in operation as a plant nursery meaning that its development for housing would be unlikely 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>
<b>9. Air, Soil and Water Resources</b>	<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</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>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. 2.3ha of grade 1 agricultural/horticultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 2.3ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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.</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><b>12. Climate Change</b></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</p>

	<p>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 101 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>
<p><b>13. Economy and Employment</b></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. 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 (101 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: Gosberton

GOS014: Land to the east of Wargate Way, Gosberton	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.46ha Potential open space: 0.06ha Development area: 0.40ha Potential no of dwellings: 9
<b>1. Housing</b>	✓
	<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 within defined settlement limits – such as Gos014 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓/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 nearest playing field (off High Street) and health centre (Gosberton Medical Centre) are approx. 740m and 990m from the site respectively. However, Gosberton Church Hall and the closest amenity open space (off Rutland Gardens) are outside the ideal 1km walk.</p> <p>It is anticipated that the increase in population – approximately 20 people (2.2 occupants in each of the 9 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>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>
<b>3. Transport</b>	x
	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



	<p>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. However, the site is within the ideal 1km distance of the local shop from a housing site, being around 990m from the Gosberton Village Store on Belchmire Lane. 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 Gosberton between Spalding and Boston; however the nearest bus stop is outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>Gos014 is outside the ideal walking distance of some essential services and 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. 6.6km from the site 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>

<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 9 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"> <li>Gosberton Primary School is around 930m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site would be likely to result in the loss of mature trees at the north-eastern part 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>Furthermore, the site is in close proximity to a protected site (approx. 580m from the Risegate Eau 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>Development of the site would have an acceptable impact on the character and appearance of the area. The site adjoins the existing built-up area and is located within the development limits of Gosberton.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">✓/x</p>

<p><b>Water Resources</b></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 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>The proposal would lead to the loss of both greenfield and brownfield land although some of this greenfield land might be retained within the development as public open space or landscaping.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 loss of both greenfield and brownfield land although some of this greenfield land might be retained within the development as public open space or landscaping.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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</p>

	<p>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 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><b>12. Climate Change</b></p>	<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. 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 20 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><b>13. Economy and Employment</b></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 20 people just within the ideal 7km drive of employment opportunities in Donington (Millfield Road) although, as discussed in Objective 4, Pinchbeck and Spalding with</p>

	<p>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 (20 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>
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GOS024: Land adjacent High Street and Boston Road, Gosberton	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 2.21ha Potential open space: 0.30ha Development area: 1.91ha            Potential no of dwellings: 44</p>
<b>1. Housing</b>	✓
	<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 within/adjacent to defined settlement limits – such as Gos024 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓/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 nearest playing field (off High Street) and health centre (Gosberton Medical Centre) are approx. 500m and 910m from the site respectively. However, Gosberton Church Hall and the closest amenity open space (off Rutland Gardens) are outside the ideal 1km walk.</p> <p>It is anticipated that the increase in population – approximately 97 people (2.2 occupants in each of the 44 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</p>

	<p>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>
<b>3. Transport</b>	<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 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 350m from the Gosberton Village Store on Belchmire Lane. 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>Highways access would likely require some careful consideration. The site could be accessed via Boston Road although it is on the inside of a slight bend. An alternative access could be adjacent to the garage on High Street although this may be better suited to being a pedestrian and cycle only access to improve access to the village's services, facilities and public transport links by more sustainable modes of transport.</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>
<b>4. Socially Inclusive Communities</b>	<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</p>

	<p>energy and water efficient homes which could help reduce fuel poverty and lower bills for residents.</p> <p>Gos024 is outside the ideal walking distance of some essential services and 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 just within the ideal 7km driving distance 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.</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>
<b>5. Education</b>	<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"> <li>Gosberton Primary School is around 390m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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. 310m 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>

<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>Development of the site would have an acceptable impact on the character and appearance of the area. Around half the site is located within the development limits of Gosberton and is surrounded by development on most sides. The site relates relatively 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>
<b>9. Air, Soil and Water Resources</b>	<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>The proposal would lead to the permanent loss of approx. 2.21ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 2.21ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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. 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 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>
<b>12. Climate Change</b>	<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. 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 new car journeys and hence carbon emissions. Good design and complementary transport measures could</p>

	<p>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><b>13. Economy and Employment</b></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 97 people just 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 (97 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>

## Minor Service Centres: Moulton

MOU003: Land to the north of Broad Lane, Moulton	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.89ha Potential open space: 0.19ha Development area: 1.7ha Potential no of dwellings: 38
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	✓/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. 590m from the site. Furthermore, the nearest health centre (Moulton Medical Centre) and accessible playing pitch and open space (Moulton Harrox Playing Field) are all around 630m away.</p> <p>It is anticipated that the increase in population - approximately 84 people (2.2 occupants in each of the 38 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 0.19ha 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. Furthermore, Oldershaw's of Moulton is to the west of the site which may have an impact on the amenities that would be enjoyed by new dwellings. Structural landscaping such as trees of mixed provenance, may be necessary along the western boundary to help mitigate any possible noise</p>

	pollution. Careful layout, dwelling choice and orientation will also likely be required to ameliorate this issue.
<b>3. Transport</b>	<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 6.4km 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. 710m 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 the nearest buses stop around 530m away on West Cob Gate, outside the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	<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>A number 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. 4.8km away) in Spalding, although it is outside the ideal 1km walking distance. There are also other employment opportunities further away in Pinchbeck and Spalding.</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>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 38 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 primary school is:</p> <ul style="list-style-type: none"> <li>The John Harrox Primary School is around 420m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 560m 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> <p>As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.</p>
<b>7. Heritage</b>	<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>

<b>8. Landscape and Townscape</b>	<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 Moulton's existing built-up area being bordered by residential development all along the eastern boundary.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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. 1.89ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.89ha of greenfield land.</p>

	This site is not within a Mineral Safeguarding Area.
<b>11. Flood Risk</b>	<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>
<b>12. Climate Change</b>	<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 84 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>
<b>13. Economy and Employment</b>	<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 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</p>

by bringing 84 people within the ideal 7km drive of employment opportunities in Spalding (e.g. Springfields 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 (84 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.



## Minor Service Centres: Moulton Chapel

MOU013: Land to the north of Roman Bank, Moulton Chapel	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 4.18ha Potential open space: 0.59ha Development area: 3.59ha Potential no of dwellings: 84
<b>1. Housing</b>	✓/x
	<p>The site has the potential to contribute towards the 130 dwellings proposed for Moulton Chapel over the plan period. However, this site would provide over 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 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>
<b>2. Health and Well-being</b>	x
	<p>The nearest open space (off Cekhira Avenue) is around 330m 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 185 people (2.2 occupants in each of the 84 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, the Moulton area 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 site area, about 0.59ha 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 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>

<b>3. Transport</b>	<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. 560m 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>
<b>4. Socially Inclusive Communities</b>	<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 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>
<b>5. Education</b>	<p style="text-align: center;">x</p>

	<p>The development would be likely to accommodate 84 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 school is:</p> <ul style="list-style-type: none"> <li>• Moulton Chapel Primary School is around 790m from the site</li> </ul> <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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>Development of the site could have an adverse impact on 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.</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><b>7. Heritage</b></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>
<p><b>8. Landscape and Townscape</b></p>	<p style="text-align: center;">✓/x</p> <p>Development of the site would be likely to have some impact on the character and appearance of the area. If the site were to be</p>

	<p>developed in its entirety it would be visible from the east meaning that mitigation would be required to help blend the development 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>
<p><b>9. Air, Soil and Water Resources</b></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>The proposal would lead to the permanent loss of approx. 4.18ha of mostly grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 4.18ha of mostly greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;">✓</p> <p>This site is within Environment Agency 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>
<b>12. Climate Change</b>	<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 185 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 (185 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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**MOU014: Land to the north of Roman Road, Moulton Chapel**

<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 0.62ha Potential open space: 0.09ha Development area: 0.53ha  Potential no of dwellings: 12</p>
<b>1. Housing</b>	✓
	<p>Overall, 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 defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	x
	<p>The nearest open space (off Cekhira Avenue) is around 400m 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 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 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 potential</p>

	<p>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 the Moulton area 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><b>3. Transport</b></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. 270m 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 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>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><b>4. Socially Inclusive Communities</b></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 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>
<b>5. Education</b>	<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 school is:</p> <ul style="list-style-type: none"> <li>• Moulton Chapel Primary School is around 840m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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. However, care should be taken to ensure no harm is cause 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>
<b>7. Heritage</b>	<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>



<b>8. Landscape and Townscape</b>	<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 partly behind existing dwellings on Roman Road which would help minimise the visual impacts 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 0.62ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.62ha of mostly greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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</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>
<b>12. Climate Change</b>	<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 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 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>
<b>13. Economy and Employment</b>	<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 (26 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>

<b>MOU017: Land to the north of Roman Road, Moulton Chapel</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.37ha Potential open space: 0.05ha Development area: 0.32ha Potential no of dwellings: 7
<b>1. Housing</b>	✓
	Overall, the site has the potential to contribute towards the 130 dwellings proposed for Moulton Chapel 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 Moulton Chapel 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.
<b>2. Health and Well-being</b>	x
	The nearest open space (off Cekhira Avenue) is around 530m 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.  It is anticipated that the increase in population - approximately 15 people (2.2 occupants in each of the 7 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.  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.
<b>3. Transport</b>	x
	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%.  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. 180m 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>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>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><b>4. Socially Inclusive Communities</b></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 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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 7 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Moulton Chapel Primary School is around 970m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site would likely have an adverse impact on mature 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>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. 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>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<b>Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 0.37ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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>
<b>11. Flood Risk</b>	<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>
<b>12. Climate</b>	<p style="text-align: center;">✓/x</p>

<p><b>Change</b></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. However it is likely that the anticipated increase in 15 people would only generate a limited number of new car journeys and associated 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>
<p><b>13. Economy and Employment</b></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. 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 (15 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>

<b>MOU030: Land to the south of Roman Road, Moulton Chapel</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 3.8ha Potential open space: 0.53ha Development area: 3.27ha Potential no of dwellings: 76
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>The nearest open space (off Cekhira Avenue) is around 530m 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 167 people (2.2 occupants in each of the 76 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, 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 0.53ha 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>
<b>3. Transport</b>	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. 470m 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><b>4. Socially Inclusive Communities</b></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 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><b>5. Education</b></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. Then nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Moulton Chapel Primary School is around 990m from the site</li> </ul>

	<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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>Built heritage assets (including Historic Parks and Gardens) - The site is located adjacent to the Grade II listed Moulton Chapel Mill. The design of the site should take this into consideration in order to avoid any adverse impact on this designated heritage asset.</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>
<b>8. Landscape and Townscape</b>	<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 Woodgate Road, 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>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<p><b>Water Resources</b></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>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><b>10. Sustainable use of Land and Waste</b></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><b>11. Flood Risk</b></p>	<p style="text-align: center;">✓✓</p> <p>This site is within Environment Agency Flood Zone 1 and a small area of Flood Zone 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. 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</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>
<b>12. Climate Change</b>	<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 167 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>
<b>13. Economy and Employment</b>	<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 (167 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</p>

	detrimental to the economy.
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<b>MOU031: Land off Fen Gate Road, Moulton Chapel</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.37ha Potential open space: 0.05ha Development area: 0.32ha Potential no of dwellings: 1
<b>1. Housing</b>	✓
	<p>Overall, 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 defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	x
	<p>The nearest amenity open space (off St James Way) is around 160m 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 2 people (2.2 occupants in the 1 dwelling) – 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>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>
<b>3. Transport</b>	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</p>

	<p>purpose. However, it is within the ideal 1km walking distance of a local shop being approx. 400m 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 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>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><b>4. Socially Inclusive Communities</b></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. 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.</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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Moulton Chapel Primary School is around 1.4km from the site</li> </ul> <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</p>

	<p>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>There are some trees and shrubbery within the site that may be adversely affected by the development 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>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 of Moulton Chapel with frontage development on the opposite side of Fen Gate and would round off the village in this location.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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</p>

	<p>new housing has an appropriate water supply.</p> <p>The proposal would lead to the permanent loss of approx. 0.37ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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>
<b>11. Flood Risk</b>	<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>
<b>12. Climate Change</b>	<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. However it is likely that the anticipated increase in 2 people would only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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 Centres 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>

<b>MOU032: The Plough Public House, Woodgate Road, Moulton Chapel</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.1ha Potential open space: 0.01ha Development area: 0.09ha            Potential no of dwellings: 2</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <p>Overall, 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 within defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>The nearest amenity open space (off St James Way) is around 350m 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 4 people (2.2 occupants in each of the 2 dwellings) – associated with this</p>

	<p>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>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><b>3. Transport</b></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. 150m 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 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>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><b>4. Socially Inclusive Communities</b></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.</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</p>

	<p>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>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Moulton Chapel Primary School is around 1.2km from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>There are some trees within the site that may be adversely affected by the development 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>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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>The site is located opposite the Grade II* listed Chapel of St. James. The design of the site should take this into consideration in order to avoid any adverse impact on this designated heritage asset.</p>
<b>8. Landscape and Townscape</b>	<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 within the</p>

	<p>existing built-up area of Moulton Chapel and is surrounded by development.</p> <p>The site is a disused public house and so redevelopment of the site could make a positive contribution to townscape although this would ultimately depend upon the quality of the design.</p>
<p><b>9. Air, Soil and Water Resources</b></p>	<p style="text-align: right;">✓</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 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>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 previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 does secure the redevelopment 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><b>11. Flood Risk</b></p>	<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>
<b>12. Climate Change</b>	<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. However it is likely that the anticipated increase in 1 people would only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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</p>

	economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).
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<b>MOU034: Land to the east of Braybrooks Way, Moulton Chapel</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.41ha Potential open space: 0.20ha Development area: 1.21ha Potential no of dwellings: 28
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>The nearest amenity open space (off Braybrooks Way) is around 80m 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 62 people (2.2 occupants in each of the 28 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, 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 0.20ha 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>
<b>3. Transport</b>	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. 480m 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><b>4. Socially Inclusive Communities</b></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 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><b>5. Education</b></p>	<p style="text-align: center;">x</p>

	<p>The development would be likely to accommodate 28 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 5 secondary pupils. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Moulton Chapel Primary School is around 1.5km from the site</li> </ul> <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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></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. 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>
<p><b>7. Heritage</b></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>
<p><b>8. Landscape and Townscape</b></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 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>



	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 2.05ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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>
<b>11. Flood Risk</b>	<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>

	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.
<b>12. Climate Change</b>	<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 62 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>
<b>13. Economy and Employment</b>	<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 (62 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: Old Leake

OLD001: Land to the south of Old Main Road, Old Leake	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.08ha Potential open space: 0.11ha Development area: 0.97ha Potential no of dwellings: 27
<b>1. Housing</b>	√
	<p>Overall the site has the potential to contribute towards the 100 dwellings proposed for the Old Leake 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 Old Leake 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>
<b>2. Health and Well-being</b>	x
	<p>The health centre is within 1km of the site but other facilities that would help to maintain health and promote healthy lifestyles such as Old Leake Village Hall and the associated playing field (off Furlongs Lane) are over the ideal walking distance from housing development (1km or 600m for a community/village hall).</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, Old Leake 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. Additionally, the A52 is to the south of the site and could have adverse impacts on the amenities that would be enjoyed by new dwellings at the south of the site. Structural landscaping such as trees of mixed provenance may be necessary along the adjoining boundary to help mitigate any potential</p>

	noise and air pollution as well as helping to minimise the visual impact generated through proximity to the road. Careful layout, dwelling choice and orientation may also be required to ameliorate this issue.
<b>3. Transport</b>	<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 (Old Leake and Wrangle Ward) 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 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 convenience 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 Old Leake 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 within the ideal 400m walking distance. Buses run regularly to Boston and Skegness (Monday-Saturday).</p>
<b>4. Socially Inclusive Communities</b>	<p style="text-align: center;">√/x</p> <p>ONS statistics depict a constant picture in relation to the deprivation of Old Leake and Wrangle ward: Compared with the Lincolnshire average, its long term unemployment rate was below average (21.2% compared to 25.6%), as was the percentage of residents without access to a car (10.7% compared to 18%) and the crime rate per 1000 at 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>Old001 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, both Village Employment Sites are within 1km and in walking or cycling distance of the site and there are also other employment opportunities within the ideal 7km drive in nearby Wrangle and Butterwick. 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>
<b>5. Education</b>	<p style="text-align: center;">√/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 6 primary pupils and 4 secondary pupils and these are most likely to go to:</p> <ul style="list-style-type: none"> <li>• Old Leake Primary School which is within 600m of the site, and</li> <li>• Giles Academy which is within 1km of the site, but the Grammar or High school in Boston or Skegness are further away</li> </ul> <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>There is some capacity at primary and secondary level but both schools are on 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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. Good design could generate a positive biodiversity impact by retaining trees (or replacing if necessary) 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. However, development of the site would not have an adverse impact on the character and appearance of the area. Its scale is in character with the existing village and it would not dominate the settlement. The shape of the site means that it would be likely to integrate well into the village's built form but would increase the visual impact of the built up area from the A52.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<p><b>Water Resources</b></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 Old Leake 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. 1.08ha of grade 1 agricultural land, although some of this greenfield land might be retained within the development as public open space or landscaping. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.</p>
<p><b>10. Sustainable use of Land and Waste</b></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>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;">xx</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 <b>sustainability benefits to the community that outweigh flood risk</b>, and that it will be <b>safe for its lifetime</b>, 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 deliver limited sustainability benefits to the community which would not outweigh the</p>

	flood risk identified for this site.
<b>12. Climate Change</b>	<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 and the number of residents with access to a car is higher than for the rest of the county. It is therefore ikely 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 Old Leake 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>
<b>13. Economy and Employment</b>	<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. Old Leake is a Minor Service Centre – the Local Plan proposes that Old Leake 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 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 59 people within the ideal 7km drive of employment opportunities in Old Leake, Wrangle and Butterwick.</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 impact on the local road network does not worsen and is detrimental to the economy.</p>
<b>OLD003: Land to the North of Old Main Road, Old Leake</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 1.91ha Potential open space: 0.19ha Development area: 1.72 ha  Potential no of dwellings: 38</p>
<b>1. Housing</b>	<p style="text-align: center;">√</p> <p>Overall the site has the potential to contribute towards the 100 dwellings proposed for the Old Leake 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</p>

	<p>type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Old Leake 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>
<p><b>2. Health and Well-being</b></p>	<p style="text-align: center;">√/x</p> <p>The health centre and the associated playing field (off Furlongs Lane) are within 1km of the site but other facilities that would help to maintain health and promote healthy lifestyles such as Old Leake Village Hall are over the ideal walking distances from housing development (1km or 600m for a community/village hall).</p> <p>It is anticipated that the increase in population - approximately 84 people (2.2 occupants in each of the 38 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, Old Leake 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><b>3. Transport</b></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 (Old Leake and Wrangle Ward) 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 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 convenience 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 Old Leake 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 within the ideal 400m walking distance. Buses run regularly to Boston and Skegness (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;"><math>\sqrt{x}</math></p> <p>ONS statistics depict a constant picture in relation to the deprivation of Old Leake and Wrangle ward: Compared with the Lincolnshire average, its long term unemployment rate was below average (21.2% compared to 25.6%), as was the percentage of residents without access to a car (10.7% compared to 18%) and the crime rate per 1000 at 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>Old003 is inside the ideal walking distance of most essential services, facilities and public transport links meaning that it may be more easy to achieve social inclusion.</p> <p>The new housing development may improve physical access to local employment. For instance, both Village Employment Sites are within 1km and in walking or cycling distance of the site and there are also other employment opportunities within the ideal 7km drive in nearby Wrangle and Butterwick. 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>
<p><b>5. Education</b></p>	<p style="text-align: center;"><math>\sqrt{x}</math></p> <p>The development would be likely to accommodate 38 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 and these are most likely to go to:</p> <ul style="list-style-type: none"> <li>• Old Leake Primary School which is within 600m of the site, and</li> <li>• Giles Academy which is within 1km of the site, but the Grammar or High school in Boston or Skegness are further away</li> </ul> <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>There is some capacity at primary and secondary level but both schools are on 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	0
	<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. Good design could generate a positive biodiversity impact by retaining trees (or replacing if necessary) 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>
<b>7. Heritage</b>	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
<b>8. Landscape and Townscape</b>	√
	<p>The site lies within The Fens National Character Area; the flat, visually open, arable fields are typical landscape characteristics. However, development of the site would not have an adverse impact on the character and appearance of the area. Its scale is in character with the existing village and it would not dominate 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>
<b>9. Air, Soil and Water Resources</b>	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 Old Leake 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. 1.91ha of grade 1 agricultural land, although some of this greenfield land</p>

	<p>might be retained within the development as public open space or landscaping, but it is unlikely that any of it would ever be returned to agricultural use. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.</p>
<p><b>10. Sustainable use of Land and Waste</b></p>	<p style="text-align: center;"><math>\sqrt{x}</math></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 is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;"><math>\sqrt{x}</math></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 <a href="#">sustainability benefits to the community that outweigh flood risk</a>, and that it will be <a href="#">safe for its lifetime</a>, 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 Old Leake 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>

	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.
<b>12. Climate Change</b>	√/x
	<p>Many local facilities and services are inside the ideal walking distances from the site meaning that there is 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 84 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 Old Leake 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>
<b>13. Economy and Employment</b>	√/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. Old Leake is a Minor Service Centre – the Local Plan proposes that Old Leake 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 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 84 people within the ideal 7km drive of employment opportunities in Old Leake, Wrangle and Butterwick.</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 (84 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>

<b>OLD008: Land to the south of Meadow Way, Old Leake</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.47ha Potential open space: 0.15ha Development area: 1.32ha Potential no of dwellings: 29
<b>1. Housing</b>	√

	<p>Overall the site has the potential to contribute towards the 100 dwellings proposed for the Old Leake 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 Old Leake 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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>The health centre and the playing field (off Furlongs Lane) are within 1km of the site but other facilities that would help to maintain health and promote healthy lifestyles such as Old Leake Village Hall are over the ideal 600m walking distance from housing development.</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.</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, Old Leake 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 0.15ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the 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. Additionally, the A52 is to the south of the site and could have adverse impacts on the amenities that would be enjoyed by new dwellings at the south 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 road. Careful layout, dwelling choice and orientation may also be required to ameliorate this issue.</p>
<b>3. Transport</b>	<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 (Old Leake and Wrangle Ward) 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 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 convenience store and a new store is currently under construction on part of</p>

	<p>this site. 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 Old Leake 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 within the ideal 400m walking distance. Buses run regularly to Boston and Skegness (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">√/x</p> <p>ONS statistics depict a constant picture in relation to the deprivation of Old Leake and Wrangle ward: Compared with the Lincolnshire average, its long term unemployment rate was below average (21.2% compared to 25.6%), as was the percentage of residents without access to a car (10.7% compared to 18%) and the crime rate per 1000 at 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>Old008 is inside the ideal walking distance of a number of the areas essential services, facilities and public transport links meaning that it may be easier to achieve social inclusion.</p> <p>The new housing development may improve physical access to local employment. For instance, one Village Employment Sites is within 1km and in walking or cycling distance of the site and there are also other employment opportunities within the ideal 7km drive in nearby Wrangle and Butterwick. 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>
<p><b>5. Education</b></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 4 secondary pupils and these are most likely to go to:</p> <ul style="list-style-type: none"> <li>• Old Leake Primary School which is within 600m of the site, and</li> <li>• Giles Academy which is within 1km of the site, but the Grammar or High school in Boston or Skegness are further away</li> </ul> <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>There is some capacity at primary and secondary level but both schools are on 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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. Good design could generate a positive biodiversity impact by retaining trees (or replacing if necessary) 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">xx</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 <a href="#">sustainability benefits to the community that outweigh flood risk</a>, and that it will be <a href="#">safe for its lifetime</a>, 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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<p><b>Water Resources</b></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 Old Leake 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. 1.47ha of grade 1 agricultural land, although some of this greenfield land might be retained within the development as public open space or landscaping. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.</p>
<p><b>10. Sustainable use of Land and Waste</b></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>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;">xx</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' with an area of danger for some 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 <a href="#">sustainability benefits to the community that outweigh flood risk</a>, and that it will be <a href="#">safe for its lifetime</a>, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this</p>



	appraisal, it appears that the development would deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.
<b>12. Climate Change</b>	$\sqrt{x}$
	<p>Many local facilities and services are inside the ideal walking distances from the site meaning that there is 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 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 Old Leake 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>
<b>13. Economy and Employment</b>	$\sqrt{x}$
	<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. Old Leake is a Minor Service Centre – the Local Plan proposes that Old Leake 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 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 64 people within the ideal 7km drive of employment opportunities in Old Leake, Wrangle and Butterwick.</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 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>

<b>OLD016: Land to the rear of The White Hart, Church Road, Old Leake</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.66ha Potential open space: 0.07ha Development area: 0.46ha Potential no of dwellings: 21
<b>1. Housing</b>	$\sqrt{\quad}$

	<p>Overall the site has the potential to contribute towards the 100 dwellings proposed for the Old Leake 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 Old Leake 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>
<p><b>2. Health and Well-being</b></p>	<p style="text-align: center;">√</p> <p>The health centre and other facilities that would help to maintain health and promote healthy lifestyles such as Old Leake Village Hall and the associated playing field (off Furlongs Lane) are within the ideal walking distance from housing development (1km or 600m for a community/village hall).</p> <p>It is anticipated that the increase in population - approximately 46 people (2.2 occupants in each of the 21 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, Old Leake 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 0.07ha 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><b>3. Transport</b></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 (Old Leake and Wrangle Ward) 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 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 convenience store. 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 Old Leake 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 within the ideal 400m walking distance. Buses run regularly to Boston and Skegness (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">√/x</p> <p>ONS statistics depict a constant picture in relation to the deprivation of Old Leake and Wrangle ward: Compared with the Lincolnshire average, its long term unemployment rate was below average (21.2% compared to 25.6%), as was the percentage of residents without access to a car (10.7% compared to 18%) and the crime rate per 1000 at 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>Old016 is inside the ideal walking distance of many of the areas essential services, facilities and public transport links meaning that it may be easier to achieve social inclusion.</p> <p>The new housing development may improve physical access to local employment. For instance, both Village Employment Sites are within 1km and in walking or cycling distance of the site and there are also other employment opportunities within the ideal 7km drive in nearby Wrangle and Butterwick. 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>
<p><b>5. Education</b></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 6 primary pupils and 3 secondary pupils and these are most likely to go to:</p> <ul style="list-style-type: none"> <li>• Old Leake Primary School which is within 600m of the site, and</li> <li>• Giles Academy which is within 1km of the site, but the Grammar or High school in Boston or Skegness are further away</li> </ul> <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>There is some capacity at primary and secondary level but both schools are on 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	0
	<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. Good design could generate a positive biodiversity impact by retaining trees (or replacing if necessary) 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>
<b>7. Heritage</b>	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
<b>8. Landscape and Townscape</b>	√
	<p>The site lies within The Fens National Character Area; the flat, visually open, arable fields are typical landscape characteristics. However, development of the site would not have an adverse impact on the character and appearance of the area. Its scale is in character with the existing village and it would not dominate the settlement. The shape of the site means that it would be likely to integrate well into the village's 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>
<b>9. Air, Soil and Water Resources</b>	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 Old Leake 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. 0.66ha of grade 1 agricultural land, although some of this greenfield land might be retained within the development as public open space or landscaping. By selecting an entirely greenfield site for development it</p>

	could make it less likely that previously-developed land elsewhere will be recycled.
<b>10. Sustainable use of Land and Waste</b>	<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>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<p style="text-align: center;">xx</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' with an area of danger for all 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 <b>sustainability benefits to the community that outweigh flood risk</b>, and that it will be <b>safe for its lifetime</b>, 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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	<p style="text-align: center;">√/x</p> <p>Many of the areas facilities and services are inside the ideal walking distances from the site meaning that there is 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 Old Leake 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.
<b>13. Economy and Employment</b>	√/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. Old Leake is a Minor Service Centre – the Local Plan proposes that Old Leake 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 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 46 people within the ideal 7km drive of employment opportunities in Old Leake, Wrangle and Butterwick.
	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 (46 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.

## Minor Service Centres: Quadring

QUA007: Land to the north-west of Watergate, Quadring	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.44ha Potential open space: 0.06ha Development area: 0.38ha Potential no of dwellings: 6
<b>1. Housing</b>	✓
	Overall, the site has the potential to contribute towards the 130 dwellings proposed for Quadring 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 Quadring and SE Lincolnshire it will have a positive impact on this objective.  However, housing sites detached from defined settlement limits would, in general, be contrary to the principles of the settlement hierarchy.
<b>2. Health and Well-being</b>	x
	Open space and a children's play area (off St Margaret's) is approx. 990m 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

	<p>distance from housing development for such facilities. The closest health centre, leisure 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 13 people (2.2 occupants in each of the 6 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, 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><b>3. Transport</b></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 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. 600m 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. However, there are no bus stops within the ideal 400m walking distance.</p>
<p><b>4. Socially</b></p>	<p style="text-align: center;">x</p>

<p><b>Inclusive Communities</b></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 and public transport links 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 (4.5km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 6 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Quadring Cowley and Browns Primary School around 2.3km from the site</li> <li>• Thomas Cowley High School is approx. 3.8km away</li> </ul> <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.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	0
	The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites.
	There is no significant geodiversity at this site - it is unlikely that 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.
<b>7. Heritage</b>	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
<b>8. Landscape and Townscape</b>	✓
	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.
	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	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.
	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.
	The proposal would lead to the permanent loss of approx. 0.44ha of grade 1 agricultural land.
<b>10. Sustainable use of Land and Waste</b>	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.

	<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. 0.44ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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. 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>

<b>12. Climate Change</b>	<p style="text-align: right;">✓/x</p> <p>Some 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. However, the anticipated increase in 13 people may only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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. 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 13 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 (13 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>

<b>QUA008: Land to the south-east of Watergate, Quadring</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 0.19ha Potential open space: 0.03ha Development area: 0.16ha  Potential no of dwellings: 6</p>
<b>1. Housing</b>	<p style="text-align: right;">✓</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</p>

	<p>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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>Open space and a children's play area (off St Margaret's) is just under 1km 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/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 13 people (2.2 occupants in each of the 6 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>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>
<b>3. Transport</b>	<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. 580m 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. However, there are no bus stops within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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 and public transport links 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 (4.5km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 6 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Quadring Cowley and Browns Primary School around 2.3km from the site</li> <li>• Thomas Cowley High School is approx. 3.8km away</li> </ul> <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</p>

	<p>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on any wildlife and habitats within the drainage channel along the north-western facing 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>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 to the north and south and 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>
<b>9. Air, Soil and Water Resources</b>	<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 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</p>

	<p>new housing has an appropriate water supply.</p> <p>The proposal would lead to the permanent loss of approx. 0.19ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 0.19ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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. 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</p>

	<p>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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Some 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. However, the anticipated increase in 13 people may only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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 13 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 (13 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>

**QUA009: Land to the east of St Margarets, Quadring**



<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.53ha Potential open space: 0.07ha Development area: 0.46ha Potential no of dwellings: 12
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>Open space and a children's play area is located adjacent to the site and St Margaret's Church Hall is approx. 320m from the site. 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 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 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>
<b>3. Transport</b>	<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. 500m 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 approx. 250m from the site on Main Road, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>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 (4.5km) 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><b>5. Education</b></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"> <li>• Quadring Cowley and Browns Primary School around 2.2km from the site</li> <li>• Thomas Cowley High School is approx. 3.7km away</li> </ul> <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>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<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>
<p><b>7. Heritage</b></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><b>8. Landscape and Townscape</b></p>	<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 adjacent to Quadring's existing built-up area and relates well to the existing settlement.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p><b>9. Air, Soil and Water Resources</b></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 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>The proposal would lead to the permanent loss of approx. 0.53ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.53ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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>The site has a planning permission and therefore has been assessed in terms of its flood risk.</p>
<b>12. Climate Change</b>	<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 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 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>
<b>13. Economy and Employment</b>	<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 26 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 (26 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>
<b>QUA011: Land to the south of Town Drove, Quadring</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 4.95ha Potential open space: 0.69ha Development area: 4.26ha  Potential no of dwellings: 99</p>
<b>1. Housing</b>	<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 over 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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>St Margaret’s Church Hall is approx. 440m from the site and open space and a children’s play area is located off St Margaret’s around 670m 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 218 people (2.2 occupants in each of the 99 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, [settlement/ward name] 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 0.69ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the 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><b>3. Transport</b></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 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. 270m 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. 350m from the site on Main Road, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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 (4.1km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 99 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"> <li>• Quadring Cowley and Browns Primary School around 1.9km from the site</li> <li>• Thomas Cowley High School is approx. 3.3km away</li> </ul> <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>

<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<p style="text-align: center;">?</p> <p>Built heritage assets (including Historic Parks and Gardens) - The site wraps around the rear and to one side of 14 Town Drove, a Grade II listed building. There is potential harm to the setting of 14 Town Drove from the development of this site. A Heritage Impact Assessment should inform the proposed layout of any proposed development.</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>
<b>8. Landscape and Townscape</b>	<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 adjacent to Quadring's existing built-up area and relates well to the existing settlement. The site is situated behind frontage development along Main Road, Town Drove and Casswell Drive, restricting public views into the site thereby 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>
<b>9. Air, Soil and Water Resources</b>	<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>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. 4.95ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 4.95ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;">✓</p> <p>This site is within Environment Agency Flood Zone 2 with areas in Flood Zone 1 and 3a (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>

<b>12. Climate Change</b>	<p style="text-align: right;">✓/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 218 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>
<b>13. Economy and Employment</b>	<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. 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 218 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 (218 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>
<b>QUA012: Land off Main Road, Quadring</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 0.52ha Potential open space: 0.07ha Development area: 0.45ha  Potential no of dwellings: 10</p>
<b>1. Housing</b>	✓

	<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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>Open space and a children's play area is located off St Margaret's around 880m 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, leisure 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 22 people (2.2 occupants in each of the 10 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 0.07ha 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>
<b>3. Transport</b>	<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. 490m 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; However the nearest bus stop is outside the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>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 more difficult to achieve.</p> <p>As discussed in Objective 13, the nearest potential employment opportunities at Millfield Lane Industrial Estate (3.5km) 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><b>5. Education</b></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 and secondary schools are:</p>

	<ul style="list-style-type: none"> <li>• Quadring Cowley and Browns Primary School around 1.2km from the site</li> <li>• Thomas Cowley High School is approx. 2.8km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 adjacent to Quadring's existing built-up area and relates well to the existing settlement. Development of the site would create frontage development along Main Road which would reflect that on the opposite side 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>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<b>Water Resources</b>	<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 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. 0.52ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.52ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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. 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</p>

	<p>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>
<b>12. Climate Change</b>	<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 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 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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>
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<b>QUA014: Land to the north-west of Watergate, Quadring</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.1ha Potential open space: 0.01ha Development area: 0.09ha            Potential no of dwellings: 2</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>Open space and a children's play area (off St Margaret's) 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. The closest health centre, leisure 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 4 people (2.2 occupants in each of the 2 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>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.
<b>3. Transport</b>	<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. 580m 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. However, there are no bus stops within the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	<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.</p> <p>Many of the area’s services and facilities and public transport links 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 (4.5km) 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>

	No infrastructure will be lost on site as a consequence of this proposal.
<b>5. Education</b>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 2 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Quadring Cowley and Browns Primary School around 2.3km from the site</li> <li>• Thomas Cowley High School is approx. 3.8km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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>
<b>9. Air, Soil and</b>	x

<p><b>Water Resources</b></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 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. 0.1ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 0.1ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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. 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</p>

	<p>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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/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 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. However it is likely that the anticipated increase in 4 people would only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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 4</p>

	<p>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>
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## Minor Service Centres: Surfleet

<b>SUR004: Land to the south of Station Road, Surfleet</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 1.95ha Potential open space: 0.27ha Development area: 1.68ha  Potential no of dwellings: 49</p>
<b>1. Housing</b>	<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>

<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>Surfleet Playing Field is approx. 620m 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 distance.</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.</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 0.27ha 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>
<b>3. Transport</b>	<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 5.2km from the Morrisons store in Pinchbeck (Wardentree Lane). It is also within the 1km ideal walk of a local shop (approx. 430m 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>
<b>4. Socially Inclusive Communities</b>	<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</p>

	<p>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>Sur004 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 (4.2km) 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><b>5. Education</b></p>	<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"> <li>• Surfleet Primary School around 320m from the site</li> </ul> <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</p>

	local long term unemployed, which could help improve job prospects and prosperity for resident's particularly young people.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	✓/x
	The biodiversity interest on the site is limited. However, it is in close proximity to a protected site (approx. 60m from the River Glen Corridor LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.
	There is no 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.
<b>7. Heritage</b>	0
	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site.
	Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
<b>8. Landscape and Townscape</b>	✓
	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 – Station Road to the north-west, and residential to the north-east and south-west.
	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	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 Surfleet 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.
	Anglian Water considers that there is sufficient capacity within the water supply network to accommodate the site. However, demand from



	<p>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. 1.95ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 1.95ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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><b>12. Climate Change</b></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 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 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>
<b>13. Economy and Employment</b>	✓/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. 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 108 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 (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>

<b>SUR005: Land to the west of Gosberton Road, Surfleet</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 0.43ha Potential open space: 0.06ha Development area: 0.37ha  Potential no of dwellings: 9</p>
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	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 and community centre/village hall are all outside the ideal walking distance. However, Surfleet playing field is within the 1km walking</p>

	<p>distance being approx. 670m away.</p> <p>It is anticipated that the increase in population - approximately 20 people (2.2 occupants in each of the 9 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>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>
<b>3. Transport</b>	<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 4.8km 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. The nearest bus stop is approx. 120m away on Gosberton Road - within the ideal 400m walking distance - with buses running to Spalding and Boston multiple times a day (Monday-Saturday).</p>
<b>4. Socially Inclusive Communities</b>	<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. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on</p>

	<p>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>Sur005 is outside the ideal walking distance of the majority of essential services and facilities 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>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 9 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"> <li>• Surfleet Primary School around 1km from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <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"> <li>• The River Glen Corridor LWS is approx. 150m away</li> <li>• Surfleet Lows SSSI is around 190m from the site</li> </ul>

	<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. However this impact is likely to be minimal given the relatively low number of residents that this site will generate.</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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 – residential to the north, Gosberton Road to the east and a car garage to the south.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>Sewers and water mains 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 a site where the majority is previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use</b>	<p style="text-align: center;">✓</p>

<p><b>of Land and Waste</b></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 a site where the majority 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><b>11. Flood Risk</b></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 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 Surfleet 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 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>

<b>12. Climate Change</b>	✓/x
	<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 20 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>
<b>13. Economy and Employment</b>	✓/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. 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 20 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 (20 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>
<b>SUR009: Land to the east of Coalbeach Lane, Surfleet</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 0.38ha Potential open space: 0.05ha Development area: 0.33ha  Potential no of dwellings: 2</p>
<b>1. Housing</b>	✓
	<p>Overall, the site has the potential to contribute to the level of housing identified 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>
<b>2. Health and Well-</b>	x

<p><b>being</b></p>	<p>Surfleet Playing Field is approx. 950m 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 distance.</p> <p>It is anticipated that the increase in population - approximately 4 people (2.2 occupants in each of the 2 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>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><b>3. Transport</b></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 5km from the Morrisons store in Pinchbeck (Wardentree Lane). It is also within the 1km ideal walk of a local shop (approx. 310m 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><b>4. Socially Inclusive Communities</b></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>Sur009 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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 2 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. Primary aged pupils are most likely to go to:</p> <ul style="list-style-type: none"> <li>• Surfleet Primary School is around 650m from the site</li> </ul> <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><b>6. Biodiversity, Geodiversity and Green</b></p>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 190m from the River Glen Corridor LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</p>

<b>Infrastructure</b>	<p>Furthermore, development of the site may have an adverse impact on some mature trees within the site that are protected by the Surfleet Tree Preservation Order No. 10. 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 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on the character of the area. The site continues the unbuilt character to the west across the road and so its development may harm this character. However, the site is bordered by residential development to the north, east and south and it relates well to the existing settlement.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>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>
<b>10. Sustainable use of Land and Waste</b>	<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. 0.38ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 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. 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 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><b>12. Climate Change</b></p>	<p style="text-align: right;">✓/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. However, the anticipated increase in 4 people may only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	✓/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. 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 4 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 (4 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>

SUR011: Land off Station Road, Surfleet	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 1.3ha Potential open space: 0.18ha Development area: 1.12ha  Potential no of dwellings: 26</p>
<b>1. Housing</b>	✓
	<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>

<b>2. Health and Well-being</b>	<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, open space, playing pitches/leisure centre and community centre/village hall are all outside the ideal walking distance.</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, 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 0.18ha 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>
<b>3. Transport</b>	<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 4.7km from the Morrisons store in Pinchbeck (Wardentree Lane). It is also within the 1km ideal walk of a local shop (approx. 210m 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 of the site.</p>
<b>4. Socially Inclusive Communities</b>	<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</p>

	<p>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>Sur011 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 (3.7km) 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><b>5. Education</b></p>	<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"> <li>• Surfleet Primary School around 870m from the site</li> </ul> <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</p>

	local long term unemployed, which could help improve job prospects and prosperity for resident's particularly young people.
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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. 150m from the River Glen Corridor LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity.</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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 well related to the existing settlement being adjacent to recent housing development and is well screened when viewed from the A16.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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</p>

	<p>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. 1.3ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 1.3ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 3a, 1 and 2 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 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</p>



	<p>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><b>12. Climate Change</b></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 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 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><b>13. Economy and Employment</b></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 57 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 (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>

<b>SUR012: Land to the south of Park Lane, Surfleet</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.18ha Potential open space: 0.03ha Development area: 0.15ha Potential no of dwellings: 4
<b>1. Housing</b>	✓
	Overall, the site has the potential to contribute towards the 180 dwellings proposed for Surfleet 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 Surfleet and SE Lincolnshire it will have a positive impact on this objective.
<b>2. Health and Well-being</b>	x
	The majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre, open space and community centre/village hall are all outside the ideal walking distance. However, Surfleet playing field is within the 1km walking distance being approx. 660m away.  It is anticipated that the increase in population - approximately 9 people (2.2 occupants in each of the 4 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.  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.
<b>3. Transport</b>	✓/x
	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.  The site is within the ideal short 7km driving distance to a big supermarket being around 4.7km 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.  The potential for additional traffic to be generated by this and other sites means that schemes to address traffic impact in and around

	<p>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. The nearest bus stop is approx. 190m away on Surfleet Road - within the ideal 400m walking distance - with buses running to Spalding and Boston multiple times a day (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></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. 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>Sur012 is outside the ideal walking distance of the majority of essential services and facilities which may have an impact on social inclusion.</p> <p>As discussed in Objective 13 the nearest employment opportunities at Wardentree Lane (4.2km) 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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 4 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. Primary aged pupils would be most likely to go to:</p> <ul style="list-style-type: none"> <li>• Surfleet Primary School is around 970m from the site</li> </ul>

	<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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <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"> <li>• The River Glen Corridor LWS is approx. 60m away</li> <li>• Surfleet Lows SSSI is around 400m from the site</li> </ul> <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. However this impact is likely to be minimal given the relatively low number of residents that this site will generate.</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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 – Park Lane to the north and residential to the 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>The site is a workshop and yard that is recorded on the South Holland Contaminated Land Register meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance and protect soil resources.</p> <p>This site does secure the redevelopment of approx. 0.18ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 approx. 0.18ha 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><b>11. Flood Risk</b></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 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. 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 Surfleet for the plan period, and other benefits including not having an adverse impact on the character of the area, redevelopment of previously developed land and generating employment during</p>

	<p>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>
<b>12. Climate Change</b>	<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. However, the anticipated increase in 9 people may only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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 9 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 (9 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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## Minor Service Centres: Sutton St James

<b>SUJ002: Land to the east of Baulkins Drove, Sutton St James</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 2.78ha Potential open space: 0.39ha Development area: 2.39ha  Potential no of dwellings: 66</p>

<b>1. Housing</b>	<p style="text-align: center;">✓/x</p> <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 90% of the village's requirement which 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 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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>Sutton St James Village Hall and the nearest amenity open space (off Needham Drive) are approx. 450m and 620m from the site 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 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 145 people (2.2 occupants in each of the 66 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 0.39ha 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>
<b>3. Transport</b>	<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. 550m from</p>



	<p>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><b>4. Socially Inclusive Communities</b></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>Suj002 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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 66 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"> <li>• Sutton St James Community Primary School is around 810m from the site</li> </ul> <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely</p>

	<p>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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-up area of the village being bordered by residential development to the north-west and north-east with Baulkins Drove to the south-west with residential properties on the opposite side.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 Sutton St James 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>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. 2.78ha of grade 2 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 2.78ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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. 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</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.</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>
<b>12. Climate Change</b>	<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 145 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>
<b>13. Economy and Employment</b>	<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 (145 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</p>

	detrimental to the economy.
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<b>SUJ004: Land to the east of Bell's Drove, Sutton St James</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 3.52ha Potential open space: 0.49ha Development area: 3.03ha Potential no of dwellings: 70
<b>1. Housing</b>	<b>✓/x</b>
	<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 100% of the village's requirement which 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 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>
<b>2. Health and Well-being</b>	<b>✓/x</b>
	<p>The nearest open space (off Bell's Drove) and playing pitch (off Draw Dyke) are approx. 210m and 460m from the site 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. Sutton St James Village Hall and the nearest health centre are both outside the ideal walking 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 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 0.49ha 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 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.
<b>3. Transport</b>	<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. 540m 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>In order to provide an acceptable access to the site, Sutton Gate would require improvement and any access off Bell's Drove would be close to the primary school which would create safety concerns.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>
<b>4. Socially Inclusive Communities</b>	<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>Suj004 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</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>
<b>5. Education</b>	<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. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>Sutton St James Community Primary School is around 290m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 (abutting residential development to the north-west) and relates well to the existing village. The site is well contained by development on three sides.</p>

	The contribution, positive or negative, that the site could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	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 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>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. 3.52ha of grade 2 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	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. 3.52ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	✓
	<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 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>
<b>12. Climate Change</b>	<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 154 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 (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>
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<b>SUJ005: Land to the east of Sutton Gate, Sutton St James</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.82ha Potential open space: 0.11ha Development area: 0.71ha Potential no of dwellings: 16
<b>1. Housing</b>	✓
	<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 adjacent to the defined settlement limits of Sutton St James would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓/x
	<p>The nearest playing pitch (off Draw Dyke) and open space (off Bell's Drove) are approx. 340m and 880m the site 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. Sutton St James Village Hall and the nearest health centre are both outside the ideal walking distance.</p> <p>It is anticipated that the increase in population - approximately 35 people (2.2 occupants in each of the 16 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</p>

	<p>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><b>3. Transport</b></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.780m 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>In order to provide an acceptable access to the site, Sutton Gate would require improvement.</p> <p>The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.</p>
<p><b>4. Socially Inclusive Communities</b></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</p>

	<p>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>Suj005 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>
<b>5. Education</b>	<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"> <li>• Sutton St James Community Primary School is around 800m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">0</p> <p>The site appears to be relatively free of environmental constraints, although care should be taken to avoid any adverse harm to vegetation adjacent to the site's boundaries. 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>
<b>7. Heritage</b>	<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.
<b>8. Landscape and Townscape</b>	<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 existing village and is relatively well contained being bordered by residential properties to the north, the village's playing pitch to the east and Sutton Gate 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 0.82ha of grade 2 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	✓

	<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. 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>
<b>12. Climate Change</b>	<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 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 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.</p>

	<p>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>
<b>13. Economy and Employment</b>	<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 (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>

<b>SUJ010: Land off Bette Camplings Close, Sutton St James</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.27ha Potential open space: 0.04ha Development area: 0.23ha            Potential no of dwellings: 4</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>The nearest playing pitch (off Draw Dyke) and open space (off Bell's Drove) are approx. 260m and 720m from the site 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. Sutton St James Village Hall and the nearest health centre are both outside the ideal walking distance.</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>It is anticipated that the increase in population - approximately 9 people (2.2 occupants in each of the 4 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>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><b>3. Transport</b></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. 610m 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><b>4. Socially Inclusive Communities</b></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</p>



	<p>lower bills for residents.</p> <p>Suj010 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>
<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 4 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Sutton St James Community Primary School is around 630m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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>

	The contribution, positive or negative, that it could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	<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>Sewers 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 land a large part of which is previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 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>
<b>11. Flood Risk</b>	<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. 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, redevelopment of previously developed land 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>
<b>12. Climate Change</b>	<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. However, the anticipated increase in 9 people may only generate a limited number of new car journeys and associated 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>
<b>13. Economy and</b>	x

<b>Employment</b>	<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 (9 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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## Minor Service Centres: Tydd St Mary

<b>TYD005: Tysdale Manor, Common Way, Tydd St Mary</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 0.58ha Potential open space: 0.08ha Development area: 0.50ha  Potential no of dwellings: 2</p>

<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">✓/x</p> <p>Tydd St Mary's Community Playing field is approx. 260m 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 in close proximity to National Cycle Network Route 1 which would provide recreational opportunities for 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>It is anticipated that the increase in population - approximately 4 people (2.2 occupants in each of the 2 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>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>
<b>3. Transport</b>	<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. 140m from Tydd St Mary Village Stores on Common Way). 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 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. The nearest bus stops approx. 160m from the site on Common Way, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>Tyd005 is outside the ideal walking distance of many of the area's services and facilities 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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 2 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary school is:</p> <ul style="list-style-type: none"> <li>• Tydd St Mary Church of England Primary School is around 280m from the site</li> </ul> <p>However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely</p>

	<p>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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site could have an adverse impact on mature trees along the north-western boundary 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 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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>The site is located within the Tydd St Mary Conservation Area and so development of the site may have an adverse impact on heritage assets. However it is likely that any adverse impacts could be prevented by careful design and layout.</p>
<b>8. Landscape and Townscape</b>	<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 within the village's existing built-up area and is surrounded by development on three sides – Frontage residential development to the east and west and Common Way to the south. If the trees adjacent to the site were to be retained it would have a positive impact on protecting the quality 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>The site is not agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 0.58ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 depths of no hazard and 0m-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. 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 Tydd St Mary 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</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.</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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Many 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. 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 the county average. However, the anticipated increase in 4 people may only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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>

	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).
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**TYD008: Land to the south of Church Way, Tydd St Mary**

<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.82ha Potential open space: 0.25ha Development area: 1.57ha Potential no of dwellings: 36
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<b>1. Housing</b>	✓
	<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>

<b>2. Health and Well-being</b>	✓/x
	<p>Tydd St Mary's Community Playing field is approx. 150m 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 in close proximity to National Cycle Network Route 1 which would provide recreational opportunities for 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>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 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>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 potential number of dwellings about 0.25ha 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</p>

	other developments elsewhere in the settlement could have a negative impact on physical and mental health.
<b>3. Transport</b>	<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. 150m from Tydd St Mary Village Stores on Common Way). 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 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. The nearest bus stops approx. 180m from the site on Common Way, within the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	<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>Tyd008 is outside the ideal walking distance of many of the area's services and facilities 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</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>
<b>5. Education</b>	<p style="text-align: center;">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 7 secondary pupils. Primary aged pupils are most likely to go to:</p> <ul style="list-style-type: none"> <li>• Tydd St Mary Church of England Primary School is around 310m from the site</li> </ul> <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>Tydd St Mary as well as nearby Long Sutton and Sutton Bridge currently have a lack of capacity at primary level. Furthermore, at secondary level there is a lack of capacity across South Holland and the scope to expand secondary school sites is generally limited. 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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site could have an adverse impact on mature trees and vegetation 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. 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>
<b>7. Heritage</b>	<p style="text-align: center;">x</p> <p>Development of the site would have an adverse impact on the Tydd St Mary Conservation Area. The site is a large grassed area bounded by well managed hedges and adjoins the Conservation Area. It contributes positively to the character of this part of the village and the Conservation Area. Its development would enclose the open nature of this part of the historic part of the village and change the character of the Conservation Area.</p>
<b>8. Landscape and</b>	<p style="text-align: center;">x</p>

<b>Townscape</b>	<p>Development of the site would have an adverse impact on the character and appearance of the area. It is a large grassed area bounded by well managed hedges and adjoins the Tydd St Mary Conservation Area. It contributes positively to the character of this part of the village and the Conservation Area. Its development would enclose the open nature of this part of the historic part of the village and change the character of the Conservation Area.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>The site is not agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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. 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 Tydd St Mary. 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.</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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Many 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 the county average. It is likely that the anticipated increase in 79 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>

	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.
<b>13. Economy and Employment</b>	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. 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 (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 does not worsen and is detrimental to the economy.</p>

## Minor Service Centres: Weston

<b>WSN004: Land to the east of Small Drove, Weston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 2.83ha Potential open space: 0.40ha Development area: 2.43ha  Potential no of dwellings: 57</p>

<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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>Furthermore, housing sites adjacent to defined settlement limits – such as Wsn004 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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 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) and leisure centre/playing pitches are both outside the ideal 1km walk. However, Weston Village Hall and the closest amenity open space (off Small Drove/Wimberley Close) are within the ideal walking distances being approx. 500m and 550m from the site respectively.</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 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 0.40ha 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. 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>
<b>3. Transport</b>	<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. 110m 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. 250m 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><b>4. Socially Inclusive Communities</b></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 market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents.</p> <p>Wsn004 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. 3.6km 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><b>5. Education</b></p>	<p style="text-align: center;">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 school is:</p> <ul style="list-style-type: none"> <li>• Weston St Mary's Church of England Primary School is around 430m from the site</li> </ul> <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>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<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>
<p><b>7. Heritage</b></p>	<p style="text-align: center;">?</p> <p>Built heritage assets (including Historic Parks and Gardens) - The site is located due east of a site of significant heritage value that includes a scheduled ancient monument, the Church which is a Grade I listed building and a number of grade II listed structures in the churchyard. The site is presently an open field beyond which is the A151 bypass. Historic England have expressed the view that the development of the site may impact on the traditional setting of the Church and churchyard. Further investigation is needed.</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><b>8. Landscape and Townscape</b></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. 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</p>

	<p>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>
<b>9. Air, Soil and Water Resources</b>	<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 has an appropriate water supply.</p> <p>The proposal would lead to the permanent loss of approx. 2.83ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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>
<b>11. Flood Risk</b>	<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 '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</p>

	<p>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, making 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 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Many 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 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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. Springfield 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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<b>WSN006: Land to the south of Small Drove, Weston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.62ha Potential open space: 0.09ha Development area: 0.53ha            Potential no of dwellings: 12</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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>Furthermore, housing sites adjacent to defined settlement limits – such as Wsn006 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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 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) and leisure centre/playing pitches are both outside the ideal 1km walk. However, the closest amenity open space (off Small Drove/Wimberley Close) and Weston Village Hall are within the ideal walking distances being approx. 330m and 390m from the site respectively.</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 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 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 Weston 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>
<b>3. Transport</b>	<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 within the ideal 7km distance to a big supermarket being around 5.6km 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. 790m 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 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 may be highways issues in that the site is accessed from Small Drove – a road which is narrow and unsuitable for the traffic that development of the site would generate. This site could be developed in conjunction with Wsn015 which would potentially enable improved access to the site via this section of Small Drove from Broadgate.</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 from the site on High Road, at the upper end of the ideal 400m walking distance. Buses run to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday).</p>
<b>4. Socially Inclusive Communities</b>	<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</p>

	<p>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>Wsn006 is outside the ideal walking distance of many of the 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. 3.4km 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><b>5. Education</b></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"> <li>• Weston St Mary's Church of England Primary School is around 470m from the site</li> <li>• Sir John Gleed School is approx. 4.7km away</li> </ul> <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 resident's, particularly young people.</p>
<p><b>6. Biodiversity, Geodiversity and Green</b></p>	<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>

<b>Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. The site is opposite residential development on Small Drove and would blend in with the rest of the settlement if developed.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>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. 0.62ha of grade 1 agricultural land.</p>
<b>10. Sustainable use</b>	<p style="text-align: center;">x</p>



<p><b>of Land and Waste</b></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. 0.62ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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. 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, 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>

<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Some 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 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 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>
<b>13. Economy and Employment</b>	<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 26 people within the ideal 7km drive of employment opportunities in Spalding (e.g. Springfield 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 (26 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>

<b>WSN007: Land to the east of Pinfold Lane, Weston</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 3.29ha Potential open space: 0.46ha Development area: 2.83ha Potential no of dwellings: 66
<b>1. Housing</b>	✓

	<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>Furthermore, housing sites adjacent to defined settlement limits – such as Wsn007 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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. 600m from the site.</p> <p>It is anticipated that the increase in population - approximately 145 people (2.2 occupants in each of the 66 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 0.46ha 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. 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>
<b>3. Transport</b>	<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 6.2km from the Morrisons store in Pinchbeck (Wardentree Lane) – even so 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. Furthermore, there is currently no suitable access to the site. Access would likely be via Pinfold Lane which is narrow and unsuitable for the traffic that development would generate. It also does not extend the entire way to the site.</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 outside the ideal 400m walking distance on High Road approx. 500m away. Buses run to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></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>Wsn007 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. 3.5km 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>

<b>5. Education</b>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 66 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"> <li>• Weston St Mary's Church of England Primary School is around 900m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<p style="text-align: center;">xx</p> <p>Built heritage assets (including Historic Parks and Gardens) - The site is located to the rear of a site of significant heritage value that includes a scheduled ancient monument, the Church which is a Grade I listed building and a number of grade II listed structures in the churchyard. The site is presently an open field beyond which is the A151 bypass.</p> <p>The development of the site would impact on the traditional setting of the Church and churchyard.</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>
<b>8. Landscape and</b>	<p style="text-align: center;">✓</p>

<b>Townscape</b>	<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 the existing built-up area and is well contained by residential properties to the south-east and the A151 to the north. Additionally, the site is well screened by trees along the northern boundary and so 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>
<b>9. Air, Soil and Water Resources</b>	<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 has an appropriate water supply.</p> <p>The proposal would lead to the permanent loss of approx. 3.29ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 3.29ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 danger for most with areas of low and no hazard in terms of flood hazard; and with flood depths between 0m-1.0m and 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>

	In this instance, it appears that there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.
<b>12. Climate Change</b>	✓/x
	<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 145 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>
<b>13. Economy and Employment</b>	✓/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. 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 145 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 (145 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>

<b>WSN010: Land to the east of Beggars Bush Lane, Weston</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 3.17ha Potential open space: 0.44ha Development area: 2.73ha Potential no of dwellings: 63
<b>1. Housing</b>	✓

	<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>Furthermore, housing sites adjacent to defined settlement limits – such as Wsn010 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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), amenity open space (off Small Drove/Wimberley Close), leisure centre/playing pitches and Weston Village Hall are all outside the ideal walking distances.</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 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 0.44ha 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 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>
<b>3. Transport</b>	<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 within the ideal 7km distance to a big supermarket being around 4.8km from the Sainsburys store in Spalding (Holland Market) -- the car/van is likely to be the preferred mode of transport for this purpose. However it is outside the ideal 1km walk of the nearest local shop (Weston Village Store). 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,</p>



	<p>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 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. It is likely that access to the site would need to be gained from the A151 which may present highways problems.</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 from the site on High Road, at the upper end of 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><b>4. Socially Inclusive Communities</b></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 market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents.</p> <p>Wsn010 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. 2.5km 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><b>5. Education</b></p>	<p style="text-align: center;">✓/x</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"> <li>• Weston St Mary's Church of England Primary School is around 1.4km from the site</li> <li>• Sir John Gleed School is approx. 3.9km away.</li> </ul> <p>The site is also within the ideal walking distance to a post 18 education provider with Boston College (Spalding Campus) being approx. 4.4km away at the Red Lion Quarter.</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>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<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>
<p><b>7. Heritage</b></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>
<p><b>8. Landscape and Townscape</b></p>	<p style="text-align: center;">x</p> <p>Development of the site would be likely to have an adverse impact on the character and appearance of the area as it would extend the village up to the highway and residential development in this part of Weston is predominantly limited to frontage development. Development of this scale would be highly visible from High Road.</p>

	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	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>The proposal would lead to the permanent loss of approx. 3.17ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	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. 3.17ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	✓/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 a mix of Flood Zone 3a, 2 and 1; 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 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</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 Weston 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>
<b>12. Climate Change</b>	<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 139 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 139 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 (139 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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<b>WSN011: Land to the east of Pinfold Lane, Weston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.91ha Potential open space: 0.13ha Development area: 0.78ha            Potential no of dwellings: 18</p>
<b>1. Housing</b>	✓
	<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>Furthermore, housing sites adjacent to defined settlement limits – such as Wsn011 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓/x
	<p>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 nearest health centre (Moulton Medical Centre) and leisure centre/playing pitches are both outside the ideal 1km walk. However, the closest amenity open space (off Small Drove/Wimberley Close) and Weston Village Hall are within the ideal walking distances being approx. 350m and 580m from the site respectively.</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, 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 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 Weston 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>
<b>3. Transport</b>	<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 within the ideal 7km distance to a big supermarket being around 5.6km 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. 610m 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 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, access to the site may need to be improved as Pinfold Lane is narrow and likely to be unsuitable for the traffic that development would generate.</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. 220m 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>
<b>4. Socially Inclusive Communities</b>	<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 market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for</p>

	<p>residents.</p> <p>Wsn011 is outside the ideal walking distance of many of the 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. 3.3km 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><b>5. Education</b></p>	<p style="text-align: right;">✓/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"> <li>• Weston St Mary's Church of England Primary School is around 470m from the site</li> <li>• Sir John Gleed School is approx. 4.7km away</li> </ul> <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 resident's, particularly young people.</p>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<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.
<b>7. Heritage</b>	<p style="text-align: center;">0</p> <p>Built heritage assets (including Historic Parks and Gardens) - The site is near to Oakleigh Farmhouse and barn, both of which are listed grade II. The farmstead has long since lost its historic setting. The barn is separated from the farmhouse with its own curtilage and modern development flanks both buildings. The impact on the heritage assets at this location is minor.</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>
<b>8. Landscape and Townscape</b>	<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. Additionally, the site is well screened by trees along High Road and so 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>
<b>9. Air, Soil and Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 0.91ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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>
<b>11. Flood Risk</b>	<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 3a and 2 with a small area of Flood Zone 1; and is identified within the SFRA as 'no/low hazard' in terms of flood hazard and flood depths of no hazard and 0m-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. 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, 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Some local facilities and services are outside the ideal walking distances from the site. As identified in Objective 3 and Objective 4, travel to</p>

	<p>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 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>
<b>13. Economy and Employment</b>	✓/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. 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 40 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 (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>

<b>WSN012: Land to the north-west of Broadgate, Weston</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.12ha Potential open space: 0.16ha Development area: 0.96ha Potential no of dwellings: 22
<b>1. Housing</b>	✓

	<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>Furthermore, housing sites adjacent to defined settlement limits – such as Wsn012 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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), amenity open space (off Small Drove/Wimberley Close), leisure centre/playing pitches and Weston Village Hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 48 people (2.2 occupants in each of the 22 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 0.16ha 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>
<b>3. Transport</b>	<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 within the ideal 7km distance to a big supermarket being around 5.2km from the Sainsburys store in Spalding (Holland Market) -- the car/van is likely to be the preferred mode of transport for this purpose. However it is outside the ideal 1km walk of the nearest local shop (Weston Village Store). 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,</p>

	<p>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 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 outside the ideal 400m walking distance. Buses run along High Road through Weston to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></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>Wsn012 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 potential employment opportunities are located approx. 2.9km 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><b>5. Education</b></p>	<p style="text-align: right;">✓/x</p>

	<p>The development would be likely to accommodate 22 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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Weston St Mary's Church of England Primary School is around 1.2km from the site</li> <li>• Sir John Glead School is approx. 4.4km away.</li> </ul> <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 resident's, particularly young people.</p>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 the existing built-up area and is surrounded by development. The site could be developed in conjunction with Wsn021 to create a larger scale development.</p>

	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	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 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>The proposal would lead to the permanent loss of approx. 1.12ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	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. 1.12ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	✓/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 Flood Zone 3a with small parts of Flood Zones 2 and 1; 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 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</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 Weston 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>
<b>12. Climate Change</b>	<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 48 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 48 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 (48 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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<b>WSN015: Land to the south of Small Drove, Weston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 1.93ha Potential open space: 0.27ha Development area: 1.66ha            Potential no of dwellings: 39</p>
<b>1. Housing</b>	✓
	<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>Furthermore, housing sites adjacent to defined settlement limits – such as Wsn015 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓/x
	<p>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 nearest health centre (Moulton Medical Centre) and leisure centre/playing pitches are both outside the ideal 1km walk. However, the closest amenity open space (off Small Drove/Wimberley Close) and Weston Village Hall and are within the ideal walking distances being approx. 370m and 430m from the site respectively.</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 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 0.27ha 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>
<b>3. Transport</b>	<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 within the ideal 7km distance to a big supermarket being around 5.6km 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. 840m 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 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 may be highways issues in that the site is accessed from Small Drove – a road which is narrow and unsuitable for the traffic that development of the site would generate. Improved access would be required to the site via this section of Small Drove from Broadgate.</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. 410m from the site on High Road, just outside the ideal 400m walking distance. Buses run to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday).</p>
<b>4. Socially Inclusive Communities</b>	<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>Wsn015 is outside the ideal walking distance of many of the 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. 3.4km 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><b>5. Education</b></p>	<p style="text-align: right;">✓/x</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 primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Weston St Mary's Church of England Primary School is around 520m from the site</li> <li>• Sir John Gleed School is approx. 4.7km away</li> </ul> <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 resident's, particularly young people.</p>
<p><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<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.
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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. The site is opposite residential development on Small Drove and would blend in with the rest of the settlement if developed.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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. 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. 1.93ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 1.93ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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, 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</p>

	<p>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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Many 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 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 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>
<b>13. Economy and Employment</b>	<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 86 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 (86 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>

<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.23ha Potential open space: 0.17ha Development area: 1.06ha Potential no of dwellings: 25
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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>Furthermore, housing sites adjacent to defined settlement limits – such as Wsn021 – would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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. 780m from the site.</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, 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 0.17ha 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 other developments elsewhere in the settlement could have a negative impact on physical and mental health.</p>
<b>3. Transport</b>	<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 within the ideal 7km distance to a big supermarket being around 4.9km from the Sainsburys store in Spalding (Holland Market) – the car/van is likely to be the preferred mode of transport for this purpose. However it is outside the ideal 1km walk of the nearest local shop (Weston Village Store). 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 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 bus stop is approx. 150m 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><b>4. Socially Inclusive Communities</b></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 market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents.</p> <p>Wsn021 is outside the ideal walking distance of many of the 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. 2.6km 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>

<b>5. Education</b>	<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"> <li>• Weston St Mary's Church of England Primary School is around 1.1km from the site</li> <li>• Sir John Gleed School is approx. 4km away.</li> </ul> <p>The site is also 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.</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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 the existing built-up area and is surrounded by development. The site could be developed in conjunction with Wsn012 to create a larger</p>



	<p>scale development.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p><b>9. Air, Soil and Water Resources</b></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 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>The proposal would lead to the permanent loss of approx. 1.23ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 1.23ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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. 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</p>

	<p>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, 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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Some 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 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 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 55 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 (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>
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**WSN023: Land to the south of A151 Weston Bypass off Pinfold Lane, Weston**

<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 0.69ha Potential open space: 0.10ha Development area: 0.59ha  Potential no of dwellings: 14</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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 outside defined settlement limits – such as Wsn023 – would, in general, be contrary to the principles of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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. 510m from the site.</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, Weston 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 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 Weston 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 A151 High Road which may have an adverse impact on the amenities that would be enjoyed by new dwellings. Structural landscaping such as trees of mixed provenance may be required 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><b>3. Transport</b></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 5.7km 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. 770m 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. Furthermore, there is currently no suitable access to the site. Access would likely be via Pinfold Lane which is narrow and unsuitable for the traffic that development would generate. It also does not extend the entire way to the site.</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 away on High Road, just 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><b>4. Socially Inclusive Communities</b></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</p>

	<p>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>Wsn023 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. 3.4km 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>
<b>5. Education</b>	<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 school is:</p> <ul style="list-style-type: none"> <li>• Weston St Mary's Church of England Primary School is around 810m from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green</b>	<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>

<b>Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">x</p> <p>Development of the site would be likely to have an adverse impact on the character and appearance of the area. It is detached from the existing built-up area and its development would create an incongruous group of dwellings in this location, although it is well screened by trees along the northern boundary meaning that there will be little visual impact when viewed from the bypass. However, if this site were to be developed in conjunction with Wsn007 and Wsn011 – which are adjacent to the existing built-up area - and other adjoining land, adverse effects could be minimised.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 0.69ha of grade 1 agricultural land.</p>
<b>10. Sustainable use</b>	<p style="text-align: center;">✓/x</p>

<p><b>of Land and Waste</b></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. 0.69ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;"><b>x</b></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' low hazard and danger for most in terms of flood hazard, with flood depths between '0m-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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<p><b>12. Climate Change</b></p>	<p style="text-align: center;"><b>✓/x</b></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 31 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><b>13. Economy and Employment</b></p>	<p style="text-align: center;"><b>✓/x</b></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 31 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 (31 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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<b>WSN024: Land to the south of A151 Weston Bypass off Pinfold Lane, Weston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 0.56ha Potential open space: 0.08ha Development area: 0.48ha            Potential no of dwellings: 11</p>
<b>1. Housing</b>	<p style="text-align: center;">✓</p> <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 outside defined settlement limits – such as Wsn024 – would, in general, be contrary to the principles of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<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. 470m 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 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 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 Weston 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 A151 High Road which may have an adverse impact on the amenities that would be enjoyed by new dwellings at the north-western part of the site. Structural landscaping such as trees of mixed provenance may be required 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>
<b>3. Transport</b>	<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 5.6km 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. 760m 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. Furthermore, there is currently no suitable access to the site. Access would likely be via Pinfold Lane which is narrow and potentially unsuitable for the traffic that development would generate. It also does not extend the entire way to the site.</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. 380m away on High Road, just 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>
<b>4. Socially Inclusive Communities</b>	<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 market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and</p>

	<p>lower bills for residents.</p> <p>Wsn024 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. 3.3km 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>
<b>5. Education</b>	<p style="text-align: right;">✓/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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Weston St Mary's Church of England Primary School is around 780m from the site</li> <li>• Sir John Gleed School is approx. 4.8km away.</li> </ul> <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 resident's, particularly young people.</p>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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.
<b>7. Heritage</b>	0
	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site.
	Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
<b>8. Landscape and Townscape</b>	x
	Development of the site would be likely to have an adverse impact on the character and appearance of the area. It is detached from the existing built-up area and its development would create an incongruous group of dwellings in this location, although it is well screened by trees along the northern boundary meaning that there will be little visual impact when viewed from the bypass. However, if this site were to be developed in conjunction with Wsn003 and Wsn011 – which are adjacent to the existing built-up area - and other adjoining land, adverse effects could be minimised.
	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	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 Weston 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.
	The proposal would lead to the permanent loss of approx. 0.56ha of grade 1 agricultural land.
<b>10. Sustainable use</b>	x

<p><b>of Land and Waste</b></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. 0.56ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></p>	<p style="text-align: center;"><b>x</b></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/most’ and no/low hazard in terms of flood hazard; and flood depths between 0m-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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<p><b>12. Climate Change</b></p>	<p style="text-align: center;"><b>✓/x</b></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 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 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><b>13. Economy and Employment</b></p>	<p style="text-align: center;"><b>✓/x</b></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 24 people within the ideal 7km drive of employment opportunities in Spalding (e.g. Springfields Retail Outlet) and</p>

	<p>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 (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>
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<b>WSN025: Land to the south of A151 Weston Bypass, Weston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 4.17ha Potential open space: 0.58ha Development area: 3.59ha            Potential no of dwellings: 83</p>
<b>1. Housing</b>	✓
	<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 – such as Wsn007 – would, in general, be contrary to the principles of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	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), amenity open space (off Small Drove/Wimberley Close), leisure centre/playing pitches and Weston Village Hall are all 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, 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 0.58ha 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</p>

	<p>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. 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><b>3. Transport</b></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 5.2km from the Sainsburys store in Spalding (Holland Market) -- the car/van is likely to be the preferred mode of transport for this purpose. However it is outside the ideal 1km walk of the nearest local shop (Weston Village Store). 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 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. It is likely that access to the site would need to be gained from the A151 which may present highways problems.</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 outside the ideal 400m walking distance. Buses run along High Road in Weston to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday).</p>
<p><b>4. Socially Inclusive Communities</b></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</p>

	<p>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>Wsn025 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 potential employment opportunities are located approx. 3km 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>
<b>5. Education</b>	<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"> <li>• Weston St Mary's Church of England Primary School is around 2.1km from the site</li> <li>• Sir John Gleed School is approx. 4.3km away.</li> </ul> <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 resident's, particularly young people.</p>
<b>6. Biodiversity, Geodiversity and Green</b>	<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 south-west 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</p>

<b>Infrastructure</b>	<p>positive biodiversity impact by retaining these trees and maximising opportunities for enhancement and mitigation. These trees may also act as a buffer between the site and the adjacent Baytree Garden Centre.</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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<p style="text-align: center;">✓</p> <p>Development of the site could have an adverse impact on the character and appearance of the area as it is not particularly well related to the existing built-up area. However the site is well screened by trees along the north-western boundary and so 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>
<b>9. Air, Soil and Water Resources</b>	<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 has an appropriate water supply.</p>



	The proposal would lead to the permanent loss of approx. 4.17ha of grade 1 agricultural land.
<b>10. Sustainable use of Land and Waste</b>	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. 4.17ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	xx
	<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' with areas of danger for all an danger for some in terms of flood hazard, and with flood depths between '0m-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 deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.</p>
<b>12. Climate Change</b>	✓/x
	<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 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 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>

<b>13. Economy and Employment</b>	<b>✓/x</b>
	<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 183 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 (183 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>

<b>WSN030: Land to the south of High Road, Weston</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:            Total site area: 1.54ha Potential open space: 0.22ha Development area: 1.32ha            Potential no of dwellings: 31</p>
<b>1. Housing</b>	<b>✓</b>
	<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>Furthermore, housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	<b>x</b>
	<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), amenity open space (off Small Drove/Wimberley Close), leisure centre/playing pitches and Weston Village Hall are all outside the ideal walking distances.</p> <p>It is anticipated that the increase in population - approximately 68 people (2.2 occupants in each of the 31 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</p>

	<p>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 0.22ha 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><b>3. Transport</b></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 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 4.8km from the Sainsburys store in Spalding (Holland Market) – the car/van is likely to be the preferred mode of transport for this purpose. However it is outside the ideal 1km walk of the nearest local shop (Weston Village Store). 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 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>Buses run along High Road through Weston to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). The nearest buses stop approx. 260m away, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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</p>

	<p>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>Wsn030 is outside the ideal walking distance of many of the areas 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. 2.4km 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><b>5. Education</b></p>	<p style="text-align: right;">✓/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 and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Weston St Mary's Church of England Primary School is around 1.3km from the site</li> <li>• Sir John Gleed School is approx. 4km away.</li> </ul> <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 resident's, particularly young people.</p>
<p><b>6. Biodiversity, Geodiversity and</b></p>	<p style="text-align: right;">✓/x</p> <p>Development of the site may have an adverse impact on mature trees along the south-western boundary. To determine the value of</p>

<b>Green Infrastructure</b>	<p>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 the existing built-up area and is surrounded by development which forms strong physical boundaries. The site could be developed in conjunction with Wsn021 to create a larger scale development.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 has an appropriate water supply.</p> <p>The proposal would lead to the permanent loss of approx. 1.54ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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>
<b>11. Flood Risk</b>	<p style="text-align: center;"><b>x</b></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 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 flood depths between 0m-1.0m with areas of no depth and above 2m. 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<p style="text-align: center;"><b>✓/x</b></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 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 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>
<b>13. Economy and Employment</b>	<p style="text-align: center;"><b>✓/x</b></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 68 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>

	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.
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**WSN033: Land to the south of High Road, Weston**

<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.13ha Potential open space: 0.16ha Development area: 0.97ha Potential no of dwellings: 23
<b>1. Housing</b>	✓
	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 would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	x
	The majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre (Moulton Medical Centre), amenity open space (off Small Drove/Wimberley Close), leisure centre/playing pitches and Weston Village Hall are all outside the ideal walking distances.  It is anticipated that the increase in population - approximately 51 people (2.2 occupants in each of the 23 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, 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 potential number of dwellings about 0.16ha of open space should be provided, which given the size of the site may be provided on site in order to accommodate future residents.  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.

<b>3. Transport</b>	<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 (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 4.9km from the Sainsburys store in Spalding (Holland Market) – the car/van is likely to be the preferred mode of transport for this purpose. However it is outside the ideal 1km walk of the nearest local shop (Weston Village Store). 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 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>Buses run along High Road through Weston to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). The nearest buses stop approx. 240m away, within the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	<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>Wsn033 is outside the ideal walking distance of many of the areas 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. 2.5km away at Springfields Retail Outlet in Spalding, although it is outside the ideal 1km walking</p>



	<p>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>
<b>5. Education</b>	<p style="text-align: center;">✓/x</p> <p>The development would be likely to accommodate 23 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 4 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Weston St Mary's Church of England Primary School is around 1.2km from the site</li> <li>• Sir John Gleed School is approx. 4km away.</li> </ul> <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 resident's, particularly young people.</p>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 the existing built-up area and is surrounded by development which forms strong physical boundaries. The site could be developed in</p>

	<p>conjunction with Wsn021 to create a larger scale development.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 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>The proposal would lead to the permanent loss of approx. 1.13ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.13ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 in terms of flood hazard, and with flood depths 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</p>

	<p>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; 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>
<b>12. Climate Change</b>	<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 51 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>
<b>13. Economy and Employment</b>	<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</p>

	<p>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 51 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 (51 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

<b>WHA008: Land to the east of Kirkgate, Whaplode</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.2ha Potential open space: 0.03ha Development area: 0.17ha Potential no of dwellings: 4
<b>1. Housing</b>	✓
	<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 within defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓/x
	<p>The site is approx. 130m from Whaplode Village Hall and the playground and open space off Church Gate is around 250m 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>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>It is anticipated that the increase in population - approximately 9 people (2.2 occupants in each of the 4 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>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 employment uses on Whaplode Industrial Estate which may have an adverse impact on the amenities that would be enjoyed by new dwellings. 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>
<b>3. Transport</b>	✓
	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

	<p>average of 82% and 42.1% respectively.</p> <p>The site is within the ideal 7km distance to a big supermarket being around 3.9km from the Tesco store in Holbeach (Boston Road South) – the car/van is likely to be the preferred mode of transport for this purpose. The site is also within the ideal 1km walk of the nearest local shop (approx. 470m 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 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 through Whaplode to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). The nearest bus stop is approx. 300m from the site on High Road, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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>As discussed in Objective 13, the nearest potential employment opportunities at the Fleet Road Industrial Estate (5.1km) 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><b>5. Education</b></p>	<p style="text-align: center;">✓</p>

	<p>The development would be likely to accommodate 4 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The education facilities are:</p> <ul style="list-style-type: none"> <li>• Whaplode Church of England Primary School is around 610m from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are approx. 4.4km away.</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 within Whaplode's existing built-up area and its development would fill in a gap in an otherwise built up frontage along Kirk Gate.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and</b>	<p style="text-align: center;">x</p>

<b>Water Resources</b>	<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>However this site would secure the redevelopment of 0.2ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.2ha 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>
<b>11. Flood Risk</b>	<p style="text-align: center;">✓</p> <p>This site is within Environment Agency Flood Zones 2, 1 and 3a (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</p>



	<p>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>
<b>12. Climate Change</b>	<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. However it is likely that the anticipated increase in 9 people would only generate a limited number of new car journeys and associated 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>
<b>13. Economy and Employment</b>	<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 9 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>

<b>WHA009: Land to the north of Abbots Garden, Whaplode</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 2.47ha Potential open space: 0.35ha Development area: 2.12ha Potential no of dwellings: 49
<b>1. Housing</b>	✓
	<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>
<b>2. Health and Well-being</b>	x
	<p>The site is approx. 630m 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.</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.</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 0.35ha 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 employment uses on Whaplode Industrial Estate which may have an adverse impact on the amenities that would be enjoyed by new dwellings. 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>
<b>3. Transport</b>	✓

	<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. 830m 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. 300m from the site on High Road, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></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.
<b>5. Education</b>	x
	<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"> <li>Whaplode Church of England Primary School is around 1.1km from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	√/x
	<p>Development of the site may have an adverse impact on mature trees along the northern and southern boundaries of the site. Its development would likely necessitate the removal of some of these trees to create a suitable access to 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>
<b>7. Heritage</b>	0
	<p>Built heritage assets (including Historic Parks and Gardens) - The site is within sight of the churchyard to the Church of St Mary, a Grade I listed building. Within the churchyard there is a Cross which is a scheduled ancient monument. An industrial site sits between the site and the churchyard. The open view that was historically part of the setting of the church and churchyard is therefore already undermined. The impact on the heritage assets at this location is minor.</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>
<b>8. Landscape and Townscape</b>	<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 between residential development on Abbots Gardens and St Mary's Gardens.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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>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. 2.47ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 2.47ha of greenfield land.</p>

	This site is not within a Mineral Safeguarding Area.
<b>11. Flood Risk</b>	✓
	<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. 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>
<b>12. Climate Change</b>	✓/x
	<p>Some of the areas facilities and services necessary for health and wellbeing 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 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,</p>

	<p>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>
<b>13. Economy and Employment</b>	<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 108 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 (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 the impact on the local road network does not worsen and is detrimental to the economy.</p>

<b>WHA010: Land to the north of Cob Gate, Whaplode</b>	
<b>Sustainability Objective</b>	<p>Indicative development scenario:  Total site area: 2.68ha Potential open space: 0.38ha Development area: 2.3ha  Potential no of dwellings: 64</p>
<b>1. Housing</b>	<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>
<b>2. Health and Well-being</b>	<p style="text-align: center;">x</p> <p>The site is approx. 610m from the playground and open space off Church Gate. However, the majority of facilities and services that</p>

	<p>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.</p> <p>It is anticipated that the increase in population - approximately 141 people (2.2 occupants in each of the 64 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 0.38ha 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>
<b>3. Transport</b>	<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 4.7km 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 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 there are no bus stops within the ideal 400m walking distance.</p>
<b>4. Socially</b>	<p style="text-align: center;">✓/x</p>



<p><b>Inclusive Communities</b></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 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 (5.9km) 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><b>5. Education</b></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"> <li>• Whaplode Church of England Primary School is around 1.3km from the site</li> </ul> <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>

<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site may have an adverse impact on any wildlife and habitats within the drainage channel along the western 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>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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 Whaplode's existing built-up area and relates relatively well to the existing village - it is located behind some recently developed houses on Cobgate and adjoins Abbots Gardens.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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</p>

	<p>new housing has an appropriate water supply.</p> <p>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. 2.68ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 2.68ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 3a and 1 with a small area in Flood Zone 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 Whaplode for the plan period, and other benefits including 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</p>

	<p>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>
<b>12. Climate Change</b>	<p style="text-align: center;">✓/x</p> <p>Some of the areas facilities and services necessary for health and wellbeing 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 141 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>
<b>13. Economy and Employment</b>	<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 141 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 (141 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>

<b>WHA023: Land to the east of Church Gate, Whaplode</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.79ha Potential open space: 0.11ha Development area: 0.68ha Potential no of dwellings: 20
<b>1. Housing</b>	✓
	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 within defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x
	The site is approx. 90m from the playground and open space off Church Gate and around 190m from Whaplode Village Hall. 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.  It is anticipated that the increase in population - approximately 44 people (2.2 occupants in each of the 20 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 0.11ha 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.  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.
<b>3. Transport</b>	✓/x
	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>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 site is also within the ideal 1km walk of the nearest local shop (approx. 630m 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 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 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><b>4. Socially Inclusive Communities</b></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><b>5. Education</b></p>	<p style="text-align: center;">✓</p>

	<p>The development would be likely to accommodate 20 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 education facilities are:</p> <ul style="list-style-type: none"> <li>• Whaplode Church of England Primary School is around 770m from the site</li> <li>• 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</li> </ul> <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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: center;">✓/x</p> <p>Development of the site would likely have an adverse impact on a number of mature trees within 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>Furthermore, the Whaplode Tree Preservation Order No. 6 protects trees on the northern boundary of the former farm yard. 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>
<p><b>7. Heritage</b></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><b>8. Landscape and Townscape</b></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 is located within Whaplode's existing built-up area and the majority is behind frontage development on Church Gate and the village's playground/open space. The site is therefore largely out of public view thereby minimising its visual impacts.</p> <p>Given the site's former commercial use its development could have a positive impact on the townscape of the area although this would</p>

	ultimately depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	<p style="text-align: right;">✓</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>However this site would secure the redevelopment of 0.79ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.79ha 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>
<b>11. Flood Risk</b>	<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</p>



	<p>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>
<b>12. Climate Change</b>	<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 44 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>
<b>13. Economy and Employment</b>	<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 44 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 (44 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>

<b>WHA031: Land to the east of Church Gate, Whaplode</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.74ha Potential open space: 0.10ha Development area: 0.64ha Potential no of dwellings: 20
<b>1. Housing</b>	✓ 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 within defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x The site is approx. 90m from the playground and open space off Church Gate and around 190m from Whaplode Village Hall. 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.  It is anticipated that the increase in population - approximately 44 people (2.2 occupants in each of the 20 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 0.10ha 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.  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.
<b>3. Transport</b>	✓/x 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>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 site is also within the ideal 1km walk of the nearest local shop (approx. 630m 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 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 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><b>4. Socially Inclusive Communities</b></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><b>5. Education</b></p>	<p style="text-align: center;">✓</p>

	<p>The development would be likely to accommodate 20 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 education facilities are:</p> <ul style="list-style-type: none"> <li>• Whaplode Church of England Primary School is around 770m from the site</li> <li>• University Academy Holbeach (with sixth form) and the National Centre for Food Manufacturing (University of Lincoln; providing post-18 education opportunities) are is approx. 4.6km away</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>Development of the site would likely have an adverse impact on a number of mature trees within 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>Furthermore, the Whaplode Tree Preservation Order No. 6 protects trees on the northern boundary of the former farm yard. 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 within Whaplode's existing built-up area and the majority is behind frontage development on Church Gate and the village's playground/open space. The site is therefore largely out of public view thereby minimising its visual impacts.</p> <p>Given the site's former commercial use its development could have a positive impact on the townscape of the area although this would</p>

	ultimately depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	<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 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>However this site would secure the redevelopment of 0.74ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	<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 0.74ha 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>
<b>11. Flood Risk</b>	<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</p>

	<p>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>
<b>12. Climate Change</b>	<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 44 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>
<b>13. Economy and Employment</b>	<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 44 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 (44 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: Wigtoft

WIG001: Jasmine House & Works, Asperton Road, Wigtoft	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.21ha Potential open space: 0.02ha Development area: 0.19ha Potential no of dwellings: 4
<b>1. Housing</b>	✓
	<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 within defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓
	<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. 100m and 190m from the site respectively. However, the nearest health centre is over 1km away.</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>It is anticipated that the increase in population - approximately 9 people (2.2 occupants in each of the 4 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>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>
<b>3. Transport</b>	x
	<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</p>



	<p>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><b>4. Socially Inclusive Communities</b></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>As discussed in Objective 13, the nearest significant potential employment opportunities at Enterprise Park in Sutterton (2.8km) 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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 4 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary school is:</p>

	<ul style="list-style-type: none"> <li>• Fourfields Church of England Primary School is around 2.7km from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>The site is adjacent to Wigtoft's Conservation Area and the Grade I listed Church of St Peter and St Paul. There is therefore the potential for development to have an adverse impact on historic assets although careful design and layout should be able to prevent this.</p>
<b>8. Landscape and Townscape</b>	<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 within Wigtoft's existing built-up area and is therefore already surrounded by development.</p> <p>Furthermore, given the site's current use, development could have a positive impact on townscape, although this would ultimately depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 Wigtoft 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>However this site would secure the redevelopment of 0.21ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.21ha 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><b>11. Flood Risk</b></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 3a (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</p>

	network e.g. through sewer flooding.
<b>12. Climate Change</b>	<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. However it is likely that the anticipated increase in 9 people would only generate a limited number of new car journeys and associated 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 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>
<b>13. Economy and Employment</b>	<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. 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 9 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>

<b>WIG002: Land to east of Asperton Road, Wigtoft</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.32ha Potential open space: 0.03ha Development area: 0.29ha Potential no of dwellings: 6
<b>1. Housing</b>	✓
	Overall the site has the potential to contribute towards the 30 dwellings proposed for Wigtoft 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 Wigtoft and SE Lincolnshire it will have a positive impact on this objective.  Housing sites within defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
<b>2. Health and Well-being</b>	✓/x
	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. 120m and 150m from the site respectively. However, the nearest health centre is over 1km away.  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.  It is anticipated that the increase in population - approximately 13 people (2.2 occupants in each of the 6 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.  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 an employment use on Main Road which could have an adverse impact on the amenities that would be enjoyed by new dwellings. 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.
<b>3. Transport</b>	x
	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.  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

	<p>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><b>4. Socially Inclusive Communities</b></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>As discussed in Objective 13, the nearest significant potential employment opportunities at Enterprise Park in Sutterton (2.7km) 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><b>5. Education</b></p>	<p style="text-align: center;">x</p> <p>The development would be likely to accommodate 6 dwellings. On average, every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 1 primary pupil and 1 secondary pupil. The nearest primary school is:</p>

	<ul style="list-style-type: none"> <li>• Fourfields Church of England Primary School is around 2.7km from the site</li> </ul> <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>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">0</p> <p>The site appears to be relatively 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 adverse 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>
<b>7. Heritage</b>	<p style="text-align: center;">✓/x</p> <p>The site is within Wigtoft's Conservation Area and is in close proximity to the Grade I listed Church of St Peter and St Paul. There is therefore the potential for development to have an adverse impact on historic assets although careful design and layout should be able to prevent this.</p>
<b>8. Landscape and Townscape</b>	<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 within Wigtoft's existing built-up area and is therefore already surrounded by development.</p> <p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<b>9. Air, Soil and Water Resources</b>	<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 Wigtoft 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 would secure the redevelopment of 0.21ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<p><b>10. Sustainable use of Land and Waste</b></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 0.21ha 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><b>11. Flood Risk</b></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, 3a and 2; and is identified within the SFRA as predominantly 'no/low hazard' in terms of flood hazard and flood depth (there is a small area at flood depth of 0m-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. 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</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><b>12. Climate Change</b></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. However it is likely that the anticipated increase in 13 people would only generate a limited number of new car journeys and associated 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 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>
<p><b>13. Economy and Employment</b></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. 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 13 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>

<b>WIG012: Land to north of Main Road, Wigtoft</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.06ha Potential open space: 0.11ha Development area: 0.95ha Potential no of dwellings: 21
<b>1. Housing</b>	✓/x
	<p>Overall, the site has the potential to contribute towards the 30 dwellings proposed for Wigtoft over the plan period. However, this site would provide 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 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>
<b>2. Health and Well-being</b>	✓
	<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. Wigtoft Village Hall and the closest open space and accessible playing pitch (off Asperton Road) are approx. 450m and 490m from the site respectively. However, the nearest health centre is over 1km away.</p> <p>It is anticipated that the increase in population - approximately 46 people (2.2 occupants in each of the 21 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, 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 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>
<b>3. Transport</b>	x
	<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><b>4. Socially Inclusive Communities</b></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>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><b>5. Education</b></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"> <li>• Fourfields Church of England Primary School is around 3km from the site</li> </ul> <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><b>6. Biodiversity, Geodiversity and Green Infrastructure</b></p>	<p style="text-align: right;">✓/x</p> <p>Development of the site could necessitate the loss of mature trees along the southern boundary of the site in order to create a suitable access. However, this could be avoided if an access were created to the east onto Church Road. To determine the value of these trees for wildlife, they should be subject to a quality assessment.</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><b>7. Heritage</b></p>	<p style="text-align: center;">?</p> <p>The site is an open field located at the western end of the village. Its boundary abuts the Conservation Area boundary. The site fronts Main Road, the main thoroughfare in the Conservation Area.</p> <p>Any development proposal should be informed by a Heritage Impact Assessment. The Assessment would need to address the impact of the proposal on the historic townscape and in particular how it would preserve and enhance the character and appearance of the conservation area.</p>
<p><b>8. Landscape and Townscape</b></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. Although its development would extend the existing built-up area of Wigtoft into the countryside, the site has a reasonable relationship with the existing village adjoining Church Road to the east and Main Road to the south.</p>

	<p>The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.</p>
<p><b>9. Air, Soil and Water Resources</b></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 increase traffic impact in the Wigtoft 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. 1.06ha of grade 1 agricultural land.</p>
<p><b>10. Sustainable use of Land and Waste</b></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. 1.06ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<p><b>11. Flood Risk</b></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 some and 'danger for most' and low hazard in terms of flood hazard, with a flood depth of '0m-1.0m' and an area 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>

<b>12. Climate Change</b>	<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 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 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>
<b>13. Economy and Employment</b>	<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. 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 46 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 (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>

## Minor Service Centres: Wrangle

<b>WRA009: Geo H Kime &amp; Co., Main Road, Wrangle</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 0.5a Potential open space: 0.05ha Development area: 0.45ha Potential no of dwellings: 27
<b>1. Housing</b>	✓
	<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, 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>However, housing sites within the defined settlement limits of Wrangle would, in general, be more important to the delivery of the settlement hierarchy.</p>
<b>2. Health and Well-being</b>	✓/x
	<p>The nearest playing field and open space (off the A52) is approx. 350m 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 59 people (2.2 occupants in each of the 27 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 0.05ha 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>

<b>3. Transport</b>	<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 (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. 750m 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 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. 110m from the site on Main Road, within the ideal 400m walking distance.</p>
<b>4. Socially Inclusive Communities</b>	<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>Wra009 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 &amp; Sons (Old Leake) (1.8km) 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>
<b>5. Education</b>	<p style="text-align: center;">✓/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"> <li>• Wrangle Primary School is around 490m from the site</li> <li>• The Giles Academy is approx. 2.8km away.</li> </ul> <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 to order to accommodate the number o 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 resident's, particularly young people.</p>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	<p style="text-align: center;">✓/x</p> <p>The site is in close proximity to a protected site (approx. 750m from Wrangle Brick Pits) meaning that development may have an affect on habitats and BAP species and consequently biodiversity. Furthermore, European and national environmental designations at The Wash are about 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 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>
<b>7. Heritage</b>	<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>
<b>8. Landscape and Townscape</b>	<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 on three sides.</p> <p>The sites development could have a positive impact on townscape by creating a development form more in-keeping with the</p>

	surrounding residential properties. However, the contribution that the development could make to townscape would ultimately depend upon the quality of the design.
<b>9. Air, Soil and Water Resources</b>	✓
	<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 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 has an appropriate water supply.</p> <p>However this site does secure the redevelopment of 0.5ha of previously-developed land which could potentially see less best and most versatile agricultural land being developed elsewhere.</p>
<b>10. Sustainable use of Land and Waste</b>	✓
	<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 0.5ha 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>
<b>11. Flood Risk</b>	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 some' in terms of flood 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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning</p>

	that the Sequential Test cannot be passed.
<b>12. Climate Change</b>	<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 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 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>
<b>13. Economy and Employment</b>	<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. 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 59 people within the ideal 7km drive of potential employment opportunities in Old Leake (M Baker &amp; 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 (59 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>

<b>WRA015: Land to the west of Broadgate, Wrangle</b>	
<b>Sustainability Objective</b>	Indicative development scenario: Total site area: 1.38ha Potential open space: 0.14ha Development area: 1.24ha Potential no of dwellings: 28
<b>1. Housing</b>	✓
	<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, 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>
<b>2. Health and Well-being</b>	✓/x
	<p>The nearest playing field and open space (off the A52) is approx. 800m 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 62 people (2.2 occupants in each of the 28 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 0.14ha 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. The south-western part of the site is adjacent to a haulage yard which may have an adverse impact on the amenities that would be enjoyed by new dwellings on this part 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>
<b>3. Transport</b>	x

	<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. 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 (The Stores, Wrangle).</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 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. 310m from the site on Main Road, within the ideal 400m walking distance.</p>
<p><b>4. Socially Inclusive Communities</b></p>	<p style="text-align: center;">✓/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>Wra015 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 &amp; Sons (Old Leake) (2.2km) 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>

	No infrastructure will be lost on site as a consequence of this proposal.
<b>5. Education</b>	✓/x
	<p>The development would be likely to accommodate 28 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 5 secondary pupils. The nearest primary and secondary schools are:</p> <ul style="list-style-type: none"> <li>• Wrangle Primary School is around 460m from the site</li> <li>• The Giles Academy is approx. 3.2km away.</li> </ul> <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 to order to accommodate the number o 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 resident's, particularly young people.</p>
<b>6. Biodiversity, Geodiversity and Green Infrastructure</b>	✓/x
	<p>The site is in close proximity to a protected site (approx. 660m from Wrangle Brick Pits LWS) meaning that development may have an affect on habitats and BAP species and consequently biodiversity. Furthermore, European and national environmental designations at The Wash are about 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 significant geodiversity at this site - it is unlikely that a development will have an impact.</p>
<b>7. Heritage</b>	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
<b>8. Landscape and Townscape</b>	✓
	<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-up area and is 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>
<b>9. Air, Soil and</b>	x

<b>Water Resources</b>	<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 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 has an appropriate water supply.</p> <p>The proposal would lead to the permanent loss of approx. 1.38ha of grade 1 agricultural land.</p>
<b>10. Sustainable use of Land and Waste</b>	<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. 1.38ha of greenfield land.</p> <p>This site is not within a Mineral Safeguarding Area.</p>
<b>11. Flood Risk</b>	<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 a flood depth of '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 there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.</p>
<b>12. Climate Change</b>	<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 62 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 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>
<p><b>13. Economy and Employment</b></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. 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 62 people within the ideal 7km drive of potential employment opportunities in Old Leake (M Baker &amp; 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 (62 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>