

Appendix 12: Reasons for Selecting and Rejecting Housing Sites.

South East Lincolnshire Joint Strategic Planning Committee

Site-selection methodology for housing development

1.0 Introduction

1.1 At the Local Plan Examination hearing session on Tuesday 10th October, the Inspector (Elizabeth Ord) requested that the South East Lincolnshire Joint Strategic Planning Committee (the Joint Committee) produce documentation (to be added to the Sustainability Appraisal) which explains the methodology used to select and reject sites for proposed allocation in the Local Plan. Subsequently, at the Local Plan Examination on Thursday 7th December, the Inspector (Anne Napier) also requested provision of information on the procedure adopted for site selection.

1.2 This paper focuses on the selection of housing sites.

1.3 **This paper is a revised version of the document uploaded onto the Local Plan Examination Library website on 9 April 2018, which corrects the error of originally incorporating Sites Pin052, Pin055 and Pin059 within the area of the proposed Vernatts SUE (ref. Proposed Main Modification number PMM012).**

2.0 Methodology governing selection of housing sites

Strategic context

2.1 The strategic basis for allocating sites for housing development lies in the emerging Local Plan policies dealing with the 'Spatial Strategy' and 'Distribution of New Housing'.

2.2 The Spatial Strategy features a settlement hierarchy including the following tiers:

- Sub-Regional Centres;
- Main Service Centres; and
- Minor Service centres.

These three tiers of settlement have been earmarked for accommodating levels of housing development consistent with their role and function, as described in the policy.

2.3 The Distribution of New Housing attributes individual housing provision requirements (in numbers of dwellings) to all the identified settlements categorised as either a Sub-Regional Centre, Main Service Centre or Minor Service Centre.

2.4 Further information on the derivation of the settlement hierarchy, and the housing targets its constituent settlements are seeking to meet, can be found in the 'Spatial Strategy Technical Background Paper'; see **CD/LP/036**.

Stage 1

2.5 Given the context set above, the first stage in identifying potential housing sites for allocation in the Local Plan was to consult the Strategic Housing Land Availability Assessment (SHLAA); see **CD/Hsg/018**. All housing sites considered for inclusion in the Local Plan have been assessed in terms of their 'availability', 'achievability' and 'suitability', and a decision reached on every site as to whether it was 'developable' or 'undevelopable'.

Stage 2

2.6 All developable sites were then identified as 'Potential Housing Sites'¹ in the document titled 'South East Lincolnshire Local Plan 2011-2036 - Draft for Public Consultation (including site options for development) - January 2016' (the Draft for Public Consultation); see **CD/LP/003**. In total, these Potential Housing Sites, in terms of their assessed dwelling capacity, significantly exceeded the total for the housing figures set out in Policy 12: Distribution of New Housing.

2.7 The only exception to including only developable sites as Potential Housing Sites was in respect of the town Boston, in which case **seven** potential 'sustainable urban extensions' (SUEs; i.e. sites with a capacity of more than 1,000 dwellings) - which were only regarded as undevelopable by virtue of uncertainty as to their availability - were also included with a view to seeking information on their availability.

2.8 In respect of the public consultation exercise on the Draft for Public Consultation (held in January/February 2016), the Joint Committee prepared a 'Housing Paper' for each of the proposed 32 designated settlements featured in Policy 12: Distribution of New Housing, in order to support the consideration of the suitability of the individual Potential Housing Sites ('options') for development. See **CD/Hsg/084-115**. These Housing Papers listed the sites in each settlement being put forward as options in a 'sequentially preferable' order from the point of view of flood risk. They also set out the Joint Committee's assessment of the suitability of each site, and an assessment of the likely impacts of their development on local infrastructure.

2.9 The public consultation exercise on the Draft for Public Consultation also sought suggestions for the consideration of additional sites for housing development which hitherto had not been recorded by the SHLAA process. In total, 117 new sites for development were promoted by landowner and/or developer interests.

¹ The only exception to this approach was the identification of the Vernatts Sustainable Urban Extension as a 'Preferred Housing Site' (ref. Policy 13: A Sustainable Urban Extension for housing in Spalding) by reason of its consideration in the *Preferred Options document*; see CD/LP/001.

Stage 3

2.10 Following the public consultation exercise on the Draft for Public Consultation, a set of revised Housing Papers (see **CD/Hsg/054-083**) were prepared based on the comments received. These Housing Papers contained the following information:

- 1) comments on the settlement's place in the emerging Local Plan's Spatial Strategy (i.e. settlement hierarchy), responses to them, and a conclusion;
- 2) comments on the settlement's housing requirement (number of dwellings), responses to them, and a conclusion;
- 3) in light of the conclusions reached in 1) and 2) above and other considerations, including recent dwelling completions and decisions on planning applications, a determination of 'the residual requirement' for the settlement (i.e. the number of dwellings required, and hence development sites required, to meet the housing requirement following a deduction for housing completions and planning permissions (ref. para 2.7 below);
- 4) comments from various providers and interested parties on the availability of physical and social infrastructure to meet the needs generated by further housing development and on flood risk;
- 5) comments on the Potential Housing Sites identified in the Draft for Public Consultation, responses to them and a conclusion on each Potential Housing Site as to whether or not it should be taken forward as a 'Preferred Housing Site' and the reasons for doing so. These reasons included, inter alia, the outcome of subjecting the Potential Housing Site to the process of 'sustainability appraisal' (SA) and assessment by the Environment Agency (EA) of any flood hazard and its 'deliverability' as a development site;
- 6) an assessment of additional new sites that had been put forward for consideration as Potential Housing Sites, using the SHLAA process and feedback following a targeted consultation with relevant infrastructure providers; and
- 7) finally, a section titled '**PREFERRED OPTIONS HOUSING ALLOCATIONS AND TRAJECTORY**' which identified the 'Preferred Housing Sites' that would be proposed for inclusion in the next stage of the Local Plan and an estimated trajectory for their delivery.

Stage 4

2.11 Following Stage 3, above, all the Preferred Housing Sites were then identified in the document titled 'South East Lincolnshire Local Plan 2011-2036 - Public Consultation on Preferred Sites for Development - July 2016' (the Preferred Sites for Development); see **CD/LP/005**. This document included the Housing Papers described in Stage 3. It should also be noted that this document included proposed revisions to both Policy 2: Spatial Strategy and Policy 12: Distribution of New Housing as originally set out in the Draft for Public Consultation (see paras 1.3.4 and 1.3.5 of CD/LP/005).

2.12 During the public consultation exercise on the Preferred Sites for Development, a 'Site Allocations Flood Risk Sequential Test Interim Report

(July 2016) was completed. The sites set out in this report consisted of those considered in the consultation on the Draft for Public Consultation in January and February 2016, plus a number of additional sites that were promoted during that consultation exercise that were deemed suitable for further consideration through the Preferred Sites for Development public consultation exercise in July/August 2016.

2.13 The consideration of the responses to the public consultation on the Preferred Sites for Development was then used to inform the preparation of a **third and final set** of Housing Papers (see **CD/Hsg/022-051**). These Housing Papers contained the following information:

- comments on the settlement's place in the emerging Local Plan's Spatial Strategy (i.e. settlement hierarchy), responses to them, and a conclusion;
- comments on the settlement's housing requirement (number of dwellings), responses to them, and a conclusion;
- in the case of the Main Service Centres situated in South Holland District, further information on the residual requirement;
- comments from various providers and interested parties on the availability of physical and social infrastructure to meet the needs generated by further housing development and on flood risk;
- comments on the Preferred Housing Sites identified in the Preferred Sites for Development, responses to them and a conclusion on each Preferred Housing Site as to whether or not it should be taken forward as a 'Housing Allocation' and the reasons for doing so. These reasons could include, inter alia, the outcome of subjecting the Preferred Housing Site to SA, the findings of the SHLAA, flood-risk concerns and its 'deliverability' as a development site;
- comments on 'alternative housing sites' (i.e. previously-identified Potential Housing Sites that had not been progressed to Preferred Housing Site status), responses to them and a conclusion on each;
- an assessment of further additional new sites that had been put forward for consideration as Potential Housing Sites, using the SHLAA process and feedback following a targeted consultation with relevant infrastructure providers; and
- finally, an updated PREFERRED OPTIONS HOUSING ALLOCATIONS AND TRAJECTORY section which identified the Housing Allocations that would be proposed for inclusion in the 'Publication Version' of the Local Plan and an estimated trajectory for their delivery

Stage 5

2.14 Following identification of the proposed Housing Allocations, these sites along with the 'non-allocated' developable housing sites identified in the Draft for Public Consultation or promoted in response to public consultation exercises, were subject to a final flood-risk-based 'Sequential Test'. See the document titled 'South East Lincolnshire Local Plan 2011 – 2036 - Site Allocations Flood Risk Sequential Test (February 2017)' (**CD/Hsg/015**). This Sequential Test document was prepared following completion of the updating of the flood-hazard mapping element of the South East Lincolnshire

Strategic Flood Risk Assessment for certain parts of South Holland District in late 2016.

- 2.15 The role of the Sequential Test document was to establish whether it would be possible for development to be directed to locations with a lower risk of flooding and, where relevant, also to identify when the Exception Test would need to be applied to proposed allocations. The tables included in its Appendix 1 provide commentary on each settlement and divide the sites considered into those proposed for allocation and those that were not.
- 2.16 Site-specific Flood Risk Assessments were not completed for each of the proposed allocations as these are usually undertaken at the planning application stage. Consequently, at this stage it was only possible to determine whether the allocations proposed for inclusion in the Publication Version of the Local Plan would need to be subject to the Exception Test. The SA of both the proposed allocations and 'reasonable alternatives' sites has informed the consideration of sites with respect to flood risk and wider sustainability matters, fulfilling the first requirement of the Exception Test set out in paragraph 102 of the National Planning Policy Framework (NPPF).

Stage 6: Summarising the reasons for selecting and rejecting sites for proposed allocation in the Local Plan

- 2.17 In the context of the of the stages of plan preparation outlined above, a final decision on whether or not to allocate a site in the Local Plan has been taken having regard to a variety of considerations including:
- performance against SA objectives;
 - meeting the identified housing target for the settlement (and therefore contributing to the overall housing requirement);
 - whether a site was submitted by a landowner or a developer;
 - relationship of the site to the form of the settlement and/or impact on the landscape setting of the settlement ;
 - flood risk through assessment of flood zone and hazard;
 - suitability of highway access;
 - impact upon natural and/or historic assets; and
 - contribution towards infrastructure requirements.

Not all the considerations are relevant to every site and the weight to be attributed to any one of them varies from site to site.

- 2.18 In respect of a site's performance against the SA objectives, it is considered that, given the nature of the scoring system used, it would have been difficult to assign a numerical value to each symbol to assist in providing an overall 'headline' conclusion as to whether a site performs well or not in the SA. Consequently, a more subjective assessment was undertaken which involved looking at the balance of positives against negatives, including any significant effects. For example, the more positive scores a site has been attributed, the better the site will have been deemed to have performed; and vice-versa with negative scores. Where it is indicated that a site performs

poorly against the SA objectives, a summary of these objectives have been included.

2.19 **Appendix 1: Site Assessments** below sets out, settlement by settlement, the basic reasons why housing sites were chosen for allocation and why alternatives were rejected.

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Boston

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
Sustainable Urban Extension (1,000+ dwellings)						
Fen009	Land between Punchbowl Lane and the River Witham, Boston	57.22	1,717	No	<p>The site performs very poorly against the SA objectives (S.A. Reports on Sites (January 2016)). It scores positively against 1, and negatively against 4 (objectives relating to: Health and Wellbeing; Transport; Green Infrastructure and Biodiversity; and Air, Soil and Water Resources). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; • the site is in 13 separate ownerships, but the owners of 3 parcels cannot be identified. The intentions of all the owners are therefore unknown; • the site is not promoted by a housebuilder; • the site is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston); and • it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for approximately 98% of the site, and flood depth in 2115 as '0.5m to 1.0m' for approximately 85% of the site and '1.0m-2.0m' for approximately 15% of the site. 	<p>Flood risk, achievability, and the ability to contribute directly to the provision of a distributor road to the west of the town & take advantage of the benefits provided by such a road are considered to be the most important concerns in identifying Sustainable Urban Extensions in Boston.</p> <p>Although this site has the potential to contribute directly to the delivery of a Boston Distributor Road and to take advantage of the benefits provided by such a road:</p> <ul style="list-style-type: none"> • it is not amongst the most sequentially-preferable SUE options in the town in flood risk terms; • it has not been possible to identify all of the site's owners, and its availability for development is therefore uncertain. If it were to be allocated, there would be no certainty that it would be released for development, and it must therefore be classified as an undevelopable site; and • the site is not promoted by a housebuilder and consequently there cannot be confidence that, if it were to be allocated, it would be effective in delivering housing in a timely manner (given the complexity of bringing a SUE forward for development). <p>Furthermore the site scores very poorly against the SA objectives.</p>
Fen011	Land to the west of Punchbowl Lane, Boston	57.28	1,718	No	<p>The site performs very poorly against the SA objectives (S.A. Reports on Sites (January 2016)). It scores positively against 1, and negatively against 4 (objectives relating to: Health and Wellbeing; Transport; Landscape and Townscape; and Air, Soil and Water Resources). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; • the site is in six separate ownerships, and the intentions of two of the owners are unknown; • the site is not promoted by a housebuilder; • the site is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston); and 	<p>Flood risk, achievability, and the ability to contribute directly to the provision of a distributor road to the west of the town & take advantage of the benefits provided by such a road are considered to be the most important concerns in identifying Sustainable Urban Extensions in Boston.</p> <p>Although this site has the potential to contribute directly to the delivery of a Boston Distributor Road and to take advantage of the benefits provided by such a road:</p> <ul style="list-style-type: none"> • it is not amongst the most sequentially-preferable SUE options in the town in flood risk terms (although it is sequentially preferable to the two allocated SUEs (Sou006 and Wes002)) ; • the intentions of all of the site's owners are not known, and its availability for development is therefore

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
					<ul style="list-style-type: none"> it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for approximately 85% of the site (with 'danger for all' for approximately 15%) and flood depth in 2115 as '0.5m to 1.0m' for approximately 70% of the site (with '1.0m-2.0m' for approximately 30%). 	<p>uncertain. If it were to be allocated, there would be no certainty that it would be released for development, and it must therefore be classified as an undevelopable site; and</p> <ul style="list-style-type: none"> the site is not promoted by a housebuilder and consequently there cannot be confidence that, if it were to be allocated, it would be effective in delivering housing in a timely manner (given the complexity of bringing a SUE forward for development). <p>Furthermore the site scores very poorly against the SA objectives.</p>
Fis017	Land to the south of Wainfleet Road	76.81	2,304	No	<p>The site performs moderately against the SA objectives. In the S.A. Reports on Sites (January 2016), it scores positively against 2, and negatively against 3 (objectives relating to: Health and Wellbeing; Transport; and Air, Soil and Water Resources). In the most recent SA, it scores positively against 3, and negatively against 3 (objectives relating to Health and Wellbeing; Air, Soil and Water Resources; and Flood Risk). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; the site is not promoted by a housebuilder; the site is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston); the site abuts two listed buildings and a Scheduled Ancient Monument; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for approximately 94% of the site (with 4% 'danger for all' and 2% 'danger for some), and flood depth in 2115 as '1.0m-2.0m' for approximately 51% of the site (with 43% '0.5m-1.0m' and 6% '0.25m-0.50m'). 	<p>Flood risk, achievability, and the ability to contribute directly to the provision of a distributor road to the west of the town & take advantage of the benefits provided by such a road are considered to be the most important concerns in identifying Sustainable Urban Extensions in Boston.</p> <p>Although this site: scores better against the SA objectives than all other SUE options</p> <ul style="list-style-type: none"> it is not amongst the most sequentially-preferable SUE options in the town in flood risk terms (although it is sequentially preferable to the two allocated SUEs (Sou006 and Wes002)) ; the 4th Lincolnshire Local Transport Plan indicates that "it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy". Given that this site is located on the eastern side of the town, its development could not contribute directly to the provision of such a road, nor take advantage of the benefits provided by such a road; and the site is not promoted by a housebuilder and consequently there cannot be confidence that, if it were to be allocated, it would be effective in delivering housing in a timely manner (given the complexity of bringing a SUE forward for development). <p>Although the development of this site could have adverse impacts on nearby heritage assets, it is considered likely that</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
						these potential impacts could be successfully mitigated by sensitive design and layout.
Fis023	Land to the south and east of Toot Lane and east of Whitehouse Lane	47.9	1437	No	<p>The site performs very poorly against the SA objectives (S.A. Reports on Sites (January 2016)). It scores positively against 1, and negatively against 4 (objectives relating to: Health and Wellbeing; Transport; Landscape and Townscape; and Air, Soil and Water Resources). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; the site is not promoted by a housebuilder; the site is not located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston); and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' for 73% of the site (with 27% as 'danger for most') and flood depth in 2115 as '1.0m-2.0m' for 85% of the site (with 15% as '0.5m-1.0m'). 	<p>Flood risk, achievability, and the ability to contribute directly to the provision of a distributor road to the west of the town & take advantage of the benefits provided by such a road are considered to be the most important concerns in identifying Sustainable Urban Extensions in Boston, and:</p> <ul style="list-style-type: none"> this site is not amongst the most sequentially-preferable SUE options in the town in flood risk terms (although it is sequentially preferable to the two allocated SUEs (Sou006 and Wes002)); this site is not promoted by a housebuilder and consequently there cannot be confidence that, if it were to be allocated, it would be effective in delivering housing in a timely manner (given the complexity of bringing a SUE forward for development); and the 4th Lincolnshire Local Transport Plan indicates that "it is anticipated that areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy". Given that this site is located on the eastern side of the town, its development could not contribute directly to the provision of such a road, nor take advantage of the benefits provided by such a road. <p>Furthermore the site scores very poorly against the SA objectives.</p>
Nor012	Land bounded by Willoughby Road, Pilley's Lane, and Sibsey Road, Boston	58.07	1,742	No	<p>The site performs very poorly against the SA objectives (S.A. Reports on Sites (January 2016)). It scores positively against 1, and negatively against 4 (objectives relating to: Health and Wellbeing; Transport; Socially Inclusive Communities; and Air, Soil and Water Resources). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; the site is in 6 separate ownerships, and the ownership of one parcel of land has not been ascertained. The intentions of all the owners are therefore unknown; the site is not promoted by a housebuilder; the site abuts two listed buildings; 	<p>Flood risk, achievability, and the ability to contribute directly to the provision of a distributor road to the west of the town & take advantage of the benefits provided by such a road are considered to be the most important concerns in identifying Sustainable Urban Extensions in Boston.</p> <p>Although this site: has the potential to contribute directly to the delivery of a Boston Distributor Road and to take advantage of the benefits provided by such a road; and is amongst the most sequentially-preferable SUE options in the town in flood risk terms:</p> <ul style="list-style-type: none"> the intentions of all of the site's owners are not known, and its availability for development is therefore uncertain. If it were to be allocated, there would be no

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
					<ul style="list-style-type: none"> the site is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston); and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most', and flood depth in 2115 as approximately evenly split between '0.5m to 1.0m' and '1.0m-2.0m'. 	<p>certainty that it would be released for development, and it must therefore be classified as an undevelopable site; and</p> <ul style="list-style-type: none"> it is not promoted by a housebuilder and consequently there cannot be confidence that , if it were to be allocated, it would be effective in delivering housing in a timely manner (given the complexity of bringing a SUE forward for development). <p>Furthermore the site scores very poorly against the SA objectives.</p> <p>Although the development of this site could have adverse impacts on nearby heritage assets, it is considered likely that these potential impacts could be successfully mitigated by sensitive design and layout.</p>
Nor013	Land bounded by Sibsey Rd, Wainfleet Rd, Willoughby Hills Rd & Cowbridge Drain, Boston	111.31	3,339	No	<p>The site performs extremely poorly against the SA objectives (S.A. Reports on Sites (January 2016)). It scores positively against 1, and negatively against 5 (objectives relating to: Health and Wellbeing; Transport; Socially Inclusive Communities; Landscape and Townscape; and Air, Soil and Water Resources). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; the site is in 5 separate ownerships, but the intentions of all the owners are not known; the site is not promoted by a housebuilder; the site abuts three listed buildings; the site is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston); and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for approximately 90% of the site (with 'low hazard' for 5%, 'no hazard' for 4% and 'danger for all' for 1%) , and flood depth in 2115 as '0.5m to 1.0m' for approximately 80% of the site (with '1.0m-2.0m' for 12%, '0.25m-0.5m' for 5%, and '0m-0.25m' for 3%). 	<p>Flood risk, achievability, and the ability to contribute directly to the provision of a distributor road to the west of the town & take advantage of the benefits provided by such a road are considered to be the most important concerns in identifying Sustainable Urban Extensions in Boston.</p> <p>Although this site has the potential to contribute directly to the delivery of a Boston Distributor Road and to take advantage of the benefits provided by such a road</p> <ul style="list-style-type: none"> it is not amongst the most sequentially-preferable SUE options in the town in flood risk terms(although it is sequentially preferable to the two allocated SUEs (Sou006 and Wes002)); the intentions of all of the site's owners are not known, and its availability for development is therefore uncertain. If it were to be allocated, there would be no certainty that it would be released for development, and it must therefore be classified as an undevelopable site; and it is not promoted by a housebuilder and consequently there cannot be confidence that , if it were to be allocated, it would be effective in delivering housing in a timely manner (given the complexity of bringing a SUE forward for development). <p>Furthermore the site scores extremely poorly against the SA objectives.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
						Although the development of this site could have adverse impacts on nearby heritage assets, it is considered likely that these potential impacts could be successfully mitigated by sensitive design and layout.
Nor014	Land bounded by Rawsons Ln, Horncastle Rd, Red Cap Ln, Green Ln, & Tattershall Rd, Boston	62.63	1,879	No	<p>The site performs extremely poorly against the SA objectives (S.A. Reports on Sites (January 2016)). It scores positively against 1, and negatively against 6 (objectives relating to: Health and Wellbeing; Transport; Socially Inclusive Communities; Green Infrastructure and Biodiversity; Landscape and Townscape; and Air, Soil and Water Resources). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; the site is in 4 separate ownerships, but the intentions of all the owners are not known; the site is not promoted by a housebuilder; the site is located within 20m of a Local Wildlife Site and a Park/Garden of Special Historic Interest; the site is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston); and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for approximately 98% of the site (with 'danger for some' for 2%), and flood depth in 2115 as '0.5m to 1.0m' for approximately 95% of the site (with '1.0m-2.0m' for 5%). 	<p>Flood risk, achievability, and the ability to contribute directly to the provision of a distributor road to the west of the town & take advantage of the benefits provided by such a road are considered to be the most important concerns in identifying Sustainable Urban Extensions in Boston.</p> <p>Although this site: has the potential to contribute directly to the delivery of a Boston Distributor Road and to take advantage of the benefits provided by such a road; and is amongst the most sequentially-preferable SUE options in the town in flood risk terms:</p> <ul style="list-style-type: none"> the intentions of all of the site's owners are not known, and its availability for development is therefore uncertain. If it were to be allocated, there would be no certainty that it would be released for development, and it must therefore be classified as an undevelopable site; and it is not promoted by a housebuilder and consequently there cannot be confidence that, if it were to be allocated, it would be effective in delivering housing in a timely manner (given the complexity of bringing a SUE forward for development). <p>Furthermore the site scores extremely poorly against the SA objectives.</p> <p>Although the development of this site could have adverse impacts on nearby heritage and natural assets, it is considered likely that these potential impacts could be successfully mitigated by sensitive design and layout.</p>
Sou006	Land to the south of Chain Bridge Road	50.51	1,515	Yes	<p>The site performs very poorly against the SA objectives. In the S.A. Reports on Sites (January 2016), it scores positively against 1, and negatively against 4 (objectives relating to: Health and Wellbeing; Transport; Landscape and townscape; and Air, Soil and Water Resources). In the most recent SA, it scores positively against 2, negatively against 4 (objectives relating to Health and Wellbeing; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Water), and with a major negative effect against 1 (the objective relating to Heritage).</p>	<p>Flood risk, achievability, and the ability to contribute directly to the provision of a distributor road to the west of the town & take advantage of the benefits provided by such a road are considered to be the most important concerns in identifying Sustainable Urban Extensions in Boston.</p> <p>Although this site is the least sequentially-preferable of the SUE options in the town in flood risk terms:</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
					<p>The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; the site is being promoted by a housebuilder; the site abuts a Scheduled Ancient Monument; the site is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston); and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' for approximately 95% of the site (with 'danger for most' for approximately 5%) and flood depth in 2115 as '1.0m-2.0m' for approximately 96% of the site (with >2.0m for 4%). 	<ul style="list-style-type: none"> it is promoted by a housebuilder and consequently there is great confidence that it will be effective in delivering housing in a timely manner; and it has the potential to contribute directly to the delivery of a Boston Distributor Road and to take advantage of the benefits provided by such a road. <p>Although the site scores very poorly against the SA objectives, it is considered that the above benefits (proven achievability, and the ability to contribute directly to the provision of a distributor road to the west of the town & take advantage of the benefits provided by such a road) outweigh wider sustainability issues in this instance.</p> <p>Although the development of this site could have adverse impacts on a nearby heritage asset, it is considered likely that these potential impacts could be successfully mitigated by sensitive design and layout.</p>
Wes002	Land to the south of North Forty Foot Bank	37.92	1138	Yes	<p>The site performs poorly against the SA objectives. In the S.A. Reports on Sites (January 2016), it scores positively against 1, and negatively against 4 (objectives relating to: Health and Wellbeing; Transport; Landscape and Townscape; and Air, Soil and Water Resources). In the most recent SA, it scores positively against 2, and negatively against 4 (objectives relating to Health and Wellbeing; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Water). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; the site is being promoted by a housebuilder; the site is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston); and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' for approximately 79% of the site (with 'danger for most' for approximately 21%) and flood depth in 2115 as '1.0m-2.0m' for approximately 91% of the site (with '0.5m-1.0m' for 7%, and >2.0m for 2%). 	<p>Flood risk, achievability, and the ability to contribute directly to the provision of a distributor road to the west of the town & take advantage of the benefits provided by such a road are considered to be the most important concerns in identifying Sustainable Urban Extensions in Boston.</p> <p>Although this site is the second least sequentially-preferable of the SUE options in the town in flood risk terms:</p> <ul style="list-style-type: none"> it is promoted by a housebuilder and consequently there is great confidence that it will be effective in delivering housing in a timely manner; and it has the potential to contribute directly to the delivery of a Boston Distributor Road and to take advantage of the benefits provided by such a road. <p>Although the site scores poorly against the SA objectives, it is considered that the above benefits (proven achievability, and the ability to contribute directly to the provision of a distributor road to the west of the town & take advantage of the benefits provided by such a road) outweigh wider sustainability issues in this instance.</p>
Wit013	Land between Tattershall Road and the Witham Way Country Park, Boston	57.67	1,730	No	<p>The site performs poorly against the SA objectives (S.A. Reports on Sites (January 2016)). It scores positively against 1, and negatively against 3 (objectives relating to: Health and Wellbeing;</p>	<p>Flood risk, achievability, and the ability to contribute directly to the provision of a distributor road to the west of the town & take advantage of the benefits provided by such a road are</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
					<p>Transport; and Air, Soil and Water Resources). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; the site is in seven separate ownerships. The intentions of the majority of the site's owners are unknown, and the owner of approximately 3.6 hectares cannot be identified; the site is not promoted by a housebuilder; the site is located within the Distributor Road (Likely Area of Assessment) defined in the 2006 Transport Strategy for Boston); and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'no hazard' for approximately 50% of the site (with 'danger for most' for 40% and 'danger for some' for 10%) , and flood depth in 2115 as 'no depth' for approximately 50% of the site (with '0.5m-1.0m' for 40% and '0.25m-0.5m' for 10%). 	<p>considered to be the most important concerns in identifying Sustainable Urban Extensions in Boston.</p> <p>Although this site: has the potential to contribute directly to the delivery of a Boston Distributor Road and to take advantage of the benefits provided by such a road; and is the most sequentially-preferable SUE options in the town in flood risk terms:</p> <ul style="list-style-type: none"> the intentions of all of the site's owners are not known, and its availability for development is therefore uncertain. If it were to be allocated, there would be no certainty that it would be released for development, and it must therefore be classified as an undevelopable site; and it is not promoted by a housebuilder and consequently there cannot be confidence that , if it were to be allocated, it would be effective in delivering housing in a timely manner (given the complexity of bringing a SUE forward for development). <p>Furthermore the site scores poorly against the SA objectives.</p>
Large Housing Sites (200-999 dwellings)						
Fen006	Land to the east of Fenside Road, Boston	8.0	240	Yes	<p>The site performs relatively well against the SA objectives, scoring positively against 3, and negatively against 3 (objectives relating to: Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a greenfield site on the edge of the town's built-up area; it is well-related to the town's existing built-up area & is contained by a strong & defensible 'natural' western boundary (Fenside Road); and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for approximately 75% of the site (with 'danger for some' for 20% and 'low hazard' for 5%), and flood depth in 2115 as '0.5m-1m' for approximately 48% of the site (with '0.25m-0.5m' for 45%, '0m-0.25m' for 6%, and 'no depth' for 1%). 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> this site is one of the most sequentially-preferable options in the town in flood risk terms; and it is well-related to the town's existing built-up area & is contained by a strong & defensible 'natural' western boundary (Fenside Road), and its development would not therefore have an adverse impact on the surrounding townscape/landscape. <p>Another benefit of this site is that it performs relatively well against the SA objectives.</p>
Fis001	Land to the east of Lindis Road	7.46	180	Yes	<p>The site performs well against the SA objectives, scoring positively against 4, and negatively against 3 (objectives relating to: Health and Wellbeing; Air, Soil and Water Resources; and</p>	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
					<p>Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a greenfield site on the edge of the town's built-up area; its development would have no harmful effects upon the character of the area - the site is surrounded by existing development on three sides, although long views are available from the east; it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for 92.5% of the site (with 'danger for all' for 4%, and 'danger for some' for 0.8%), and flood depth in 2115 as '1m-2m' for 90.3% of the site (with '0.5m-1m' for 9%, and '0.25m-0.5m' for 0.7%); and Boston Borough Council has resolved to grant outline planning permission for the development of up to 180 dwellings (B/16/0436) on this site subject to the signing of a s106 agreement. 	<ul style="list-style-type: none"> this site is amongst the more sequentially-preferable options in the town in flood risk terms; and its development would have no harmful effects upon the character of the area - the site is surrounded by existing development on three sides, although long views are available from the east. <p>Another benefit of this site is that it performs well against the SA objectives.</p> <p>Furthermore, Boston Borough Council has resolved to grant outline planning permission (B/16/0436) for its development with up to 180 dwellings subject to the signing of a s106 agreement.</p>
Fis017a	Land to the south of Wainfleet Road	9.62	200	Yes	<p>The site performs relatively well against the SA objectives, scoring positively against 3, and negatively against 3 (objectives relating to: Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a greenfield site on the edge of the town's built-up area; its development would have little harmful impact upon the character and appearance of the area - distant views of the site are available from Rochford Tower Lane and Wainfleet Road, but these are already dominated by the town's built-up area; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for approximately 96% of the site (with 'danger for all' for 4%), and flood depth in 2115 as '1m-2m' for approximately 90% of the site (with '0.5m-1.0m' for 10%). 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> this site is amongst the more sequentially-preferable options in the town in flood risk terms; and its development would not have harmful effects on the surrounding townscape/landscape - distant views of the site are available from Rochford Tower Lane and Wainfleet Road, but these are already dominated by the town's built-up area. <p>Another benefit of this site is that it performs relatively well against the SA objectives.</p>
Fis025	Land to the south and east of Toot Lane	21.21	636	No	<p>The site performs extremely poorly against the SA objectives, scoring positively against 2, negatively against 5 (objectives relating to: Health and Wellbeing; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste), and with a major negative effect against 1 (the objective relating to Flood Risk). The following key considerations also need to be taken into account:</p>	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> this site is one of the less sequentially-preferable options in the town in flood risk terms; and its development would have harmful effects on the surrounding townscape/landscape - its arbitrary

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Boston						
					<ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a greenfield site on the edge of the town's built-up area; its development will have major impacts upon the character and appearance of the area - its arbitrary southern and eastern boundaries are a particular concern in this respect. Provided that land to its north-west was developed first, it is, however, well-related to the town's built form; its development may impact upon natural assets (it may be linked to the Wash SPA, in that Pink Footed Geese have been known to forage in this location); and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' for approximately 69% of the site (with 'danger for most' for 31%), and flood depth in 2115 as '1m-2m' for approximately 81% of the site (with '0.5m-1.0m' for 18% and '>2m' for 1%). 	<p>southern and eastern boundaries are a particular concern in this respect.</p> <p>Furthermore:</p> <ul style="list-style-type: none"> the site performs extremely poorly against the SA objectives; and the site's development may impact upon natural assets (and, although it is likely that such impacts could be satisfactorily mitigated, this is an issue that does not affect alternative large housing site options).
Fis033	Land to the west of Toot Lane	7.39	222	Yes	<p>The site performs relatively poorly against the SA objectives, scoring positively against 3, and negatively against 4 (objectives relating to: Health and Wellbeing; Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a greenfield site on the edge of the town's built-up area; its development would have no harmful effects upon the character and appearance of the area - land to the north and west of Toot Lane does not have an open countryside character, and development would not appear as an extension into countryside; planning permission is outstanding for the residential development of land to its north and south-west; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' for approximately 64% of the site (with 'danger for most' for 36%) and flood depth in 2115 as '1.0m-2.0m' for approximately 90% of the site (with '0.5m-1m' for 10%). 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston.</p> <p>Although this site is amongst the less sequentially-preferable options in the town in flood risk terms:</p> <ul style="list-style-type: none"> its development would have no harmful effects on the surrounding townscape or landscape - it does not have an open countryside character, and development would not appear as an extension into countryside; and planning permission is outstanding for the residential development of all the remaining land bounded by Toot Lane, and it would be illogical to seek to resist the development of this remaining parcel. <p>Although the site scores relatively poorly against the SA objectives, it is considered that the benefits outlined above outweigh wider sustainability issues in this instance.</p>
Wyb033	Land to the north of Tytton Lane East	8.33	250	Yes	<p>The site performs relatively well against the SA objectives, scoring positively against 3, and negatively against 3 (objectives relating to: Health and Wellbeing; Transport; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a greenfield site on the edge of the town's built-up area; 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston.</p> <p>Although this site is one of the least sequentially-preferable options in the town in flood risk terms:</p> <ul style="list-style-type: none"> its development would have no harmful effects on the surrounding townscape or landscape - although the more southern parts of the site have a more rural character,

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
					<ul style="list-style-type: none"> it would not have harmful effects upon the character of the area - although the more southern parts of the site have a more rural character, none of it has an open countryside character, as it is visually dominated by the existing neighbouring residential development; it is adjacent to the A16, and the road's proximity may impact on the amenities that would be enjoyed by new dwellings at the western end of the site: and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all', and flood depth in 2115 as '1m-2m' for approximately 99% of the site (with '>2m' for 1%). 	<p>none of it has an open countryside character, as it is visually dominated by the existing neighbouring residential development.</p> <p>Another benefit of this site is that it performs relatively well against the SA objectives.</p> <p>With appropriate mitigation, potential impacts from the neighbouring A16 can be reduced to an acceptable level.</p>
Smaller Housing Sites (10-199 dwellings)						
Cen001	Land to the north of Whitehorse Lane	0.48	60	Yes	<p>The site performs extremely well against the SA objectives, scoring positively against 7, and with no negative scores. The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a previously-developed site, located very centrally within the built-up area of the town; it is within the Boston Conservation Area and abuts listed buildings; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' for approximately 59% of the site (with 'danger for most' for 39% and 'no hazard' for 3%) and flood depth in 2115 as '0.5m to 1.0m' for approximately 45% of the site (with '1.0m-2.0m' for 34%, '0.25m-0.5m' for 18%, and 'no depth' for 3%). 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> although this site is amongst the less sequentially-preferable options in the town in flood risk terms, it performs extremely well against the SA objectives, and so it is considered that wider sustainability benefits outweigh flood risk in this instance; and its redevelopment will not have adverse impacts on the surrounding townscape. <p>Another benefit of this site is that it is previously developed land (comprising of warehouses and a yard) located within the centre of Boston.</p> <p>Any potential adverse impacts on heritage assets can be mitigated by sensitive design and layout.</p>
Fen001	Land to the west of Fenside Road	1.83	55	Yes	<p>The site performs relatively poorly against the SA objectives, scoring positively against 3, and negatively against 4 (objectives relating to: Transport; Green Infrastructure and Biodiversity; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a greenfield site on the edge of the town's built-up area; its development would have no harmful effects upon the character of the area, as it is visually contained by the existing built-up area and woodland; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for approximately 95% of the site (and 'danger for all' for 5%), and flood depth in 2115 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> this site is amongst the more sequentially-preferable options in the town in flood risk terms; and its development will not have adverse impacts on the surrounding townscape. <p>Although the site scores relatively poorly against the SA objectives, it is considered that the benefits outlined above outweigh wider sustainability issues in this instance.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
					as '1.0m-2.0m' for approximately 53% of the site (with '0.5m-1.0m' for 46%, and '>2m' for 1%).	
Fen002	Land to the north of Langrick Road	1.16	35	Yes	<p>The site performs well against the SA objectives, scoring positively against 5, and negatively against 4 (objectives relating to: Transport; Green Infrastructure and Biodiversity; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a previously-developed site, located within the built-up area of the town; it is a former scrapyard, and its redevelopment may be expected to bring environmental benefits; it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' for approximately 99% of the site (with 'danger for most' for 1%), and flood depth in 2115 as '1.0m to 2.0m' for approximately 97% of the site (with '>2m' for 3%). 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> although this site is one of the least sequentially-preferable options in the town in flood risk terms, it performs well against the SA objectives and so it is considered that wider sustainability benefits outweigh flood risk in this instance; and it is visually contained by surrounding trees and existing frontage development, and its redevelopment would not therefore have an adverse impact on the surrounding townscape/landscape. <p>Another benefit of this site is that it is previously developed land (scrapyard) and its redevelopment may be expected to bring environmental benefits.</p>
Fen003	Land to the east of Punchbowl Lane	3.87	116	No	Reserved matters approval (B/16/0315) is outstanding for the development of 99 dwellings on this site.	This site has not been allocated because it has reserved matters approval (B/16/0315) for the development of 99 dwellings. It has, however, been identified as a Housing Commitment.
Fen004	36 Witham Bank West	0.29	9	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Fen010	Land to the north of Puritan Way	2.16	65	No	This site lies entirely within the boundaries of a wider site (Fen006) which has been allocated.	This site has not been allocated in its own right because it lies entirely within the boundaries of a wider site (Fen006) which has been allocated.
Fen017	Land to the east of Fenside Road	5.02	151	No	This site lies entirely within the boundaries of a wider site (Fen006) which has been allocated.	This site has not been allocated in its own right because it lies entirely within the boundaries of a wider site (Fen006) which has been allocated.
Fis002	Land to the north-east of Fishtoft Road	0.41	12	Yes	<p>The site performs well against the SA objectives, scoring positively against 3, and negatively against 2 (objectives relating to: Health and Wellbeing; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is located within the built-up area of the town; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for approximately 94% of the site (with '1.0m-2.0m' for 5%) and flood depth in 2115 as 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> this site is one of the most sequentially-preferable options in the town in flood risk terms; and its development will not have adverse impacts on the surrounding townscape. <p>Another benefit of this site is that it performs well against the SA objectives.</p>

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Boston						
					'0.5m-1.0m' for approximately 95% of the site (with '1.0m-2.0m' for 5%),	
Fis003	Land to the east of White House Lane	3.01	90	Yes	<p>The site performs relatively well against the SA objectives, scoring positively against 3, and negatively against 3 (objectives relating to: Health and Wellbeing; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a greenfield site on the edge of the town's built-up area; it relates well to the existing built-up area, as it is surrounded by urban land-uses on three sides, and has a strong and defensible boundary with the countryside (a large field drain); and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' for approximately 66% of the site (with 'danger for most' for 34%), and flood depth in 2115 as '1.0m-2.0m' for approximately 79% of the site (with '0.5m-1m' for 21%). 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> although this site is one of the least sequentially-preferable options in the town in flood risk terms, it performs relatively well against the SA objectives, and so it is considered that wider sustainability benefits outweigh flood risk in this instance; and it relates well to the existing built-up area, as it is surrounded by urban land-uses on three sides, and has a strong and defensible boundary with the countryside (a large field drain).
Fis013	Land to the north of Toot Lane	4.77	143	No	Full planning permission (B/15/0211) is outstanding for the development of 32 dwellings on part of this site. The remainder of the site lies within the boundaries of a wider site (Fis033) which has been allocated.	Part of this site has not been allocated because full planning permission (B/15/0211) is outstanding for the development of 32 dwellings. This part of the site has, however, been identified as a Housing Commitment. The remainder of the site has not been allocated in its own right because it lies within the boundaries of a wider site (Fis033) which has been allocated.
Fis014	Land to the west of Toot Lane	4.39	132	No	Outline planning permission (B/14/0103) is outstanding for the development of 340 dwellings on this site and neighbouring land.	This site has not been allocated because outline planning permission (B/14/0103) is outstanding for the development of 340 dwellings on it and neighbouring land. It has, however, been identified as part of a larger Housing Commitment.
Fis015	Land to the west of Toot Lane	6.54	196	No	Outline planning permission (B/14/0103) is outstanding for the development of 340 dwellings on this site and neighbouring land.	This site has not been allocated because outline planning permission (B/14/0103) is outstanding for the development of 340 dwellings on it and neighbouring land. It has, however, been identified as part of a larger Housing Commitment.
Fis018	Land to the west of Toot Lane	1.06	32	No	This site lies entirely within the boundaries of a wider site (Fis033) which has been allocated.	This site has not been allocated in its own right because it lies entirely within the boundaries of a wider site (Fis033) which has been allocated.
Fis019	Land to the north of Ward Crescent	0.15	4	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Fis031	Land to the east of Toot Lane	3.21	96	No	Reserved matters approval (B/15/0280) is outstanding for the development of 79 dwellings on this site.	This site has not been allocated because it has reserved matters approval (B/15/0280) for the development of 79 dwellings. It has, however, been identified as a Housing Commitment.

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
Fis038	Land to the west of Church Green Road	1.76	53	Yes	<p>The site performs relatively poorly against the SA objectives, scoring positively against 3, and negatively against 4 (objectives relating to: Health and Wellbeing; Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a greenfield site on the edge of the town's built-up area; it relates well to the existing built-up area, as it is surrounded by urban land-uses on two sides, and its development will not have harmful effects upon the character of the area; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for approximately 91% of the site (with 'danger for some' for 8% and 'low hazard' for 1%), and flood depth in 2115 as '0.5m-1.0m' for approximately 69% of the site (with '0.25m-0.5m' for 29% and 0m-0.25m' for 2%). 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> this site is one of the most sequentially-preferable options in the town in flood risk terms; and its redevelopment will not have adverse impacts on the surrounding townscape or landscape.
Fra025	Land to the east of Fen Road	0.85	9	No	<p>Full planning permission (B/15/0128) is outstanding for the development of 9 dwellings on this site.</p>	<p>This site has not been allocated because full planning permission (B/15/0128) is outstanding for its development, and it has not been identified as a Housing Commitment because its capacity is below the Local Plan allocation threshold of 10 dwellings.</p>
Nor006	Land to the west of Horncastle Road	2.38	71	Yes	<p>The site performs poorly against the SA objectives, scoring positively against 3, and negatively against 5 (objectives relating to: Health and Wellbeing; Transport; Socially Inclusive Communities; Green Infrastructure and Biodiversity; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a greenfield site on the edge of the town's built-up area; it relates well to the existing built-up area, as it is surrounded by urban land uses on three sides, and few public views are available; it is located within 60m of land which is identified as a Local Wildlife Site (LWS) and Registered Historic Park or Garden (Boston Cemetery on the southern side of Red Cap Lane); and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for approximately 98% of the site (with 'danger for some' for 1% and 'no hazard' for 1%), and flood depth in 2115 as '0.5m-1.0m' for approximately 76% of the site (with '1.0m-2.0m' for 22%, 'no depth' for 1%, and '0.25m-0.5m' for 1%). 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> this site is one of the most sequentially-preferable options in the town in flood risk terms; and its development will not have adverse impacts on the surrounding townscape or landscape. <p>Although the site is located close to natural and heritage assets, its development is considered unlikely to have adverse impacts on the:</p> <ul style="list-style-type: none"> nearby LWS, the interest of which is unlikely to be impacted by development 60m away – the LWS's interest comes from its mosaic of grassland, mature/veteran trees, woodland and boundary hedges; or nearby Registered Historic Park or Garden, given that there are no glimpses or views of the Cemetery from the site & site's development is very unlikely to have any effect on the Cemetery's arcadian setting (particularly if development at the southern end of the

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
						site is largely single storey & the site is surrounded by a traditional evergreen hedge).
Pil001	Land to the east of South End	0.13	7	No	Full planning permission (B/15/0034) is outstanding for the development of 7 dwellings on this site.	This site has not been allocated because full planning permission (B/15/0034) is outstanding for its development, and it has not been identified as a Housing Commitment because its capacity is below the Local Plan allocation threshold of 10 dwellings.
Pil002	Land to the south of Main Ridge East	0.32	13	Yes	<p>The site performs extremely well against the SA objectives, scoring positively against 8, and with no negative scores. The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a previously-developed site, located very centrally within the built-up area of the town; its redevelopment would provide opportunities for townscape improvements as well as a positive impact on the residential amenity of nearby properties; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for approximately 98% of the site (with 'danger for some' for 1% and 'danger for all' for 1%), and flood depth in 2115 as '0.5m to 1.0m' for approximately 69% of the site (with '0.25-0.5m' for 28% and '1m-2m' for 3%). 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> this site is amongst the more sequentially-preferable options in the town in flood risk terms; and its redevelopment will not have adverse impacts on the surrounding townscape (indeed it is likely to bring townscape improvements). <p>Other benefits of this site are that:</p> <ul style="list-style-type: none"> it performs extremely well against the SA objectives; and it is previously developed land located within the centre of Boston.
Pil005	Land to the north of Main Ridge East	0.25	8	No	<p>The site performs extremely well against the SA objectives, scoring positively against 8, and with no negative scores. The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a previously-developed site, located very centrally within the built-up area of the town; a previous planning permission (B/09/0074) for residential development (maximum of 14 dwellings) has lapsed and has not been renewed, and the landowner has provided no recent information concerning their intentions for the site; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m'. 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> this site is amongst the more sequentially-preferable options in the town in flood risk terms; and its redevelopment will not have adverse impacts on the surrounding townscape. <p>Other benefits of this site are that:</p> <ul style="list-style-type: none"> it performs extremely well against the SA objectives; and it is previously developed land located within the centre of Boston. <p>However, the landowner has provided no recent information concerning their intentions for the site and, if it were allocated, there would be no certainty that it would be brought forward for development. Consequently, it is considered to be an inappropriate site for allocation.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
Pil006	Boston Delivery Office, South End	0.48	19	Yes	<p>The site performs extremely well against the SA objectives, scoring positively against 8, and with no negative scores. The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a previously-developed site, located very centrally within the built-up area of the town; its current use does not have a positive impact on the amenity of the surrounding residential properties or the character or appearance of the area; the site is adjacent to the Boston Conservation Area & listed buildings; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' for approximately 55% of the site (with 'danger for most' for 41% and 'danger for some' for 5%), and flood depth in 2115 as '0.5m to 1.0m' for approximately 57% of the site (with '0.25m-0.5m' for 27%, '1.0m-2.0m' for 9% and '0m-0.25m' for 7%). 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> although this site is amongst the less sequentially-preferable options in the town in flood risk terms, it performs extremely well against the SA objectives, and so it is considered that wider sustainability benefits outweigh flood risk in this instance; and its redevelopment will not have adverse impacts on the surrounding townscape (indeed it is likely to bring townscape improvements). <p>Other benefits of this site are that:</p> <ul style="list-style-type: none"> its redevelopment is likely to bring benefits in terms of residential amenities; and it is previously developed land located within the centre of Boston. <p>Any potential adverse impacts on heritage assets can be mitigated by sensitive design and layout.</p>
Ski002	Land to the south of Vauxhall Road	0.13	4	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Ski003	Land to the north-east of Freiston Road	0.26	8	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Sou001	Land to the west of Wyberton Low Road	3.29	99	No	This site lies entirely within the boundaries of a wider site (Wyb033) which has been allocated.	This site has not been allocated in its own right because it lies entirely within the boundaries of a wider site (Wyb033) which has been allocated.
Sou007	Former Norton Lea Hospital, London Road	2.08	60	No	Outline planning permission (B/15/0009) is outstanding for the development of up to 60 dwellings on this site.	This site has not been allocated because outline planning permission (B/15/0009) is outstanding for the development of up to 60 dwellings. It has, however, been identified as a Housing Commitment.
Stn001	Land to the west of Carlton Road	0.18	6	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Stn006	2 Fydell House, Fydell Street	0.10	6	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Sts002	Land to the west of Frampton Place	0.13	4	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
Wes001	Land to the west of Freshney Way	0.37	11	Yes	<p>The site performs well against the SA objectives, scoring positively against 3, and negatively against 2 (objectives relating to: Health and Wellbeing; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; although it is a greenfield site, it is located within the town's built-up area and it has a good relationship with the town's existing built-up area with residential development to the north, east and west, and the railway line to the south; its development will not have harmful effects upon the character of the area; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' for approximately 92% of the site (with 'danger for some' for 6% and 'no hazard' for 1%), and flood depth in 2115 as '1.0m-2.0m' for approximately 53% of the site (with '0.5m-1.0m' for 44%, '0.25m-0.50m' for 2% and 'no depth' for 1%). 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> this site is amongst the more sequentially-preferable options in the town in flood risk terms; and its development will not have adverse impacts on the surrounding townscape. <p>Another benefit of this site is that it performs well against the SA objectives.</p>
Wit008	Land to the south of Norfolk Street	1.21	48	No	Boston Borough Council has resolved to grant outline planning permission for the development of 48 dwellings (B/16/0007) on this site subject to the signing of a s106 agreement.	This site has not been allocated because Boston Borough Council has resolved to grant outline planning permission (B/16/0007) for its development with 48 dwellings subject to the signing of a s106 agreement. It has, however, been identified as a Housing Commitment.
Wit009	Land to the north of Fountain Lane	0.29	9	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Wyb013	Land to the south of Swineshead Road	2.84	85	Yes	<p>The site performs very well against the SA objectives, scoring positively against 6, and negatively against 1 (the objective relating to: Health and Wellbeing). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a previously-developed site, although it is on the edge of the town's built-up area; it is currently allocated as a Housing Site in the Boston Borough Local Plan (April 1999); it would not have harmful effects upon the character or appearance of the area, given that it is located behind frontage development along Swineshead Road and Wortley's Lane and few public views into the site are available; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' for approximately 88% of the site (with 'danger for most' for 12%), and flood depth in 2115 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> although this site is one of the least sequentially-preferable options in the town in flood risk terms, it performs very well against the SA objectives, and so it is considered that wider sustainability benefits outweigh flood risk in this instance; and its development will not have adverse impacts on the surrounding townscape or landscape. <p>Other benefits of this site are that:</p> <ul style="list-style-type: none"> it is previously developed land; and it is currently allocated as a Housing Site in the Boston Borough Local Plan (April 1999).

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Boston						
					as '1.0m-2.0m' for approximately 99% of the site (with '0.5m-1.0m' for 1%).	
Wyb040	Disused petrol station, London Road	0.26	8	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Wyb041	291-293 London Road	1.38	41	Yes	<p>The site performs extremely well against the SA objectives, scoring positively against 7, and with no negative scores. The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 6,111 dwellings which the Plan seeks to be developed in Boston; it is a previously-developed site, although it is on the edge of the town's built-up area; it is currently allocated as an Existing Industrial/Commercial Area in the Boston Borough Local Plan (April 1999); its redevelopment would be likely to have a positive impact upon local townscape character; its boundaries with the countryside are screened by large mature trees and it will not therefore have harmful impacts upon local landscape character; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for approximately 94% of the site (with 'danger for some' for 3% and 'danger for all' for 3%), and flood depth in 2115 as '0.5m-1.0m' for approximately 76% of the site (with '1.0m-2.0m' for 15% and '0.25m-0.5m' for 9%). 	<p>Flood risk and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Boston, and:</p> <ul style="list-style-type: none"> this site is one of the most sequentially-preferable options in the town in flood risk terms; and its redevelopment will not have adverse impacts on the surrounding townscape or landscape (indeed it is likely to bring townscape improvements). <p>Other benefits of this site are that:</p> <ul style="list-style-type: none"> it performs extremely well against the SA objectives; and it is previously developed land. <p>Although the site is allocated in the Boston Borough Local Plan (April 1999) as employment land, the Employment Land Technical Paper concludes that it is not required to be retained for employment use, and that its ongoing allocation as such is unnecessary.</p>

Spalding

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
Mon001	Land to the north of Bourne Road	1.49	45	No	<p>This site performs moderately well against the SA objectives, scoring positively against 5, but negatively against 3 (Health and Well-being; Transport; and Employment); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'danger for most' in terms of flood hazard with predicted depths of 0.5m-1m. Development of this site for housing would see the loss of employment land which could have a negative impact on the 	As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that it is identified in the SFRA as being mostly subject to 'danger for most' in terms of flood hazard with predicted depths of 0.5m-1m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					<p>potential of the local economy to provide jobs for local residents.</p> <ul style="list-style-type: none"> The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>Given the site's moderate performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk concerns and the site's inability to contribute to the funding of the SWRR. Therefore, allocation for housing is not supported.</p>
Mon002	Land to the south of Horseshoe Road	0.33	10	No	<p>This site performs well against the SA objectives, scoring positively against 6, but negatively against 2 (Health and Well-being; and Transport); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, but is not subject to any flood hazard or flood depth. The site appears to be partially disused with poor-quality buildings and so its redevelopment would likely have a positive impact on the environment. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, both its location and its predicted capacity of 10 dwellings will make it ineligible for contributing to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable given that it is identified as having no flood hazard nor flood depth. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>Notwithstanding its good performance against the SA objectives, it is proposed that the site is not taken forward as a housing allocation but, instead, is included within the settlement boundary for Spalding in order to create more flexibility in respect of its development potential.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
Mon004	Land to the north of Horseshoe Road	2.01	60	No	<p>This site performs moderately poorly against the SA objectives, scoring positively against 3, but negatively against 4 (Health and Well-being; Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'danger for most' in terms of flood hazard with predicted depths of 0.5m-1m. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that it is identified as mostly danger for most in terms of flood hazard with predicted depths of 0.25m-1m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given the site's poor performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk concerns and the site's inability to contribute to the funding of the SWRR. Therefore, allocation for housing is not supported.</p>
Mon005	Land to the south of Horseshoe Road	2.93	88	Yes	<p>This site performs moderately well against the SA objectives, scoring positively against 4, but negatively against 3 (Health and Well-being; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, but is not subject to any flood hazard or flood depth. • The implementation of this proposal would represent infill development between the urban edge of Spalding and a small 'satellite' group of houses along Horseshoe Road, and therefore the impact on the landscape setting of the town would be reduced. • Given the proposals for two large SUEs in Spalding, this site's location and relatively small size would help to create a more varied range of development opportunities in the town. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable given that it is identified as having no flood hazard nor flood depth. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>In view of this site's size and its performance against the SA objectives, and the predicted absence of flood hazard and depth on it, it is proposed that this site is taken forward as a housing allocation, notwithstanding its inability to contribute to the funding of the SWRR.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR.	
Mon007	Land to the south of Horseshoe Road	6.94	208	No	<p>This site performs somewhat poorly against the SA objectives, scoring positively against 3, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'no hazard' and no predicted depth. • This site is detached from the urban edge of Spalding and offers countryside views to the west of the town. Development of the site would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, this site lies within the safeguarding corridor for the SWRR. Until a detailed route of the SWRR is known, allocating the site for housing would be premature and could jeopardise the delivery of the road. Accordingly, this site would not be able to contribute to the funding of the SWRR at the present time. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable given that it is identified as mostly having no flood hazard nor flood depth. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding its flood-risk situation, the site's poor performance against other SA objectives, its isolated location and its inability to contribute to the funding of the SWRR collectively do not justify its allocation for housing.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					<ul style="list-style-type: none"> This site is on a South Holland District Council Environmental Health Department list of potentially contaminated sites requiring further investigation. 	
Mon008	Land to the north of Bourne Road	14.47	434	Yes	<p>This site performs moderately well against the SA objectives, scoring positively against 4, but negatively against 2 (Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, but is not subject to any flood hazard or flood depth. Given the proposals for two large SUEs in Spalding, this site's location and relatively small size would help to create a more varied range of development opportunities in the town. This site will provide housing development in very close proximity to the proposed site for a secondary school (currently under the same ownership). This will facilitate a comprehensive approach to the planning of the two developments, including safe access and sustainable transport to the school. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable given that it is identified as having no flood hazard nor flood depth. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>In view of this site's size and its performance against the SA objectives, and the predicted absence of flood hazard and depth on it, it is proposed that this site is taken forward as a housing allocation, notwithstanding its inability to contribute to the funding of the SWRR.</p>
Mon010	Land to the south of Horseshoe Road	9.98	299	No	<p>This site performs poorly against the SA objectives, scoring positively against 2, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'danger for some' and 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is not one of the most sequentially preferable given that it is identified as mostly having 'danger for some' and 'low hazard' in terms of flood hazard with predicted depths of up to 0.5m. In comparison, the SFRA shows that a number of other sites</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					<p>'low hazard' in terms of flood hazard with predicted depths of up to 0.5m.</p> <ul style="list-style-type: none"> This site is detached from the urban edge of Spalding and offers countryside views to the west of the town. Development of the site would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, this site lies within the safeguarding corridor for the SWRR. Until a detailed route of the SWRR is known, allocating the site for housing would be premature and could jeopardise the delivery of the road. Accordingly, this site would not be able to contribute to the funding of the SWRR at the present time. 	<p>in Spalding are predicted to be subject to less hazard and lower depth.</p> <p>However, notwithstanding its flood-risk situation, the site's poor performance against other SA objectives, its isolated location and its inability to contribute to the funding of the SWRR collectively do not justify its allocation for housing at the present time.</p>
Mon011	Land to the south of Horseshoe Road	2.00	60	No	<p>This site performs somewhat poorly against the SA objectives, scoring positively against 3, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and is identified in the SFRA as being subject to 'no hazard' and no predicted depth. This site is detached from the urban edge of Spalding and offers countryside views to the west of the town. Development of the site would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable given that it is identified as having no flood hazard nor flood depth. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding its flood-risk situation, the site's poor performance against other SA objectives, its isolated location and its inability to contribute to the funding of the SWRR collectively do not justify its allocation for housing at the present time.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, this site lies within the safeguarding corridor for the SWRR. Until a detailed route of the SWRR is known, allocating the site for housing would be premature and could jeopardise the delivery of the road. Accordingly, this site would not be able to contribute to the funding of the SWRR at the present time.	
Mon012	Land to the south of Horseshoe Road	5.70	171	No	<p>This site performs poorly against the SA objectives, scoring positively against 2, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'danger for some' and 'low hazard' in terms of flood hazard with predicted depths of up to 0.5m. This site is detached from the urban edge of Spalding and offers countryside views to the west of the town. Development of the site would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, this site lies within the 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is not one of the most sequentially preferable given that it is identified as mostly having 'danger for some' and 'low hazard' in terms of flood hazard with predicted depths of up to 0.5m. In comparison, the SFRA shows that a number of other sites in Spalding are predicted to be subject to less hazard and lower depth.</p> <p>However, notwithstanding its flood-risk situation, the site's poor performance against other SA objectives, its isolated location and its inability to contribute to the funding of the SWRR collectively do not justify its allocation for housing at the present time.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					safeguarding corridor for the SWRR. Until a detailed route of the SWRR is known, allocating the site for housing would be premature and could jeopardise the delivery of the road. Accordingly, this site would not be able to contribute to the funding of the SWRR at the present time.	
Mon013	Land between Bourne Road, Horseshoe Road and East Road	77.71	2331	No	<p>This site performs moderately against the SA objectives, scoring positively against 4 and negatively against 4 (Health and Well-being; Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'danger for some' and 'low hazard' in terms of flood hazard with predicted depths of up to 0.5m. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, much of this site lies within the safeguarding corridor for the SWRR. Until a detailed route of the SWRR is known, allocating the site for housing would be premature and could jeopardise the delivery of the road. Accordingly, this site would not be able to contribute to the funding of the SWRR at the present time. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable given that it is identified as having no flood hazard nor flood depth. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding its flood-risk situation, the site's mediocre performance against other SA objectives and its inability to contribute to the funding of the SWRR do not justify its allocation for housing at the present time.</p>
Mon014	Land to the north of Bourne Road	10.76	323	No	<p>This site performs poorly against the SA objectives, scoring positively against 2 and negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'danger for some' and 'danger for most' in terms of flood hazard with predicted depths of up to 1m. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that it is identified as mostly danger for most and danger for some in terms of flood hazard with predicted depths of 0.25m-1m. In comparison, the SFRA shows that a number of sites in</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					<ul style="list-style-type: none"> This site is detached from the urban edge of Spalding and offers countryside views to the west of the town. Development of the site would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given the site's moderate performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk concerns and the site's inability to contribute to the funding of the SWRR. Therefore, allocation for housing is not supported.</p>
Mon015	Land to the north of Bourne Road, Behind Hectare House	0.75	22	No	<p>This site performs moderately poorly against the SA objectives, scoring positively against 3 and negatively against 3 (Health and Well-being; Transport; and Flood Risk); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard with predicted depths of 1-2m. This site is detached from the urban edge of Spalding and lies adjacent to an existing employment use which may have an impact on the residential amenity of the occupants of new dwellings. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that it is identified as danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given the site's poor performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk concerns and the site's inability to contribute to the funding of the SWRR. Therefore, allocation for housing is not supported.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR.	
Mon016	Land to the north of Bourne Road	8.03	241	No	<p>This site performs poorly against the SA objectives, scoring positively against 2 and negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'danger for most' in terms of flood hazard with predicted depths of 0.5-1m. This site is detached from the urban edge of Spalding and offers countryside views to the west of the town. Development of the site would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that it is identified as mostly having danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given the site's poor performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk concerns and the site's inability to contribute to the funding of the SWRR. Therefore, allocation for housing is not supported.</p>
Mon017	Land to the north of Bourne Road	1.25	38	No	<p>This site performs moderately poorly against the SA objectives, scoring positively against 3 and negatively against 4 (Health and Well-being; Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'danger for most' in terms of flood hazard with predicted depths of 0.5-1m. This site is detached from the urban edge of Spalding and lies adjacent to an existing employment use (Local Highway 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that it is identified as mostly having danger for most in terms of flood hazard with predicted depths of up to 1m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p>

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Spalding						
					<p>Authority depot) which may have an impact on the residential amenity of the occupants of new dwellings.</p> <ul style="list-style-type: none"> The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>Given the site's poor performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk concerns and the site's inability to contribute to the funding of the SWRR. Therefore, allocation for housing is not supported.</p>
Mon018	Land off Monks House Lane	1.23	37	No	<p>This site performs moderately poorly against the SA objectives, scoring positively against 3 and negatively against 3 (Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'danger for most' in terms of flood hazard with predicted depths of 0.5-1m. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that it is identified as mostly having danger for most in terms of flood hazard with predicted depths of up to 1m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given the site's poor performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk concerns and the site's inability to contribute to the funding of the SWRR. Therefore, allocation for housing is not supported.</p>
Mon019	366 Bourne Road, Pode Hole	1.34	40	No	<p>This site performs poorly against the SA objectives, scoring positively against 2 and negatively against 5 (Health and Well-</p>	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					<p>being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and the great majority of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard with predicted depths of 0.5-2m. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that the great majority of it is identified as having danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given the site's poor performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk concerns and the site's inability to contribute to the funding of the SWRR. Therefore, allocation for housing is not supported.</p>
Mon020	Land to the west of Monks House Lane	28.00	840	No	<p>This site performs moderately well against the SA objectives, scoring positively against 4, but negatively against 3 (Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and is identified in the SFRA as being more or less equally subject to 'danger for some', 'low hazard' and 'no hazard' in terms of flood hazard with predicted depths of up to 0.5m. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is not one of the most sequentially preferable given that it is identified as being more or less equally subject to danger for some, low hazard and no hazard in terms of flood hazard with predicted depths of up to 0.5m. In comparison, the SFRA shows that a number of other sites in Spalding are predicted to be subject to less hazard and lower depth.</p> <p>However, notwithstanding the site's flood-risk situation and its moderate performance against other SA objectives, its inability to contribute to the funding of the SWRR does not justify its allocation for housing at the present time.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					<p>developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, much of this site lies within the safeguarding corridor for the SWRR. Until a detailed route of the SWRR is known, allocating the site for housing would be premature and could jeopardise the delivery of the road. Accordingly, this site would not be able to contribute to the funding of the SWRR at the present time.</p>	
Mon021	Land at Horseshoe Bridge, Horseshoe Road	1.47	44	No	<p>This site performs poorly against the SA objectives, scoring positively against 3, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'low hazard' and 'no hazard' in terms of flood hazard with predicted depths of up to 0.25m. • Although this site adjoins some residential development to the north, it is quite detached from the urban edge of Spalding and offers countryside views to the west of the town. Development of the site would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, this site lies within the safeguarding corridor for the SWRR. Until a detailed route of the SWRR is known, allocating the site for housing would be premature and could jeopardise the delivery of the road. Accordingly, this site would not be able to contribute to the funding of the SWRR at the present time. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the more sequentially preferable given that it is identified as being mostly subject to low hazard and no hazard in terms of flood hazard with predicted depths of up to 0.25m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding its flood-risk situation, the site's poor performance against other SA objectives, its isolated location and its inability to contribute to the funding of the SWRR collectively do not justify its allocation for housing at the present time.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
Mon023	Land to the south of Horseshoe Road	8.67	260	No	<p>This site performs poorly against the SA objectives, scoring positively against 2, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'low hazard' and 'danger for some' in terms of flood hazard with predicted depths of up to 0.5m. This site is detached from the urban edge of Spalding and offers countryside views to the west of the town. Development of the site would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, this site lies within the safeguarding corridor for the SWRR. Until a detailed route of the SWRR is known, allocating the site for housing would be premature and could jeopardise the delivery of the road. Accordingly, this site would not be able to contribute to the funding of the SWRR at the present time. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the more sequentially preferable given that it is identified as being mostly subject to low hazard and danger for some in terms of flood hazard with predicted depths of up to 0.5m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding its flood-risk situation, the site's poor performance against other SA objectives, its isolated location and its inability to contribute to the funding of the SWRR collectively do not justify its allocation for housing at the present time.</p>
Pin001	Land between Spalding and Pinchbeck	39.50	1185	No		<p>This site has not been allocated because the vast majority of it lies entirely within the boundaries of a wider site - Pin045 - which has been allocated. The remainder (i.e. a triangular-shaped area lying between the Joint Line railway and Blue Gowt Lane) is not considered suitable for development because its open character is important to the landscape setting of Pinchbeck village.</p>
Pin011	Land to the south of Wardentree Lane	5.05	169	No		<p>This site has not been allocated because it has full planning permission for the development of 169 dwellings (ref. H14-0156-14), a number of which are currently under</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
						construction. It is therefore proposed that the site should be shown and counted as a commitment lying within the designated settlement boundary for Spalding.
Pin013	Land to the east of Spalding Road	0.28	8	No	<p>This site performs moderately well against the SA objectives, scoring positively against 4, but negatively against 2 (Health and Well-being; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'danger for some' in terms of flood hazard with predicted depths of up to 0.5m. • The site is surrounded by existing and proposed built development. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, both its location and its predicted capacity of less than 10 dwellings will make it ineligible for contributing to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the more sequentially preferable given that it is identified as being mostly subject to danger for some in terms of flood hazard with predicted depths of up to 0.5m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. However, given its location, flood-risk situation and fair performance against the SA objectives, it is proposed that the site is, instead, included within the settlement boundary for Spalding.</p>
Pin016	Land to the west of Spalding Road	1.98	59	No		This site has not been allocated because all of it lies within the boundaries of a wider site - Pin045 - which has been allocated.
Pin020	Land to the west of Spalding Road	2.99	90	No		This site has not been allocated because all of it lies within the boundaries of a wider site - Pin045 - which has been allocated.
Pin024	Land north of the Vernatts Drain	11.67	350	Yes	<p>This site performs poorly against the SA objectives, scoring positively against 2, but negatively against 4 (Health and Well-being; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and nearly all of it is identified in the SFRA as being subject to more or less equal proportions of 'no hazard', 'low hazard' and 'danger for some' in terms of flood hazard, with predicted depths of up to 0.5m. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the more sequentially preferable given that nearly all of it is identified as being subject to either no hazard, low hazard or danger for some in terms of flood hazard with predicted depths of up to 0.5m. In comparison, the SFRA shows that</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					<ul style="list-style-type: none"> The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. Accordingly, significant weight is given to this site's proposed accommodation of that part of the SWRR running from approximately Two Plank Bridge south-westwards in parallel with the Vernatt's Drain up to a bridge crossing of it to the west of Wygate Park. 	<p>a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>The poor performance against the SA objectives is largely because of the considerable scale of the site which means that certain impacts are likely to be identified as being greater when compared to other smaller sites. For example, the SA only identifies a supermarket, primary school and employment opportunities as being within the preferred distances applied. This is because distances have been measured from the centre of the site and so facilities will inevitably be further away than they would be for a smaller site.</p> <p>In conjunction with Site Pin045 (see below), it is considered that development of this scale, and in this particular location, has the ability to deliver a number of sustainability benefits, including: the delivery of balanced and mixed communities; the provision of its own services and facilities that will give residents the opportunities to meet their needs locally; the delivery of strategically-scaled green infrastructure; and improved transport links, including, crucially, a significant part of the SWRR.</p> <p>Therefore, notwithstanding the prima facie poor performance against the SA objectives, it is proposed that the site is taken forward as a housing allocation to help in meeting development needs both within and beyond the period of the Local Plan.</p>
Pin025	Land east of Spalding Road	0.37	11	Yes	<p>This site performs well against the SA objectives, scoring positively against 6, but negatively against 1 (Health and Well-being); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'low hazard' and 'danger for some' in terms of flood hazard with predicted depths of up to 0.5m. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the more sequentially preferable given that it is identified as being mostly subject to low hazard and danger for some in terms of flood hazard with predicted depths of up to 0.5m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth</p> <p>Having regard to its flood-risk situation, it is proposed that the site is taken forward as a housing allocation because its development will deliver wider sustainability benefits. It performs well against the SA objectives, is previously-developed land within the urban area of Spalding and is</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR.	located largely behind frontage development thereby reducing its visibility. Furthermore, land to the east of the site is currently being developed, and therefore the site will be virtually surrounded by housing.
Pin026	Land to the east of Tydd Road	31.28	938	No	<p>This site performs poorly against the SA objectives, scoring positively against 1, but negatively against 5 (Health and Well-being; Transport; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and nearly all of it is identified in the SFRA as being subject to more or less equal proportions of 'no hazard', 'low hazard', 'danger for some' and 'danger for most' in terms of flood hazard, with predicted depths of up to 1.0m. • This site is significantly detached from the urban edge of Spalding and offers countryside views to the north-west of the town. Development of the site, on its own, would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. • This site could not be considered suitable for development before Site Pin024 is developed, particularly because it appears that a satisfactory vehicular access could not be achieved beforehand. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the more sequentially preferable given that it is identified as being subject to more or less equal proportions of 'no hazard', 'low hazard', 'danger for some' and 'danger for most' in terms of flood hazard, with predicted depths of up to 1.0m. In comparison, the SFRA shows that a good number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding the site's flood-risk situation, its poor performance against other SA objectives, its isolated location and its inability to contribute to the funding of the SWRR do not justify its allocation for housing.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
Pin031	Land to the west of Spalding Road	3.04	91	No		This site has not been allocated because all of it lies within the boundaries of a wider site - Pin045 - which has been allocated.
Pin040	Land to the south of Market Way	1.05	32	No		This site has not been allocated because all of it lies within the boundaries of a wider site - Pin045 - which has been allocated.
Pin045	Land west of Spalding Road	22.53	676	Yes	<p>N.B. This site comprises of Pin001, Pin016, Pin020, Pin031, Pin040 and Pin045 which are collectively referenced as Pin045.</p> <p>This site performs poorly against the SA objectives, scoring positively against 3, but negatively against 5 (Health and Well-being; Heritage; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and it is identified in the SFRA as being mostly subject to 'danger for most' or 'danger for some' in terms of flood hazard, with predicted depths of up to 1m. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. Accordingly, significant weight is given to this site's proposed accommodation of that part of the SWRR running from Spalding Road, south-westwards, over the Joint Line Rail to approximately Two Plank Bridge. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a. The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that most of it is identified as being subject to either danger for most or danger for some in terms of flood hazard with predicted depths of up to 1m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Notwithstanding its flood-risk situation and poor performance against the SA objectives, it is proposed that the site is taken forward as a housing allocation to help in the provision of the Northern section of the SWRR, which will facilitate access to the western part of Site Pin045 (to the west of the Joint Line railway) as well as Site Pin024.</p> <p>In conjunction with Site Pin024 (see above), it is considered that development of this scale, and in this particular location, has the ability to deliver a number of sustainability benefits, including: the delivery of balanced and mixed communities; the provision of its own services and facilities that will give residents the opportunities to meet their needs locally; the delivery of strategically-scaled green infrastructure; and improved transport links, including, crucially, a significant part of the SWRR.</p>
Pin050	Spalding Lifestyle Road	1.68	50	Yes	<p>This site performs well against the SA objectives, scoring positively against 6, but negatively against (Health and Well-being); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and nearly all of it is identified in the SFRA as being subject to more or less equal proportions of 'no hazard', 'low hazard' and 'danger for some' in terms of flood hazard, with predicted depths of up to 0.5m. 	As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the more sequentially preferable given that nearly all of it is identified as being subject to either no hazard, low hazard or danger for some in terms of flood hazard with predicted

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					<ul style="list-style-type: none"> This site is previously-developed land situated within the urban area of Spalding. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>depths of up to 0.5m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>Having regard to its flood-risk situation, it is proposed that the site is taken forward as a housing allocation because its development will deliver wider sustainability benefits. It performs well against the SA objectives, is previously-developed land lying within the urban area of Spalding and is surrounded by built development thereby reducing its visibility.</p>
Pin051	Farm Yard, Blue Gowt Drove	0.24	7	No	<p>This site performs poorly against the SA objectives, scoring positively against 3, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, but is not subject to any flood hazard or flood depth. This site is significantly detached from the urban edge of Spalding and offers countryside views to the north of the town. Development of the site, on its own, would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable given that it is identified as being subject to no flood hazard nor flood depth. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding the site's flood-risk situation, its poor performance against other SA objectives, its isolated location and its inability to contribute to the funding of the SWRR do not justify its allocation for housing. Moreover, its capacity is below the Local Plan allocation threshold.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR.	
Pin052	Land to the east of Tydd Road	4.98	149	No	<p>This site performs poorly against the SA objectives, scoring positively against 2, but negatively against 5 (Health and Well-being; Transport; Education; Landscape and Townscape; and Air, Soil and Water Resources); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and nearly all of it is identified in the SFRA as being subject to either 'no hazard' or 'low hazard' in terms of flood hazard, with predicted depths of up to 0.25m. • This site is significantly detached from the urban edge of Spalding and offers countryside views to the north-west of the town. Development of the site, on its own, would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, this site lies within the safeguarding corridor for the SWRR. Until a detailed route of the SWRR is known, allocating the site for housing would be premature and could jeopardise the delivery of the road. Accordingly, this site would not be able to contribute to the funding of the SWRR at the present time. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the more sequentially preferable given that nearly all of it is identified in the SFRA as being subject to either no hazard or low hazard in terms of flood hazard, with predicted depths of up to 0.25m. In comparison, the SFRA shows that a number of other sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding the site's flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the funding of the SWRR do not justify its allocation for housing at the present time.</p>
Pin053	Land between Spalding and Pinchbeck	7.77	233	No	<p>This site performs poorly against the SA objectives, scoring positively against 3, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p>	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable given that it is identified as</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					<ul style="list-style-type: none"> This site is located within Flood Zone 3a, but is not subject to any flood hazard or flood depth. This site is separated from the village of Pinchbeck by the Joint Line railway which forms a strong and defensible development boundary at the western edge of the village of Pinchbeck. Therefore, development of this site would extend Pinchbeck over the railway to the detriment of the character and appearance of the area. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>being subject to no flood hazard nor flood depth. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding the site's flood-risk situation, its poor performance against other SA objectives, its location to the west of the railway and its inability to contribute to the funding of the SWRR do not justify its allocation for housing.</p>
Pin054	Orchard House, Blue Gowt Drove	3.98	119	No	<p>This site performs poorly against the SA objectives, scoring positively against 3, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, but is not subject to any flood hazard or flood depth. This site is significantly detached from the urban edge of Spalding and offers countryside views to the north of the town. Development of the site, on its own, would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable given that it is identified as being subject to no flood hazard nor flood depth. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding the site's flood-risk situation, its poor performance against other SA objectives, its isolated location and its inability to contribute to the funding of the SWRR do not justify its allocation for housing.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR.	
Pin055	Land to the east of Tydd Road	0.82	25	No	<p>This site performs poorly against the SA objectives, scoring positively against 2, but negatively against 5 (Health and Well-being; Transport; Education; Landscape and Townscape; and Air, Soil and Water Resources); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and nearly all of it is identified in the SFRA as being subject to 'no hazard' in terms of flood hazard, with predicted depths for a very small part of it up to 0.25m. • This site is significantly detached from the urban edge of Spalding and offers countryside views to the north-west of the town. Development of the site, on its own, would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, this site lies within the safeguarding corridor for the SWRR. Until a detailed route of the SWRR is known, allocating the site for housing would be premature and could jeopardise the delivery of the road. Accordingly, this site would not be able to contribute to the funding of the SWRR at the present time. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the more sequentially preferable given that nearly all of it is identified in the SFRA as being subject to no hazard in terms of flood hazard, with predicted depths for a very small part of it up to 0.25m. In comparison, the SFRA shows that a number of other sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding the site's flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the funding of the SWRR do not justify its allocation for housing at the present time.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
Pin056	Fox Glove Cottage, 4 Blue Gowt Drove	1.48	44	No	<p>This site performs poorly against the SA objectives, scoring positively against 3, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, but is not subject to any flood hazard or flood depth. • This site is significantly detached from the urban edge of Spalding and offers countryside views to the north of the town. Although the site is somewhat screened by the surrounding trees, development of the site, on its own, would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable given that it is identified as being subject to no flood hazard nor flood depth. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding the site's flood-risk situation, its poor performance against other SA objectives, its isolated location and its inability to contribute to the funding of the SWRR do not justify its allocation for housing.</p>
Pin057	Land at Mill Green Road/Blue Gowt Drove	12.43	373	No	<p>This site performs poorly against the SA objectives, scoring positively against 3, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, but is not subject to any flood hazard or flood depth. • This site is significantly detached from the urban edge of Spalding and offers countryside views to the north of the town. Development of the site, on its own, would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable given that it is identified as being subject to no flood hazard nor flood depth. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding the site's flood-risk situation, its poor performance against other SA objectives, its isolated</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					<ul style="list-style-type: none"> The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	location and its inability to contribute to the funding of the SWRR do not justify its allocation for housing.
Pin058	Blue Gowt Drove	0.31	9	No	<p>This site performs poorly against the SA objectives, scoring positively against 3, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, but is not subject to any flood hazard or flood depth. This site is significantly detached from the urban edge of Spalding and offers countryside views to the north of the town. Although the site is somewhat screened by the surrounding trees and residential properties fronting the road, development of the site, on its own, would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable given that it is identified as being subject to no flood hazard nor flood depth. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding the site's flood-risk situation, its poor performance against other SA objectives, its isolated location and its inability to contribute to the funding of the SWRR do not justify its allocation for housing. Moreover, its capacity is below the Local Plan allocation threshold.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR.	
Pin059	Land on Blue Gowt Drove	1.14	34	No	<p>This site performs poorly against the SA objectives, scoring positively against 2, but negatively against 4 (Health and Well-being; Transport; Landscape and Townscape; and Air, Soil and Water Resources); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and most of it is identified in the SFRA as being subject to 'low hazard' in terms of flood hazard, with predicted depths of up to 0.5m. • This site is somewhat detached from the urban edge of Spalding and offers countryside views to the north of the town. Development of the site, on its own, would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the more sequentially preferable given that it is identified as being mostly subject to low hazard in terms of flood hazard with predicted depths of up to 0.5m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>The site's poor performance against other SA objectives and its inability to contribute to the funding of the SWRR do not justify its allocation for housing. However, given its reasonably-good flood-risk situation and its relationship with Site Pin024, it is proposed that the site is included within the settlement boundary for Spalding in order to create more flexibility in respect of its development potential.</p>
Pin060	Tydd Road,	7.48	224	No	<p>This site performs poorly against the SA objectives, scoring positively against 1, but negatively against 6 (Health and Well-being; Transport; Education; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and nearly all of it is identified in the SFRA as being subject to either 'danger for 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is not one of the most sequentially preferable given that nearly all of it is identified in the SFRA as being subject to danger for some or danger for most in terms of flood hazard, with predicted</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					<p>some' or 'danger for most' in terms of flood hazard, with predicted depths of up to 1.0m.</p> <ul style="list-style-type: none"> This site is significantly detached from the urban edge of Spalding and offers countryside views to the north-west of the town. Development of the site, on its own, would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. This site could not be considered suitable for development before Site Pin024 is developed, particularly because it appears that a satisfactory vehicular access could not be achieved beforehand. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>depths of up to 1.0m. In comparison, the SFRA shows that a number of other sites in Spalding are predicted to be subject to less hazard and lower depth.</p> <p>Given its flood-risk situation, its poor performance against other SA objectives, its isolated location and its inability to contribute to the funding of the SWRR, this site has not been allocated for housing.</p>
Pin061	Highfield Nursery, Highfield Lane	0.85	26	No	<p>This site performs moderately poorly against the SA objectives, scoring positively against 3, but negatively against 4 (Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, but is not subject to any flood hazard or flood depth. This site is significantly detached from the urban edge of Spalding and offers countryside views to the north of the town. Development of the site would result in an incongruous residential development in the countryside to the detriment of the character and appearance of the area. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable given that it is identified as being subject to no flood hazard nor flood depth. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to greater hazard and depth.</p> <p>However, notwithstanding the site's flood-risk situation, its poor performance against other SA objectives, its isolated location and its inability to contribute to the funding of the SWRR do not justify its allocation for housing.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR.	
Stj003	2-4 St John's Road	0.98	29	No		<p>The January 2016 Housing Paper for Spalding incorrectly identified this site as having the benefit of planning permission for the development of 53 dwellings. The site was therefore not considered for allocation. In fact, this permission actually expired in 2014.</p> <p>However, full planning permission (H16-1083-16) has subsequently been granted for the development of 48 dwellings on the site and so it is proposed that the site be shown and counted as a housing commitment.</p>
Stj004	Former PO Sorting Office, The Crescent	0.10	3	No		<p>The January 2016 Housing Paper for Spalding incorrectly identified this site as having the benefit of planning permission for the development of 12 dwellings. The site was therefore not considered for allocation. In fact, this permission actually expired in 2014.</p> <p>Given that this is a brownfield site situated within the designated town centre of Spalding, where its redevelopment for housing or other town centre uses would be supported, it is proposed not to allocate this site for any specific purpose in order to create flexibility in the consideration of its future redevelopment.</p>
Stj005	Hawthorn Bank	0.22	7	No		This site has not been allocated because it has reserved matters approval for the development of 8 (7 net) dwellings (H16-1023-13). It is therefore proposed that the site should be counted as a commitment.
Stm001	Land to the east of Spalding Common	0.53	16	No	This site performs moderately poorly against the SA objectives, scoring positively against 3, but negatively against 3 (Health and Well-being; Air, Soil and Water Resources; and Flood Risk); and the following key considerations also need to be taken into account:	As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					<ul style="list-style-type: none"> This site is located within Flood Zone 1, 2 and 3a, and nearly all of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>least sequentially preferable given that nearly all of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given its flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the funding of the SWRR, this site has not been allocated for housing.</p>
Stm002	Land to the east of South Drove	0.80	24	No	<p>This site performs moderately well against the SA objectives, scoring positively against 4, but negatively against 2 (Health and Well-being; and Flood Risk); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zones 1, 2 and 3a, and nearly all of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that nearly all of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Notwithstanding this site's good performance against other SA objectives, its poor flood-risk situation and its inability to contribute to the funding of the SWRR do not justify its allocation for housing.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
Stm004	Land east of Spalding Common	4.66	140	Yes	<p>This site performs moderately well against the SA objectives, scoring positively against 3, but negatively against 2 (Transport; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zones 1, 2 and 3a, and nearly all of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 1.0m. • Given the proposals for two large SUEs in Spalding, this site's location and relatively small size would help to create a more varied range of development opportunities in the town. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that nearly all of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 1m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m; however, this site does compare more favourably with neighbouring Sites Stm001, Stm002, Stm006, Stm007 and Stm011.</p> <p>In view of this site's size and location and its performance against the SA objectives, it is proposed that this site is taken forward as a housing allocation, notwithstanding its flood-risk situation and inability to contribute to the funding of the SWRR.</p>
Stm005	Land to the west of Spalding Drove	11.97	359	No	<p>This site performs poorly against the SA objectives, scoring positively against 2, but negatively against 6 (Health and Well-being; Transport; Heritage; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and most of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that most of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given its flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the funding of the SWRR, this site has not been allocated for housing.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR.	
Stm006	Land to the east of Spalding Common	1.41	42	No	<p>This site performs moderately poorly against the SA objectives, scoring positively against 3, but negatively against 4 (Transport; Air, Soil and Water Resources; Sustainable Use of Land and Waste; and Flood Risk); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zones 1, 2 and 3a, and nearly all of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that nearly all of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given its flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the funding of the SWRR, this site has not been allocated for housing.</p>
Stm007	Land to the east of Spalding Common	0.66	20	No	<p>This site performs moderately poorly against the SA objectives, scoring positively against 3, but negatively against 3 (Health and Well-being; Air, Soil and Water Resources; and Flood Risk); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zones 1, 2 and 3a, and nearly all of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that nearly all of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR.	Given its flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the funding of the SWRR, this site has not been allocated for housing.
Stm008	Land to the east of Spalding Common	0.12	4	No		This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. However, the site is assessed as developable by the SHLAA; and so it, along with surrounding existing development and proposed housing allocations, has been included within the proposed settlement boundary for Spalding with a view to consolidating the urban form in this part of the town.
Stm009	Land to the north of Burr Lane	0.91	27	No	<p>This site performs poorly against the SA objectives, scoring positively against 2, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zones 2 and 3a, and nearly all of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. • This site is detached from the urban edge of Spalding and residential development in this location would serve to consolidate existing linear development in the countryside to the detriment of the appearance and character of the area. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that most of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given its flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the funding of the SWRR, this site has not been allocated for housing.</p>

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Spalding						
					term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR.	
Stm010	Land west of Spalding Common	2.09	63	Yes	<p>This site performs moderately poorly against the SA objectives, scoring positively against 3, but negatively against 3 (Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zones 1, 2 and 3a, and most of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. • Given the proposals for two large SUEs in Spalding, this site's location and relatively small size would help to create a more varied range of development opportunities in the town. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that most of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m; however, this site does compare more favourably with neighbouring Sites Stm001, Stm002, Stm006, Stm007 and Stm011.</p> <p>In view of this site's size and location and its performance against the SA objectives, it is proposed that this site is taken forward as a housing allocation, notwithstanding its flood-risk situation and inability to contribute to the funding of the SWRR.</p>
Stm011	Land to the east of Spalding Common	9.76	293	No	This site performs poorly against the SA objectives, scoring positively against 2, but negatively against 5 (Health and Well-being; Transport; Air, Soil and Water Resources; Sustainable	As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its

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Spalding						
					<p>Use of Land and Waste; and Flood Risk); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zones 1, 2 and 3a, and most of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. • Given the proposals for two large SUEs in Spalding, this site's location and relatively small size would help to create a more varied range of development opportunities in the town. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>southern tip).The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that nearly all of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given its flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the funding of the SWRR, this site has not been allocated for housing.</p>
Stm015	Land between Cowbit Road and Spalding Drove	5.79	174	No	<p>This site performs poorly against the SA objectives, scoring positively against 2, but negatively against 5 (Health and Well-being; Landscape and Townscape; Air, Soil and Water Resources; Sustainable Use of Land and Waste; and Flood Risk); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and nearly all of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip).The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that nearly all of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given its flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the funding of the SWRR, this site has not been allocated for housing.</p>

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Spalding						
					majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR.	
Stm016	Land between Cowbit Road and Spalding Drove	26.69	789	No	<p>This site performs poorly against the SA objectives, scoring positively against 2, but negatively against 6 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; Sustainable Use of Land and Waste; and Flood Risk); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and nearly all of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip).The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that nearly all of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given its flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the funding of the SWRR, this site has not been allocated for housing.</p>
Stm017	Land to the west of Spalding Drove	8.66	260	No	<p>This site performs poorly against the SA objectives, scoring positively against 2, but negatively against 6 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; Sustainable Use of Land and Waste; and Flood Risk); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and nearly all of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip).The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that nearly all of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given its flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the</p>

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					Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR.	funding of the SWRR, this site has not been allocated for housing.
Stm018	Land between Cowbit Road and Spalding Drove	37.6	1128	No	<p>This site performs poorly against the SA objectives, scoring positively against 2, but negatively against 6 (Health and Well-being; Transport; Landscape and Townscape; Air, Soil and Water Resources; Sustainable Use of Land and Waste; and Flood Risk); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and nearly all of it is identified in the SFRA as being subject to either 'danger for most' or 'danger for all' in terms of flood hazard, with predicted depths of up to 2.0m. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that nearly all of it is identified as being subject to either danger for most or danger for all in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given its flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the funding of the SWRR, this site has not been allocated for housing.</p>
Stm019	Land to the north of Burr Lane	2.17	65	No	<p>This site performs poorly against the SA objectives, scoring positively against 3, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Sustainable Use of Land and Waste; and Flood Risk); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and all of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that all of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA</p>

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					<ul style="list-style-type: none"> This site is detached from the urban edge of Spalding and residential development in this location would serve to consolidate existing linear development in the countryside to the detriment of the appearance and character of the area. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given its flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the funding of the SWRR, this site has not been allocated for housing.</p>
Stm021	Land to the north of Burr Lane	1.75	52	No	<p>This site performs poorly against the SA objectives, scoring positively against 3, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; Sustainable Use of Land and Waste; and Flood Risk); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> This site is located within Flood Zone 3a, and all of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. This site is detached from the urban edge of Spalding and residential development in this location would serve to consolidate existing linear development in the countryside to the detriment of the appearance and character of the area. The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip).The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that all of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given its flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the funding of the SWRR, this site has not been allocated for housing.</p>

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Spalding						
					deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR.	
Stm023	Land to the north of Burr Lane	0.29	9	No	<p>This site performs moderately poorly against the SA objectives, scoring positively against 3, but negatively against 4 (Health and Well-being; Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site has a capacity of less than 10 dwellings. • This site is located within Flood Zone 3a, and all of it is identified in the SFRA as being subject to either 'danger for most' or 'danger for some' in terms of flood hazard, with predicted depths of up to 0.5m across most of it. 	<p>This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Notwithstanding the site being assessed as developable by the SHLAA, it is not proposed to include it within the proposed settlement boundary for Spalding for the following reasons:</p> <ul style="list-style-type: none"> • it is detached from the urban edge of Spalding and residential development in this location would serve to consolidate existing linear development in the countryside to the detriment of the appearance and character of the area; • it performs moderately poorly against SA objectives; and • it is not one of the most sequentially-preferable sites in terms of flood hazard.
Stm025	Land to the north of Burr Lane	0.26	8	No	<p>This site performs poorly against the SA objectives, scoring positively against 3, but negatively against 5 (Health and Well-being; Transport; Landscape and Townscape; and Sustainable Use of Land and Waste; Flood Risk); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site has a capacity of less than 10 dwellings. • This site is located within Flood Zone 3a, and all of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. 	<p>This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Notwithstanding the site being assessed as developable by the SHLAA, it is not proposed to include it within the proposed settlement boundary for Spalding for the following reasons:</p> <ul style="list-style-type: none"> • it is detached from the urban edge of Spalding and residential development in this location would serve to consolidate existing linear development in the countryside to the detriment of the appearance and character of the area; • it performs poorly against SA objectives; and • it is one of the least sequentially-preferable sites in terms of flood hazard.
Stm027	Land to the west of Fen End Lane	0.24	7	No	<p>This site performs moderately well against the SA objectives, scoring positively against 5, but negatively against 3 (Health and Well-being; Transport; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site has a capacity of less than 10 dwellings. • This site is located within Flood Zone 3a, but is not subject to any flood hazard or flood depth. 	<p>This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Notwithstanding the site being assessed as developable by the SHLAA, it is not proposed to include it within the proposed settlement boundary for Spalding for the following reason:</p> <ul style="list-style-type: none"> • its location is at the far end of an area of linear development some distance from the urban edge of Spalding.
Stm028	The Elders	3.60	108	Yes	<p>This site performs moderately well against the SA objectives, scoring positively against 3, but negatively against 2 (Air, Soil</p>	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					<p>and Water Resources; and Sustainable Use of Land and Waste); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zones 2 and 3a, and most of it is identified in the SFRA as being subject to 'danger for most' in terms of flood hazard, with predicted depths of up to 2.0m. • Given the proposals for two large SUEs in Spalding, this site's location and relatively small size would help to create a more varied range of development opportunities in the town. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>Zone 3a (except for small areas of Zones 1 and 2 around its southern tip).The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that most of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m; however, this site does compare more favourably with neighbouring Sites Stm001, Stm002, Stm006, Stm007 and Stm011.</p> <p>In view of this site's size and location and its performance against the SA objectives, it is proposed that this site is taken forward as a housing allocation, notwithstanding its flood-risk situation and inability to contribute to the funding of the SWRR.</p>
Stm029	Land to the north of Burr Lane	0.92	28	No	<p>This site performs well against the SA objectives, scoring positively against 5, but negatively against 2 (Health and Well-Being; and Transport); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and is identified in the SFRA as being more or less equally subject to 'danger for most', 'danger for some' and 'low hazard' in terms of flood hazard with predicted depths of up to 1m. • This site is detached from the urban edge of Spalding and residential development in this location would serve to consolidate existing linear development in the countryside to the detriment of the character of the area. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip).The flood hazard and depth of sites is therefore an important consideration. This site is one of the more sequentially preferable given that it is identified as being more or less equally subject to 'danger for most', 'danger for some' and 'low hazard' in terms of flood hazard with predicted depths of up to 1m.</p> <p>Notwithstanding this site's moderately good performance against SA objectives and its flood-risk situation, its location and inability to contribute to the funding of the SWRR do not justify its allocation for housing.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
					term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR.	
Stm030	Land to the east of Barrier Bank and north of Burr Lane	5.19	156	No	<p>This site performs moderately poorly against the SA objectives, scoring positively against 4, but negatively against 4 (Health and Well-Being; Transport; Sustainable Use of Land and Waste; and Flood Risk); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zones 2 and 3a, and is identified in the SFRA as being mostly subject to 'danger for most' in terms of flood hazard with predicted depths of up to 2m. • This site is detached from the urban edge of Spalding and residential development in this location would serve to consolidate existing linear development in the countryside to the detriment of the appearance and character of the area. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that most of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m. . In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Given its flood-risk situation, its poor performance against other SA objectives and its inability to contribute to the funding of the SWRR, this site has not been allocated for housing.</p>
Stp003	Former Jewsons Premises, Roman Bank	0.49	15	No		The January 2016 Housing Paper for Spalding incorrectly identified this site as having the benefit of planning permission for the development of 63 dwellings. This permission expired in July 2015. The site was therefore not considered for allocation. However, full planning permission (H16-0138-17) has subsequently been granted for the

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Spalding						
						development of a self-contained care home and two over 55 years of age apartment blocks on the site.
Stp004	80-89 Commercial Road	0.16	5	No		The site originally had planning permission for the erection of 16 dwellings (H16-0872-12) which meant that it was not considered for allocation. However, this permission expired in January 2016, during the consultation on the draft Local Plan. Subsequently, a new planning permission has been granted for the site for the development of 17 (net) dwellings (H16-0421-16) and so it is proposed that the site be shown and counted as a housing commitment.
Stp005	Land to the east of Willow Row	0.52	16	No	<p>This site performs well against the SA objectives, scoring positively against 6, but negatively against 2 (Heritage; and Flood Risk); and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • This site is located within Flood Zone 3a, and is identified in the SFRA as being mostly subject to 'danger for most' in terms of flood hazard with predicted depths of up to 2m. • The Spalding Transport Strategy 2014-36 highlights the importance of the proposed Spalding Western Relief Road (SWRR), which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan, identified as one of four major schemes within Lincolnshire in the short to medium term. It will play a major role in opening-up development sites including Holland Park, the Vernatts SUE and other major sites to the west of Spalding; and also provide an alternative route to the congested A151. Crucially, it is expected that the majority of the funding of the SWRR will be derived from developer contributions linked to housing delivery; and therefore preference is being given to sites that can help deliver the SWRR. However, given its location, this site would not be able to contribute to the funding of the SWRR. 	<p>As with many other settlements in the District, Spalding is affected by flood risk with the entire town lying within Flood Zone 3a (except for small areas of Zones 1 and 2 around its southern tip). The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that most of it is identified as being subject to danger for most in terms of flood hazard with predicted depths of up to 2m; and, in a small part of the site, the predicted depths are greater than 2m. In comparison, the SFRA shows that a number of sites in Spalding are predicted to be subject to less hazard and flood depths lower than 0.5m.</p> <p>Notwithstanding its performance against other SA objectives, this site has not been allocated for housing for reason of flood risk.</p>

Crowland

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Crowland						
Cro002	Land between 34-42 Peterborough Road	1.86	37	No	<p>The site performs only moderately against the SA objectives, scoring positively against 3, but also negatively against 4 (Health and Wellbeing; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 524 dwellings which the Plan seeks to be developed in Crowland; dwellings on the site 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; the site is located within Flood Zone 3a, and is identified within the SFRA as mostly 'danger for most' in terms of flood hazard with flood depths of 1.0m-2.0m and 0.5m-1.0m; the site is outside the Sand and Gravel Minerals Safeguarding Zone. 	<p>Flood risk is considered to be the most important concern in identifying land for development in Crowland, and this site is one of the least sequentially-preferable ones given its predicted depths of mostly 1.0m-2.0m, with some 0.5m-1.0m. In comparison, the SFRA shows that none of the selected sites have significant areas of land with predicted depths of over 1.0m.</p> <p>Given its performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk in this instance.</p>
Cro010	Land to the west of Peterborough Road	1.82	36	No	<p>This site has full planning permission for the development of 50 dwellings (H02-0468-14), which is now built out.</p>	<p>This site has not been allocated because it has full planning permission for the development of 50 dwellings (H02-0468-14), which is now built out.</p>
Cro011	Land to the north of Barbers Drove North	1.54	31	Yes	<p>Although the site performs only moderately against the SA objectives, the following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 524 dwellings which the Plan seeks to be developed in Crowland; this site would effectively provide infilling between existing residential development to the north and south. The perception is that James Road to the east provides a natural end to the built area which, taken with the adjoining built form, means that this site would have minimal impact upon the landscape as James Road would also restrict views of the site from the wider landscape. the site is located within Flood Zone 3a, and is identified within the SFRA as mostly 'danger for most' in terms of flood hazard with flood depths of 0.5m-1.0m; the site is outside the Sand and Gravel Minerals Safeguarding Zone. 	<p>Flood risk is considered to be the most important concern in identifying land for development in Crowland, and this site is one of the more sequentially-preferable ones given its predicted depth of 0.5m-1.0m. This compares with predicted depths of 1.0m-2.0m for unselected sites.</p> <p>The fact that the development of site Cro011 would have a minimal impact upon the landscape was another determining factor.</p> <p>Other benefits of this site are that it is located outside of the Sand and Gravel Minerals Safeguarding Zone (whereas some unselected sites lie within it) and it performs better against the SA criteria than most unselected sites that are above the allocation threshold.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Crowland						
Cro013	10 Barbers Drove South	0.11	2	No	<ul style="list-style-type: none"> The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings; and The site has planning permission for the construction of 2 dwellings (H02-0060-13), which has now been built out. 	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings and it has planning permission for the construction of 2 dwellings (H02-0060-13), which has now been built out.
Cro017	Land to the west of Peterborough Road	1.76	35	No	This site has not been allocated because it has full planning permission (H02-0299-16) for the development of 52 dwellings, all of which are currently under construction.	This site has not been allocated because it has full planning permission (H02-0299-16) for the development of 52 dwellings, all of which are currently under construction.
Cro020	Former Industrial Premises, East of Peterborough Road	0.27	5	No	<p>The site performs very well against the SA objectives. The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 524 dwellings which the Plan seeks to be developed in Crowland; the site relates well to the existing built-up area and its former use (industrial buildings) means that redevelopment is likely to have a positive impact on townscape, particularly in terms of reinstating a more vibrant streetscene and development form in keeping with adjoining residential areas along Peterborough Road; the site is located within Flood Zone 3a, and is classified within the SFRA as a combination of 'danger for some', 'low hazard', and 'danger for most' in terms of flood hazard, with flood depths from 0.25m-1.0m; the site is outside the Sand and Gravel Minerals Safeguarding Zone. 	<p>Although this site has not been identified as an individual allocation in the Plan, it has been allocated as part of Cro044 to the east and collectively the two sites are referenced Cro044 in the Local Plan.</p> <p>Flood risk is considered to be the most important concern in identifying land for development in Crowland, and this site is one of the most sequentially-preferable ones given its predicted depth of 0.25m-0.5m. This compares with predicted depths of 1.0m-2.0m for unselected sites. The fact that the development of the site would relate well to the existing built form was another determining factor, as well as the fact that it performs well against the SA objectives.</p>
Cro023	65 Peterborough Road	0.19	3	No	<ul style="list-style-type: none"> The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings; and The site has full planning permission (H02-0082-17) for the development of 3 dwellings. 	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Cro024	Land to the rear of 60 North Street	0.35	10	No	This site has reserved matters approval (H02-1756-16) for the development of 10 dwellings, which has been implemented.	This site has not been allocated because it has reserved matters approval (H02-1756-16) for the development of 10 dwellings, which has been implemented.
Cro025	Land at Alderlands Close	0.21	4	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Cro027	Land adjacent to 27a Chapel Street	0.10	1	No	<ul style="list-style-type: none"> The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings; and The site has planning permission for the construction of 1 new dwelling (H02-0496-13), which has now been completed. 	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings and it has planning permission for the construction of 1 new dwelling (H02-0496-13), which has now been completed.
Cro028	Former PO Sorting Office, 6A Reform Street	0.20	4	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Cro030	Land to the rear of 2-6 West Street	0.13	1	No	<ul style="list-style-type: none"> The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings; and 	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings and it has planning permission for the construction

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Crowland						
					<ul style="list-style-type: none"> The site has planning permission for the construction of 1 new dwelling (H02-0928-13), which has now been completed. 	of 1 new dwelling (H02-0928-13), which has now been completed.
Cro031	Land off Clout Drove	8.41	168	No	<p>This site performs very poorly against the SA objectives, scoring negatively against 8 of them (objectives relating to: Health and Wellbeing; Transport; Socially Inclusive Communities; Education; Landscape and Townscape; Air, Soil and Water Resources; Sustainable Use of Land and Waste; and Flood Risk). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 524 dwellings which the Plan seeks to be developed in Crowland; built development of this size would have an adverse impact on the character of the area by extending the built form of Crowland north; the site is located within Flood Zone 3a, and is identified within the SFRA as a combination of 'danger for all' and 'danger for most' in terms of flood hazard with flood depths of 1.0m-2.0m and 0.5m-1.0m; The site lies partly within the Sand and Gravel Minerals Safeguarding Zone. 	<p>Flood risk is considered to be the most important concern in identifying land for development in Crowland, and this site is one of the least sequentially-preferable ones given its predicted depths of mostly 1.0m-2.0m, with some 0.5m-1.0m. In comparison, the SFRA shows that none of the selected sites have significant areas of land with predicted depths of over 1.0m.</p> <p>Given its performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk in this instance.</p>
Cro036	18 Low Road	1.48	30	Yes	<p>Although the site performs only moderately against the SA objectives, the following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 524 dwellings which the Plan seeks to be developed in Crowland; development of this site would be in character with the depth development adjacent to the site and plank drove provides a good boundary against further development to the west. the site is located within Flood Zone 3a, and is identified within the SFRA as mostly 'danger for most' with some 'danger for all' in terms of flood hazard with flood depths of 0.5m-1.0m; the site is outside the Sand and Gravel Minerals Safeguarding Zone. 	<p>Flood risk is considered to be the most important concern in identifying land for development in Crowland, and this site is one of the more sequentially-preferable ones given its predicted depth of 0.5m-1.0m. This compares with predicted depths of 1.0m-2.0m for unselected sites.</p> <p>The fact that the development of site Cro036 would be in character with the surrounding landscape/townscape was another determining factor.</p> <p>Other benefits of this site are that it is located outside of the Sand and Gravel Minerals Safeguarding Zone (whereas some unselected sites lie within it) and it performs better against the SA criteria than most unselected sites that are above the allocation threshold.</p>
Cro038	Crowland Garden Centre, Postland Road	3.92	78	No	<p>The site performs poorly against the SA objectives, scoring positively against only 2, but negatively against 6 (Health and Wellbeing; Transport; Education; Air, Soil and Water Resources; Sustainable Use of Land and Waste; and Employment). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 524 dwellings which the Plan seeks to be developed in Crowland; the site is on the edge of the built-up area of Crowland, although the eastern boundary has some tree screening 	<p>Flood risk is considered to be the most important concern in identifying land for development in Crowland, and this site is one of the least sequentially-preferable ones given its predicted depths of mostly 1.0m-2.0m, with some 0.5m-1.0m. In comparison, the SFRA shows that none of the selected sites have significant areas of land with predicted depths of over 1.0m.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Crowland						
					<p>which would help prevent the site protruding into the open countryside;</p> <ul style="list-style-type: none"> the site is located within Flood Zone 3a, and is identified within the SFRA as a combination of 'danger for all' and 'danger for most' in terms of flood hazard with flood depths of 1.0m-2.0m and 0.5m-1.0m; the site lies partly within the Sand and Gravel Minerals Safeguarding Zone. 	<p>Given its poor performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk in this instance.</p>
Cro041	Crowland Caravans, Postland Road	4.19	84	No	<p>The site performs very poorly against the SA objectives, scoring positively against only 1, but negatively against 7 (Health and Wellbeing; Transport; Socially Inclusive Communities; Education; Air, Soil and Water Resources; Sustainable Use of Land and Waste; and Employment). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 524 dwellings which the Plan seeks to be developed in Crowland; if the existing tree belts are retained, this would help minimise the impact upon the landscape; the site is located within Flood Zone 3a, and is identified within the SFRA as a combination of 'danger for most' and 'danger for all' in terms of flood hazard with flood depths of mostly 1.0m-2.0m with some 0.5m-1.0m; the site lies within the Sand and Gravel Minerals Safeguarding Zone. 	<p>Flood risk is considered to be the most important concern in identifying land for development in Crowland, and this site is one of the least sequentially-preferable ones given its predicted depths of mostly 1.0m-2.0m, with some 0.5m-1.0m. In comparison, the SFRA shows that none of the selected sites have significant areas of land with predicted depths of over 1.0m.</p> <p>Given its very poor performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk in this instance.</p>
Cro043	Land east of Crease Drove	1.54	31	Yes	<p>The site performs well against the SA objectives, scoring positively against 5 with a significant positive impact identified against the Employment objective. The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 524 dwellings which the Plan seeks to be developed in Crowland; the site relates well to the existing built up area and is brownfield (former warehouse buildings), therefore redevelopment is likely to have a positive impact on townscape particularly in terms of extending a streetscene and creating a development form appropriate to the adjoining residential environment; it is located mostly within Flood Zone 2, and is identified within the SFRA as 'danger for most' in terms of flood hazard with flood depths of 0m-0.5m; the site has outline planning permission (H02-0723-16) for the development of up to 41 dwellings and so has already been considered acceptable in planning terms; the site is outside the Sand and Gravel Minerals Safeguarding Zone. 	<p>Flood risk is considered to be the most important concern in identifying land for development in Crowland, and this site is one of the most sequentially-preferable ones given its predicted depth of 0m-0.5m. This compares with predicted depths of 1.0m-2.0m for unselected sites.</p> <p>The fact that the development of the site would relate well to the existing built form was another determining factor.</p> <p>Other benefits of this site are that it is located outside of the Sand and Gravel Minerals Safeguarding Zone (whereas some unselected sites lie within it) and it performs better against the SA criteria than all unselected sites that are above the allocation threshold.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Crowland						
Cro044	Rear of 11 Barbers Drove North	1.47	29	Yes	<p>The site performs reasonably well against the SA objectives, scoring negatively against 3 (Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste), but positively against 4 with a significant positive impact against the Employment objective. The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 524 dwellings which the Plan seeks to be developed in Crowland; • the site is bordered on three sides by residential development so is effectively infill development. Additional built development would not lead to a significant change in character of the local landscape, extending the built form westerly within the existing built development line. • it is located within Flood Zone 2, and is identified within the SFRA as mostly 'danger for most' in terms of flood hazard with flood depths of 0.25m-1.0m. • the site has full planning permission (H02-1082-15) for the development of up to 41 dwellings and so has already been considered acceptable in planning terms; • the site is outside the Sand and Gravel Minerals Safeguarding Zone. 	<p>Flood risk is considered to be the most important concern in identifying land for development in Crowland, and this site is one of the most sequentially-preferable ones given it is located in Flood Zone 2 and its predicted depth of 0.25m-0.5m. This compares with predicted depths of 1.0m-2.0m for unselected sites. The fact that the development of the site would relate well to the existing built form was another determining factor, as well as the fact that it performs well against the SA objectives.</p> <p>Other benefits of this site are that it is located outside of the Sand and Gravel Minerals Safeguarding Zone (whereas some unselected sites lie within it) and it performs better against the SA criteria than all unselected sites that are above the allocation threshold.</p> <p>It should be noted that this site incorporates Cro020. In the Local Plan document and maps Cro044 is used as an 'umbrella' reference.</p>
Cro045	Land west of Cloot Drove	5.12	102	No	<p>The site performs poorly against the SA objectives, scoring positively against 1, but negatively against 6 (Health and Wellbeing; Education; Landscape and Townscape; Air, Soil and Water Resources; Sustainable Use of Land and Waste; and Flood Risk). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 524 dwellings which the Plan seeks to be developed in Crowland; • the site would extend built development north which 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; • the site is located within Flood Zone 3a, and is identified within the SFRA as mostly 'danger for all' in terms of flood hazard with flood depths across most of the site of 1.0m-2.0m; • the site is outside the Sand and Gravel Minerals Safeguarding Zone. 	<p>Flood risk is considered to be the most important concern in identifying land for development in Crowland, and this site is one of the least sequentially-preferable ones given its predicted depths of mostly 1.0m-2.0m. In comparison, the SFRA shows that none of the selected sites have significant areas of land with predicted depths of over 1.0m.</p> <p>Given its poor performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk in this instance.</p>
Cro046	Former South View Community Primary School, Broadway	0.68	14	Yes	<p>The site performs very well against the SA objectives, scoring negatively against only 1 but positively against 6 and significantly positively against 2 (Flood Risk and Employment).</p>	<p>Flood risk is considered to be the most important concern in identifying land for development in Crowland, and this site is one of the most sequentially-preferable ones given it is located in Flood Zone 1 and its predicted depths of between</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Crowland						
					<p>The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 524 dwellings which the Plan seeks to be developed in Crowland; it is located in the centre of Crowland and is mostly surrounded by residential properties meaning that its redevelopment for housing would be in keeping with the surrounding built environment; it is located within Flood Zone 1, and is identified within the SFRA as predominantly 'danger for most' in terms of flood hazard (with 28% 'low hazard' and 7.9% 'danger for some'), and with flood depths predominantly of '0.25m-0.5m' (with 27.9% '0m-0.25m' and 12.2% 0.5m-1.0m'); the site has outline planning permission (H02-0405-17) for the development of up to 22 dwellings and so has already been considered acceptable in planning terms; the site is outside the Sand and Gravel Minerals Safeguarding Zone. 	<p>0m and 1.0m. This compares with predicted depths of between 1.0m-2.0m for unselected sites.</p> <p>The fact that the development of the site would relate well to the existing built form was another determining factor.</p> <p>Other benefits of this site are that it is located outside of the Sand and Gravel Minerals Safeguarding Zone (whereas some unselected sites lie within it) and it performs better against the SA criteria than all unselected sites that are above the allocation threshold.</p>
Cro050	Land to the east of Normanton Road	3.48	70	Yes	<p>Although the site performs poorly against the SA objectives, scoring positively against 2 and negatively against 6 (Health and Wellbeing; Transport; Socially Inclusive Communities; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste), the following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 524 dwellings which the Plan seeks to be developed in Crowland; development of this site would not extend the built area of Crowland further than its current limits at the north, meaning that its development would therefore have a limited impact on the landscape; it is located within Flood Zone 3a, and is identified within the SFRA as mainly 'danger for most' in terms of flood hazard with flood depths of mainly 0.5m-1.0m; the site is outside the Sand and Gravel Minerals Safeguarding Zone. 	<p>Flood risk is considered to be the most important concern in identifying land for development in Crowland, and this site is one of the more sequentially-preferable ones given its predicted depth of mainly 0.5m-1.0m. This compares with predicted depths of 1.0m-2.0m for unselected sites.</p> <p>The fact that the development of site Cro050 would have a limited impact upon the landscape was another determining factor.</p> <p>The site is also located outside of the Sand and Gravel Minerals Safeguarding Zone (whereas some unselected sites lie within it).</p>

Donington

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Donington						
Don001	Land south of Town Dam Lane	2.65	53	Yes	<p>The site performs reasonably well against the SA objectives. The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 472 dwellings which the Plan seeks to be developed in Donington; the site has full planning permission (H04-0333-17) for the development of 73 dwellings and so has already been considered acceptable in planning terms; the site relates well to the existing built-up area and its development would have a limited impact on the landscape; the site is located within a combination of Flood Zones 2, 1 and 3 (ordered based on percentage of site in each zone) and is identified in the SFRA as 'no hazard' in terms of flood hazard and flood depth; the Highways Authority commented that "there are two road frontages that are sufficiently open to provide the required visibility for the access to the site, although frontage footpaths, kerbs and drainage are required and a watercourse may need to be culverted or piped". 	<p>As highlighted in the 'Key Considerations' column for all sites, there are a few different factors that have been taken into consideration when identifying land for development in Donington.</p> <p>Highway access is a common issue that has been raised by the Highways Authority in relation to sites in Donington. This was therefore an important consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Don001, it appears that a relatively straightforward road access can be achieved when compared to some other sites in Donington.</p> <p>Furthermore, although not as significant an issue as elsewhere in the District, Donington is still affected by Flood Risk with parts in Flood Zones 1, 2 and 3. Consequently, whether or not sites are sequentially preferable in terms of flood risk needs to also be considered in this settlement. Although there are some sites in Donington that are more sequentially preferable in terms of flood risk, this site performs better against the SA objectives than these sites and so it is considered that wider sustainability benefits would outweigh flood risk in this instance.</p> <p>Other benefits of this site are that there is developer interest (and a planning permission for the site) and it relates well to the existing built-up area.</p>
Don006	Land east of Town Dam Lane	5.49	110	Yes	<p>Although the site performs relatively poorly against the SA objectives, scoring positively against only 2 and negatively against 4 ((Health and Wellbeing; Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste), the following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 472 dwellings which the Plan seeks to be developed in Donington; development of the site would have an acceptable impact on the landscape. Although it would extend development in this location further than the current glasshouses, it would only be 	<p>As highlighted in the 'Key Considerations' column for all sites, there are a few different factors that have been taken into consideration when identifying land for development in Donington.</p> <p>Highway access is a common issue that has been raised by the Highways Authority in relation to sites in Donington. This was therefore an important consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Don006,</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Donington						
					<p>slightly further south than the school playing field to the east and existing development on Ing Drove to the west;</p> <ul style="list-style-type: none"> the site is located within a combination of Flood Zones 2, 3 and 1 (ordered based on percentage of site in each zone) and is identified in the SFRA as 'no hazard' in terms of flood hazard and flood depth; the Highways Authority commented that "a frontage footway, kerbs and drainage would be required and need to extend northwards if Don001 does not come forward first. The frontage would provide suitable junction visibility". 	<p>it appears that a satisfactory, more straightforward access solution can be achieved when compared to some other sites in Donington.</p> <p>Furthermore, although not as significant an issue as elsewhere in the District, Donington is still affected by Flood Risk with parts in Flood Zones 1, 2 and 3. Consequently, whether or not sites are sequentially preferable in terms of flood risk needs to also be considered in this settlement. This site is not one of the most sequentially preferable in Donington, being located mostly within Flood Zones 2 and 3. In contrast, there are some unselected sites which have greater percentages in Flood Zone 1. Although this site performs relatively poorly against the SA objectives, development of this site in conjunction with the adjoining Don001 and Don030 should enable a better form of design and development to be achieved, including provision of infrastructure needed to serve the development. Developing the site in combination with Don001 should also help improve access to existing services and facilities in Donington. It is therefore considered that wider sustainability benefits would outweigh flood risk in this instance.</p>
Don008	Land west of Maltings Lane	3.61	72	Yes	<p>Although this site performs relatively poorly against the SA criteria, scoring positively against 3 but negatively against 4 (Health and Wellbeing; Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste), the following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 472 dwellings which the Plan seeks to be developed in Donington; it is adjacent to the settlement boundary and its development will not change the built-up character and appearance of the area; the site is located within a combination of Flood Zones 3, 2 and 1 (ordered based on percentage of site in each zone) and is identified in the SFRA as 'no hazard' in terms of flood hazard and flood depth; the Highways Authority commented that the access to the site is acceptable; the site has full planning permission (H04-0244-16) for the development of 73 dwellings and so has already been considered acceptable in planning terms. 	<p>As highlighted in the 'Key Considerations' column for all sites, there are a few different factors that have been taken into consideration when identifying land for development in Donington.</p> <p>Highway access is a common issue that has been raised by the Highways Authority in relation to sites in Donington. This was therefore an important consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Don008, it appears that a more straightforward access can be achieved when compared to some other sites in Donington.</p> <p>Furthermore, although not as significant an issue as elsewhere in the District, Donington is still affected by Flood Risk with parts in Flood Zones 1, 2 and 3. Consequently, whether or not sites are sequentially preferable in terms of flood risk needs to also be considered in this settlement. This site is not the most sequentially preferable in Donington, being located mostly within Flood Zone 3. In contrast, there are some unselected sites which have greater percentages in Flood Zones 1 and 2. Although the site does not perform as well as others against the SA objectives, the site relates well to the existing built-up area</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Donington						
						and would not have an impact on the character and appearance of the area. A straightforward access can also be achieved. The site now has planning permission for the development of 73 dwellings (H04-0244-16), meaning that development of the site has been deemed acceptable in planning terms. Overall, it is considered that these factors in favour of the site would outweigh flood risk in this instance.
Don010	Land to the north of 12 Market Place	0.39	8	No	This site has not been allocated because it has outline planning permission for the development of 1 dwelling (H04-0356-15).	It is therefore proposed that the site should be counted as a commitment.
Don012	Land to the north of Park Lane	1.00	20	No	<p>The site performs poorly against the SA criteria, scoring positively against 2 but negatively against 4 (Health and Wellbeing; Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste) and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 472 dwellings which the Plan seeks to be developed in Donington; • the site relates well to the existing built-up area being contained by existing development and the A52; • the site is located within a combination of Flood Zones 1, 3 and 2 (ordered based on percentage of site in each zone) and is identified in the SFRA as 'no hazard' in terms of flood hazard and flood depth; • the Highways Authority commented that "Park Lane would required widening and upgrading including a new footpath". 	<p>As highlighted in the 'Key Considerations' column for all sites, there are a few different factors that have been taken into consideration when identifying land for development in Donington.</p> <p>Highway access is a common issue that has been raised by the Highways Authority in relation to sites in Donington. This was therefore an important consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Don012, it appears that a satisfactory vehicular access could be provided to this site, but arrangements for other alternative sites in Donington will be more straightforward i.e. they would not require road widening.</p> <p>Furthermore, although not as significant an issue as elsewhere in the District, Donington is still affected by Flood Risk with parts in Flood Zones 1, 2 and 3. Consequently, whether or not sites are sequentially preferable in terms of flood risk needs to also be considered in this settlement. This site is neither the most nor the least sequentially preferable in terms of flood risk in Donington and, given its more complex access solution and poor performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk in this instance.</p>
Don016	Land to the south of Town Dam Lane	1.35	27	No	<p>The site performs poorly against the SA criteria, scoring positively against 2 but negatively against 4 (Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste) and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 472 dwellings which the Plan seeks to be developed in Donington; • the site is detached from the settlement boundary and does not relate as well as other sites to the Donington built-up area; • the site is located within Flood Zone 3 and is identified in the SFRA as 'no hazard' in terms of flood hazard and flood depth; 	<p>As highlighted in the 'Key Considerations' column for all sites, there are a few different factors that have been taken into consideration when identifying land for development in Donington.</p> <p>Highway access is a common issue that has been raised by the Highways Authority in relation to sites in Donington. This was therefore an important consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Don016, it appears that a satisfactory vehicular access could be</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Donington						
					<ul style="list-style-type: none"> the Highways Authority commented that “residential development would be likely to increase traffic eastwards on Town Dam Lane (a single track road) towards Quadring Road. This would not be suitable without extensive highways improvements”. 	<p>provided to this site, but arrangements for other alternative sites in Donington will be more straightforward i.e. they would not require extensive highways improvements.</p> <p>Furthermore, although not as significant an issue as elsewhere in the District, Donington is still affected by Flood Risk with parts in Flood Zones 1, 2 and 3. Consequently, whether or not sites are sequentially preferable in terms of flood risk needs to also be considered in this settlement. This site is the least sequentially preferable in terms of flood risk in Donington being located entirely within Flood Zone 3. In contrast, most of the selected sites have greater percentages in Flood Zones 1 and 2. Given this sites poor performance against the SA objectives and its highways and landscape issues, it is not considered that there are wider sustainability benefits that would outweigh flood risk in this instance.</p>
Don017	Land to the north of Town Dam Lane	6.19	124	No	<p>The site performs moderately against the SA criteria and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 472 dwellings which the Plan seeks to be developed in Donington; development of the site will change the character and appearance of the area as it will extend development to the A152. However, the incorporation of structural landscaping would help limit the visual impact of development; the site is located within a combination of Flood Zones 1, 3 and 2 (ordered based on percentage of site in each zone) and is identified in the SFRA as ‘no hazard’ in terms of flood hazard and flood depth; the Highways Authority commented that “development would require a frontage footway to the existing network, extended street lighting and highway drainage. Access to Town Dam Lane would not be acceptable without extensive improvements”. 	<p>This site forms part of Don035 which is a reserve site (see Don035 below).</p>
Don018	Land north of Quadring Road	2.62	52	Yes	<p>Although the site performs only moderately against the SA criteria, the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 472 dwellings which the Plan seeks to be developed in Donington; although development of the site would extend development to the A151, the site relates well to the existing built-up area and would act as a natural extension to the settlement; the site is located within a combination of Flood Zones 1 and 3 (ordered based on percentage of site in each zone) and is 	<p>As highlighted in the ‘Key Considerations’ column for all sites, there are a few different factors that have been taken into consideration when identifying land for development in Donington.</p> <p>Highway access is a common issue that has been raised by the Highways Authority in relation to sites in Donington. This was therefore an important consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Don018, it appears that a relatively straightforward access solution</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Donington						
					<p>identified in the SFRA as 'no hazard' in terms of flood hazard and flood depth;</p> <ul style="list-style-type: none"> the Highways Authority commented that "the site has sufficient frontage to the A152 to provide suitable junction visibility. There is an existing frontage footway. There is suitable access from Crosslands". 	<p>can be achieved when compared to some other sites in Donington.</p> <p>Furthermore, although not as significant an issue as elsewhere in the District, Donington is still affected by Flood Risk with parts in Flood Zones 1, 2 and 3. Consequently, whether or not sites are sequentially preferable in terms of flood risk needs to also be considered in this settlement. This site is one of the more sequentially preferable in terms of flood risk in Donington, being located mostly within Flood Zone 1. This contrasts with unselected sites which have greater percentages within Zones 2 and 3.</p>
Don029	Land adjacent to 69 Quadring Road	0.57	11	No	<p>The site performs only moderately against the SA criteria, and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 472 dwellings which the Plan seeks to be developed in Donington; it is detached from Donington's settlement boundary. Development of this site, on its own, would form an isolated and incongruous form of development in the countryside; the site is located within a combination of Flood Zones 1 and 3 (ordered based on percentage of site in each zone) and is identified in the SFRA as 'no hazard' in terms of flood hazard and flood depth. 	<p>This site forms part of Don035 which is a reserve site (see Don035 below).</p>
Don030	Land east of Town Dam Lane	0.61	12	Yes	<p>This site performs poorly against the SA objectives, scoring positively against 1 and significantly positively against another (Flood Risk) but negatively against 4 (Health and Wellbeing; Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). However, the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 472 dwellings which the Plan seeks to be developed in Donington; development of the site would have an acceptable impact on the landscape. The site is largely screened from public view by existing development on Town Dam Lane to the north and Ing Drove to the west; the site is located within a combination of Flood Zones 2, 1 and 3 (ordered based on percentage of site in each zone) and is identified in the SFRA as 'no hazard' in terms of flood hazard and flood depth. the Highways Authority identifies that 'there maybe enough land to form new junction radii and visibility splays. The carriageway is suitable but there would need to be footway to the existing network.' 	<p>As highlighted in the 'Key Considerations' column for all sites, there are a few different factors that have been taken into consideration when identifying land for development in Donington.</p> <p>Highway access is a common issue that has been raised by the Highways Authority in relation to sites in Donington. This was therefore an important consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Don030, it appears that a satisfactory, more straightforward access solution can be achieved when compared to some other sites in Donington.</p> <p>Furthermore, although not as significant an issue as elsewhere in the District, Donington is still affected by Flood Risk with parts in Flood Zones 1, 2 and 3. Consequently, whether or not sites are sequentially preferable in terms of flood risk needs to also be considered in this settlement. This site is neither the most nor the least sequentially preferable in terms of flood risk in Donington. Although this site performs poorly against the SA objectives, development</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Donington						
						of this site in conjunction with the adjoining Don001 and Don006 should enable a better form of design and development to be achieved, including provision of infrastructure needed to serve the development. Developing the site in combination with Don001 should also help improve access to existing services and facilities in Donington. It is therefore considered that wider sustainability benefits would outweigh flood risk in this instance.
Don031	Land to the north-east of Quadring Road	0.33	7	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Don032	Land to the north-east of Park Lane	2.12	42	No	<p>The site performs only moderately against the SA objectives and scores a significant negative impact against the Heritage objective. The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 472 dwellings which the Plan seeks to be developed in Donington; the site relates well to the existing built-up area, being surrounding by development on three sides and the A52 on the fourth; the site is located within Flood Zone 1 and is identified in the SFRA as 'no hazard' in terms of flood hazard and flood depth; the Highways Authority commented that 'depending on what land is available it may be possible to form a new access from the corner of Park Road. The carriageway of Park Road is suitable and there is a footway'; 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. 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>As highlighted in the 'Key Considerations' column for all sites, there are a few different factors that have been taken into consideration when identifying land for development in Donington.</p> <p>Highway access is a common issue that has been raised by the Highways Authority in relation to sites in Donington. This was therefore an important consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Don032, it appears that a satisfactory, relatively straightforward access solution can be achieved when compared to some other sites in Donington.</p> <p>Furthermore, although not as significant an issue as elsewhere in the District, Donington is still affected by Flood Risk with parts in Flood Zones 1, 2 and 3. Consequently, whether or not sites are sequentially preferable in terms of flood risk needs to also be considered in this settlement. This site is one of the most sequentially preferable in terms of flood risk in Donington. However, the council's Conservation Officer advises that development of the site would have a significant adverse impact on historic assets. It is considered that this harm would outweigh the better flood risk of this site.</p>
Don033	Land to the north of Church Lane	10.13	203	No	<p>The site performs moderately against the SA criteria and the following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 472 dwellings which the Plan seeks to be developed in Donington; the site relates reasonably well to the existing built-up area, however development of the site will have some impact upon the character & appearance of the landscape as it is visible from the A52 and closes an open view from properties opposite; 	<p>As highlighted in the 'Key Considerations' column for all sites, there are a few different factors that have been taken into consideration when identifying land for development in Donington.</p> <p>Highway access is a common issue that has been raised by the Highways Authority in relation to sites in Donington. This was therefore an important consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Don033,</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Donington						
					<ul style="list-style-type: none"> the site is located within a combination of Flood Zones 1, 3 and 2 (ordered based on percentage of site in each zone) and is identified in the SFRA as 'no hazard' in terms of flood hazard and flood depth; the Highways Authority commented that 'the carriageways of Church Lane and Browntoft Lane are suitable to serve residential development but frontage footways and connections to the existing footpath network, together with kerbs and drainage, are required; the Conservation Officer advises that the site's Church Lane frontage is a surviving example of the (open) historic setting of the town, & its development will change the character of the lane and the wider setting of the Conservation Area. 	<p>it appears that a satisfactory, more straightforward access solution can be achieved when compared to some other sites in Donington.</p> <p>Furthermore, although not as significant an issue as elsewhere in the District, Donington is still affected by Flood Risk with parts in Flood Zones 1, 2 and 3. Consequently, whether or not sites are sequentially preferable in terms of flood risk needs to also be considered in this settlement. This site is one of the more sequentially preferable in terms of flood risk in Donington. However, the council's Conservation Officer advises that development of the site will change the character of Church Lane and the wider setting of the Conservation Area. Furthermore, the site is visible from the A52 and so it will have some impact on the character and appearance of the landscape. These are issues that do not affect the selected sites and some other unselected sites. It is considered that the harm identified would outweigh the better flood risk of this site.</p>
Don035	Land to the north of Town Dam Lane	6.76	134	Reserve Site	<p>The site performs reasonably well against the SA criteria and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 472 dwellings which the Plan seeks to be developed in Donington; the site relates well to the existing built-up area, although development of the site will change the character and appearance of the area as it will extend development to the A152. However, the incorporation of structural landscaping would help limit the visual impact of development; the site is located within a combination of Flood Zones 1, 3 and 2 (ordered based on percentage of site in each zone) and is identified in the SFRA as 'no hazard' in terms of flood hazard and flood depth; the Highways Authority commented that "development would require a frontage footway to the existing network, extended street lighting and highway drainage. Access to Town Dam Lane would not be acceptable without extensive improvements". 	<p>As highlighted in the 'Key Considerations' column for all sites, there are a few different factors that have been taken into consideration when identifying land for development in Donington.</p> <p>Highway access is a common issue that has been raised by the Highways Authority in relation to sites in Donington. This was therefore an important consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Don035, it appears that a satisfactory vehicular access could be provided to this site, but arrangements for other alternative sites in Donington will be more straightforward i.e. they would not require extensive highways improvements.</p> <p>Furthermore, although not as significant an issue as elsewhere in the District, Donington is still affected by flood risk with parts in Flood Zones 1, 2 and 3. Consequently, whether or not sites are sequentially preferable in terms of flood risk needs to also be considered in this settlement. This site is neither the most nor the least sequentially preferable in terms of flood risk in Donington. However, given its performance against the SA criteria, it is considered that wider sustainability benefits would outweigh flood risk in this instance and that any landscape impact can be suitably mitigated.</p>

Holbeach

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Holbeach						
Fle007	Land to the east of Branches Lane	1.09	22	No	<p>This site performs only moderately against the SA objectives and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 2,202 dwellings which the Plan seeks to be developed in Holbeach; although depth development in this location would create a form of development at odds with the predominant local character, there are few public views into the site and a coordinated development would be acceptable; the site is located in Flood Zone 3a and is identified in the SFRA as mostly 'low hazard' in terms of flood hazard and 0m-0.25m in terms of flood depth; the Highways Authority commented that "the suitability of the site depends on how much land is available at the access to provide junction radii and visibility". 	<p>As with many other settlements in the District, Holbeach is affected by flood risk with the majority being in Flood Zone 3a. The flood hazard and depth of sites is therefore an important consideration. Although there are sites in Holbeach which have lower predicted flood hazard and depth, these are either too small to be allocated (i.e. below the 10 dwelling threshold), already have permission or are a reserve site. Fle007 is therefore one of the next sequentially preferable sites in terms of flood risk.</p> <p>However, given the comments received from the Highways Authority for Fle007, it appears that there is more uncertainty associated with achieving a satisfactory highways access with this site than with other sites. Furthermore, development of this nature would be at odds with the predominant local character. Overall it is considered that there are other more suitable sites in Holbeach.</p>
Hob002	Land to the south of Wignals Gate	39.64	900	No	<p>This site has not been allocated because it has outline planning permission for the development of up to 900 dwellings (H09-0521-14).</p>	<p>It is therefore proposed that the site should be shown and counted as a commitment.</p>
Hob004	Land east of Balmoral Way	5.85	117	Yes	<p>The site performs only moderately against the SA objectives and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 2,202 dwellings which the Plan seeks to be developed in Holbeach; the south-western part of this site is the subject of a resolution to grant planning permission (subject to the application entering into a s106 agreement) for the development of 36 dwellings and so the principle of housing development on at least part of the site has been accepted. There is also developer interest; the site is adjacent to the development limits of Holbeach and is bounded by development to the south and the A17 to the north. Any impact on the landscape would therefore be limited; the site is located in Flood Zone 3a and is identified in the SFRA as a combination of 'danger for some', 'danger for 	<p>As with many other settlements in the District, Holbeach is affected by flood risk with the majority being in Flood Zone 3a. The flood hazard and depth of sites is therefore an important consideration. Although there are sites in Holbeach which have lower predicted flood hazard and depth, these are either too small to be allocated (i.e. below the 10 dwelling threshold), already have permission or are a reserve site. Hob004 is therefore one of the next sequentially preferable sites.</p> <p>Furthermore, although the proximity of the northern part of the site to the A17 may impact on the amenities enjoyed by future occupants, these impacts can be reduced by site layout, house design, bunding/screening and acoustic vents to bedrooms facing the road.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Holbeach						
					<p>most', 'no hazard' and 'low hazard' in terms of flood hazard (in that order) and 'no hazard' up to 1.0m in terms of flood depth;</p> <ul style="list-style-type: none"> given that the northern boundary of the site is adjacent to the A17, there may be an impact on the amenities enjoyed by future occupants. the site layout of the application on the south-western part of the site does not appear to provide scope for extending the carriageway into the remainder of Hob004. The Highways Authority commented that an access from Foxes Low Road would not be acceptable given that there is not sufficient verge alongside the road within which a footway could be constructed. However, it is possible that the eastern part of Hob004 can be accessed via Hob032. 	<p>Although it would appear that access to the remainder of the site may not be straightforward, it is possible that Hob032 could provide a suitable access.</p> <p>Overall, it does not appear that the above issues are insoluble and, given the developer interest in the site and its flood risk, it is considered that it is a suitable site for allocation.</p> <p>It should be noted that this site incorporates Hob009 and Hob029. In the Local Plan document and maps Hob004 is used as an 'umbrella' reference.</p>
Hob006	Land to the east of the A151	29.26	585	No	This site has not been allocated because it lies entirely within the boundaries of a wider site – Hob048 (see below) - which has been allocated.	This site has not been allocated because it lies entirely within the boundaries of a wider site – Hob048 (see below) - which has been allocated.
Hob008	Land to the north of Spalding Road	0.28	6	No	<p>This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.</p> <p>The site also has outline planning permission (H09-0442-16) for the development of 5 dwellings. It is therefore proposed that the site should be counted as a commitment.</p>	<p>This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.</p> <p>The site also has outline planning permission (H09-0442-16) for the development of 5 dwellings. It is therefore proposed that the site should be counted as a commitment.</p>
Hob009	Land to the north-west of Foxes Low Road	1.06	21	No	Approximately half of this site lies within the boundaries of a wider site – Hob004 (see above) - which has been allocated. The half of the site lying outside of Hob004 has been allocated along with this wider site.	Approximately half of this site lies within the boundaries of a wider site – Hob004 (see above) - which has been allocated. The half of the site lying outside of Hob004 has been allocated along with this wider site.
Hob010	Land west of Fen Road	0.79	16	Yes	<p>This site performs well against the SA objectives and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 2,202 dwellings which the Plan seeks to be developed in Holbeach; it is adjacent to the settlement boundary of Holbeach. It is located behind frontage development with open fields to the south and west. However, it is bounded by residential development to the east and it does not have a countryside character. Furthermore, the land to the west has outline planning permission for the development of up to 900 dwellings. Development of the site would therefore have little impact on the character of the landscape; the site is located within Flood Zone 3a, and is identified within the SFRA as mostly 'no hazard' in terms of flood hazard with much of the site being subject to no flood depth hazard; 	<p>As with many other settlements in the District, Holbeach is affected by flood risk with the majority being in Flood Zone 3a. The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable sites in Holbeach, with most of the site being classified as no hazard in terms of flood hazard and depth. This is compared to other sites in the town which are exposed to much higher percentages of 'danger for some' and 'danger for most'.</p> <p>Other benefits of the site are that it performs well against the SA criteria, it appears that a relatively straightforward access solution can be achieved and its development would have little impact on the character of the landscape.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Holbeach						
					<ul style="list-style-type: none"> the Highways Authority commented that “a small number of dwellings served from a private drive would be acceptable. The access has satisfactory visibility”. 	
Hob011	Land to the south of Wignals Gate	3.48	70	Reserve Site	<p>This site performs reasonably well against the SA objectives and the following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 2,202 dwellings which the Plan seeks to be developed in Holbeach; the site is located behind frontage development, and Hob039 to the east has the benefit of a resolution to grant planning permission for 77 dwellings, subject to the signing of a s106 agreement. The visual impact of Hob011 would be fairly limited; the site is located within Flood Zone 3a, and is identified within the SFRA as ‘no hazard’ in terms of flood hazard and depth; the Highways Authority commented that “the access would need to be located at the existing agricultural buildings provided adequate visibility can be achieved. Access in front of Maple Grove would not be acceptable. There is no footway on this side of Hall Gate”. 	<p>As with many other settlements in the District, Holbeach is affected by flood risk with the majority being in Flood Zone 3a. The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable sites in Holbeach, with all of the site being classified as no hazard in terms of flood hazard and depth. This is compared to other sites in the town which are exposed to ‘low hazard’, ‘danger for some’ and ‘danger for most’.</p> <p>Other benefits of the site are that it performs well against the SA criteria, it appears that a suitable highway access can be achieved and its development would have little impact on the character of the landscape.</p>
Hob013	Land to the north of Spalding Road	1.94	39	No	This site has not been allocated because it lies entirely within the boundaries of a wider site – Hob048 (see below) - which has been allocated.	This site has not been allocated because it lies entirely within the boundaries of a wider site – Hob048 (see below) - which has been allocated.
Hob023	Land to the west of Barrett’s Close	0.15	3	No	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Hob026	Land to the north of Foxes Low Road	2.12	42	No	This site has not been allocated because it lies entirely within the boundaries of a wider site – Hob048 (see below) - which has been allocated.	This site has not been allocated because it lies entirely within the boundaries of a wider site – Hob048 (see below) - which has been allocated.
Hob032	Land off Battlefields Lane	6.27	185	Yes	<p>The site performs only moderately against the SA criteria and the following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 2,202 dwellings which the Plan seeks to be developed in Holbeach; the site has planning permission for the development of 185 dwellings and is a housing allocation in the adopted Local Plan, therefore it has already been considered acceptable in planning terms; it is located within the settlement boundary of Holbeach and is bordered by existing development on three sides. Its development will therefore have limited impact upon the character of the area; the site is located within Flood Zone 3a, and is identified within the SFRA as mostly ‘danger for most’ and ‘danger for some’ in terms of flood hazard and 0.25m-1.0m in terms of depth; 	<p>As with many other settlements in the District, Holbeach is affected by flood risk with the majority being in Flood Zone 3a. The flood hazard and depth of sites is therefore an important consideration. Although there are sites in Holbeach which have lower predicted flood hazard and depth, these are either too small to be allocated (i.e. below the 10 dwelling threshold), already have permission, sit within another site which is to be allocated, or are a reserve site. Hob032 is therefore one of the next sequentially preferable sites. Furthermore, given that the site has been granted planning permission it will have been considered that the flood risk of the site can be mitigated appropriately.</p> <p>Other benefits of the site are that it appears that a suitable, straightforward access solution can be achieved, it already</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Holbeach						
					<ul style="list-style-type: none"> the Highways Authority commented that “the site is suitable in highway terms accessed from Battlefield Lane. Access from Kings Road is prohibited by a planning condition”. 	has planning permission and its development would have a limited impact on the character of the landscape.
Hob033	18 Edinburgh Walk	0.18	2	No	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Furthermore, the site has full planning permission (H16-0461-15) for the development of 2 dwellings on the site, one of which is complete.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Furthermore, the site has full planning permission (H16-0461-15) for the development of 2 dwellings on the site, one of which is complete.
Hob035	Land at Northons Lane	0.14	2	No	This site has now been built out with 2 new dwellings.	This site has now been built out with 2 new dwellings.
Hob039	Land to the south of Wignals Gate	4.78	96	No	<p>This site performs poorly against the SA criteria, scoring positively against only 2 and negatively against 4 (Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste), and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 2,202 dwellings which the Plan seeks to be developed in Holbeach; the site has the benefit of a resolution to grant planning permission for 77 dwellings, subject to the signing of a s106 agreement; the site is behind frontage development and runs to the side of Holbeach Cemetery. It has open boundaries on all sides except for the residential properties on Wignals Gate; the site is located within Flood Zone 3a, and is identified within the SFRA as mostly ‘no hazard’ followed by ‘low hazard’ in terms of flood hazard and the majority of the site has no depth hazard; the Highways Authority commented that “the frontage on to Hall Gate appears sufficient to accommodate the required radii and visibility splays. The offset with Wignals Gate is sufficient and has right/left configuration suitable for safe access. 	<p>As with many other settlements in the District, Holbeach is affected by flood risk with the majority being in Flood Zone 3a. The flood hazard and depth of sites is therefore an important consideration. This site is one of the more sequentially preferable in terms of flood risk in Holbeach, being mostly ‘no hazard’ and ‘low hazard’ in terms of flood hazard and ‘no hazard’ and 0m-0.25m in terms of flood depth.</p> <p>However, although the landscape impacts are not significant, this site would have more of an adverse impact upon the character and appearance of its surroundings than alternative sites. Furthermore, it scores poorly against the SA criteria. On balance, it is considered that the above outweighs the better flood risk of the site.</p>
Hob042	Land to the north of Northons Lane	10.08	202	No	This site has not been allocated because it lies entirely within the boundaries of a wider site – Hob048 (see below) - which has been allocated.	This site has not been allocated because it lies entirely within the boundaries of a wider site – Hob048 (see below) - which has been allocated.
Hob044	Land to the north of Northons Lane	1.21	24	No	This site has not been allocated because it has outline planning permission for the development of up to 35 dwellings (H09-0844-14).	It is therefore proposed that the site should be shown and counted as a commitment.
Hob048	Land east of the A151	42.20	844	Yes	Although the site performs poorly against the SA objectives, scoring negatively against 4 (Health and Wellbeing; Green Infrastructure and Biodiversity; Air, Soil and Water Resources; and Sustainable Use of Land and Waste) and significantly negative against 1 (Heritage), the following key considerations need to be taken into account:	As with many other settlements in the District, Holbeach is affected by flood risk with the majority being in Flood Zone 3a. The flood hazard and depth of sites is therefore an important consideration. Although there are sites in Holbeach which have lower predicted flood hazard and depth, these are either too small to be allocated (i.e. below the 10 dwelling threshold), already have permission, sit

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Holbeach						
					<ul style="list-style-type: none"> • it is in scale with the 2,202 dwellings which the Plan seeks to be developed in Holbeach; • the majority of the site has now been granted outline planning permission (H09-0468-16) for the development of approximately 650 dwellings subject to the signing of a s106 agreement. Therefore the principle of the scheme has been agreed; • although the site would extend the built form of Holbeach to the west, development of this scale offers opportunities to mitigate such impact effectively; • the site is located within Flood Zone 3a, and is identified within the SFRA as mostly 'danger for most' and 'danger for some' in terms of flood hazard and the majority of the site has flood depths of between 0m-1.0m; • the Conservation Officer advises that the site has considerable heritage significance as it comprises the immediate and wider setting of The Old Cottage (Grade II listed) in all directions. Due to the scale of the site, mitigation through layout and landscaping would be limited in its effectiveness; • a roundabout onto the A151 at the west of the site has already been constructed which can form a principal junction into the site. The Highways Authority commented that "a further junction onto the A151 and Spalding Road may be constructed and small extensions of estate roads to the west of Holbeach as cul-de-sacs may be acceptable. There would be no connection from the A151 and the residential roads to the west of Holbeach" • development of the site will help facilitate the delivery of the Holbeach Food Enterprise Zone, identified as a Major Project in the Greater Lincolnshire LEP Strategic Economic Plan 2014-2030. 	<p>within another site which is to be allocated, or are a reserve site. Hob048 is therefore one of the next sequentially preferable sites. Furthermore, given that the site has been granted outline planning permission it will have been considered that the flood risk of the site can be mitigated appropriately.</p> <p>Other benefits of the site are that: its development will help facilitate the delivery of a major economic project which will bring benefits to the area (this applies to no other site in Holbeach); an access to the site has already been constructed and another access on either the A151 and Spalding Road is possible; and, given the size of the site, it is considered that landscape impacts can be appropriately addressed through mitigation.</p> <p>In respect of the heritage concerns, a Heritage Impact Assessment is being prepared to support the proposal. A Statement of Common ground for the site states that the proposed development can be designed so as to protect the setting of the listed building.</p> <p>Overall, it is therefore considered that Hob048 is a suitable site to be allocated.</p> <p>It should be noted that this site incorporates Hob006, Hob013, Hob026 and Hob042. In the Local Plan document and maps Hob048 is used as an 'umbrella' reference.</p>

Kirton

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Kirton						
Fra005	Land to the north of Middlegate Road	2.44	49	No	<p>The site performs relatively poorly against the SA objectives, scoring positively against 2, negatively against 2 (objectives relating to: Air, Soil and Water Resources; and Sustainable Use of Land and Waste), and with a major negative effect against 1 (the objective relating to Flood Risk). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 514 dwellings which the Plan seeks to be developed in Kirton; • it is separated from the village's centre by the A16 which means that it is not as accessible to most services & facilities as sites on the western side of the A16; • it abuts the A16 and the road may impact on the amenities enjoyed by any future occupiers; • it is a highly visible, greenfield site on the edge of the village's built-up area, which would extend the village's built-up area north of Middlegate Road and east of the A16. Although its development will not have unacceptable harmful effects upon the character of the area (it does not have an open countryside character, as it is enclosed on two sides by the village's existing built-up area) its visual impacts would be greater than all other alternative sites; and • it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as predominantly 'danger for most' and flood depth in 2115 as predominantly '0.5m to 1.0m'. 	<p>Flood risk, accessibility to the village's services and facilities, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Kirton, and:</p> <ul style="list-style-type: none"> • this site is not one of the more sequentially-preferable options in the village in flood risk terms (the sites identified as Housing Allocations are exposed to lesser risk in terms both of flood hazard and flood depth); • this site is separated from the village's centre by the A16 which means that it is not as accessible to most services & facilities as sites on the western side of the A16; and • although the impacts of its development on the surrounding townscape and landscape would be broadly acceptable, all other options in and around the village would have lesser impacts on the character and appearance of their surroundings. <p>Furthermore, the site performs relatively poorly against the SA objectives.</p>
Fra024	Land to the north of Middlegate Road	9.82	196	No	Outline planning permission (B/16/0380) is outstanding for the development of up to 215 dwellings on this site.	This site has not been allocated because outline planning permission (B/16/0380) is outstanding for the development of up to 215 dwellings. It has, however, been identified as a Housing Commitment.
Kir006	Land to the west of Boston Road	2.65	53	No	Reserved matters approval (B/15/0266) is outstanding for the development of 140 dwellings on this site and neighbouring land.	This site has not been allocated because reserved matters approval (B/15/0266) is outstanding for the development of 140 dwellings on it and neighbouring land. It has, however, been identified as part of a larger Housing Commitment.

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Kirton						
Kir007	Land to the west of Boston Road	6.30	140	No	Reserved matters approval (B/15/0266) is outstanding for the development of 140 dwellings on this site.	This site has not been allocated because reserved matters approval (B/15/0266) is outstanding for the development of 140 dwellings. It has, however, been identified as a Housing Commitment.
Kir009	Land to the south of London Road	1.60	26	No	Reserved matters approval (B/16/0457) is outstanding for the development of 26 dwellings on this site.	This site has not been allocated because reserved matters approval (B/16/0457) is outstanding for the development of 26 dwellings. It has, however, been identified as a Housing Commitment.
Kir013	Land to the west of Horseshoe Lane, Kirton	4.27	85	No	This site was identified as a Potential Housing Site in the January 2016 draft of the Local Plan. However, the Highway Authority subsequently identified that the formation of the necessary visibility splays would require land that is not in the control of the site's owner.	This site has not been allocated because it is not considered to be a developable option - the formation of the necessary visibility splays requires land that is not in the control of the site's owner.
Kir014	Land to the east of London Road	2.03	19	No	Reserved matters approval (B/07/0414) is outstanding for the development of 19 dwellings on this site.	This site has not been allocated because reserved matters approval (B/07/0414) is outstanding for the development of 19 dwellings. It has, however, been identified as a Housing Commitment.
Kir015	Land to the west of London Road	4.93	99	No	Outline planning permission (B/15/0391) is outstanding for the development of 105 dwellings on the majority of this site. The remaining part of Kir015 is site Kir016 (see below).	The majority of this site has not been allocated because outline planning permission (B/15/0391) is outstanding for the development of 105 dwellings. This part of the site has, however, been identified as a Housing Commitment. Conclusions on the remaining part of Kir015 can be seen below (Kir016)
Kir016	31-33 London Road	1.25	40	Yes	The site performs very well against the SA objectives, scoring positively against 5, and negatively against 1 (the objective relating to Employment). The following key considerations also need to be taken into account: <ul style="list-style-type: none"> it is in scale with the 514 dwellings which the Plan seeks to be developed in Kirton; there are no obstacles to accessibility to most of the village's services & facilities (i.e. it is located on the western side of the A16); it is previously developed land, located close to the village's centre; it is owned by a housebuilder; it is currently allocated as an Existing Industrial/Commercial Area in the Boston Borough Local Plan (April 1999); its redevelopment has the potential to produce environmental benefits; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as predominantly 'danger for some' and flood 	Flood risk, accessibility to the village's services and facilities, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Kirton, and: <ul style="list-style-type: none"> this site is one of the more sequentially-preferable options in the village in flood risk terms (the sites which have not been identified as Housing Allocations are exposed to greater risk in terms both of flood hazard and flood depth); this site is located on the western side of the A16, close to the majority of the village's services and facilities; and this site's redevelopment has the potential to deliver improvements to the local townscape. Other benefits of this site are that: <ul style="list-style-type: none"> it performs very well against the SA objectives; it is owned by a housebuilder; and it is previously developed land.

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Kirton						
					depth in 2115 as a fairly even mix of '0m-0.25m' and '0.25m to 0.5m'.	Although the site is allocated in the Boston Borough Local Plan (April 1999) as employment land, the Employment Land Technical Paper concludes that it is not required to be retained for employment use, and that its ongoing allocation as such is unnecessary.
Kir022	Land to the west of London Road	3.83	77	No	Outline planning permission (B/15/0391) is outstanding for the development of 105 dwellings on this site.	This site has not been allocated because outline planning permission (B/15/0391) is outstanding for the development of 105 dwellings. It has, however, been identified as a Housing Commitment.
Kir029	Land to the west of Horseshoe Lane	2.37	47	No	This site lies entirely within the boundaries of a wider site (Kir036) which has been identified as a Reserve Site (see below).	This site has not been allocated in its own right because it lies entirely within the boundaries of a wider site (Kir036) which has been identified as a Reserve Site (see below)
Kir033	Land to the west of London Road	4.21	84	No	This site lies entirely within the boundaries of a wider site (Kir041) which has been allocated (see below).	This site has not been allocated in its own right because it lies entirely within the boundaries of a wider site (Kir041) which has been allocated (see below).
Kir034	Land east of Woodside Road	2.05	41	Yes	<p>The site performs very poorly against the SA objectives, scoring positively against 1, and negatively against 5 (objectives relating to: Health and Wellbeing; Transport; Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 514 dwellings which the Plan seeks to be developed in Kirton; • there are no obstacles to accessibility to most of the village's services & facilities (i.e. it is located on the western side of the A16); • it is greenfield land; • it is reliant for vehicular access on land to its south; • it is located close to the village's centre; and • it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as predominantly 'low hazard' and flood depth in 2115 predominantly as '0m to 0.25m'. 	<p>Flood risk, accessibility to the village's services and facilities, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Kirton, and:</p> <ul style="list-style-type: none"> • this site is the most sequentially-preferable option in the village in flood risk terms (the sites which have not been identified as Housing Allocations are exposed to greater risk in terms both of flood hazard and flood depth); • this site is located on the western side of the A16, close to the majority of the village's services and facilities; and • developed together with land to its south, it will not have adverse impacts upon the character and appearance of the area. <p>Although the site scores very poorly against the SA objectives, it is considered that its benefits in terms of flood risk, access to the village's services and facilities, and limited townscape/landscape impacts outweigh wider sustainability issues in this instance.</p>
Kir036	Land to the north of Craven Avenue	3.84	77	Reserve Site	<p>The site performs relatively poorly against the SA objectives, scoring positively against 2, negatively against 2 (objectives relating to: Air, Soil and Water Resources; and Sustainable Use of Land and Waste), and with a major negative effect against 1 (the objective relating to Flood Risk). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 514 dwellings which the Plan seeks to be developed in Kirton; 	<p>Flood risk, accessibility to the village's services and facilities, and townscape/landscape impacts are considered to be the most important concerns in identifying Reserve Sites in Kirton.</p> <p>Although this site is not one of the more sequentially-preferable options in the village in flood risk terms (the sites which have been identified as Housing Allocations are 'low</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Kirton						
					<ul style="list-style-type: none"> it is separated from the village's centre by the A16 which means that it is not as accessible to most services & facilities as sites on the western side of the A16; it abuts the A16 and the road may impact on the amenities enjoyed by any future occupiers; it is a greenfield site on the edge of the village's built-up area, but is enclosed by village uses on almost all sides, and its development would have little visual impact; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as predominantly 'danger for most' and flood depth in 2115 as predominantly '0.5m to 1.0m'. 	<p>hazard' or 'danger for some' in terms of hazard, and '0m-0.25m' or '0.25m-0.5m' in terms of depth), it is no worse in flood risk terms than the alternative site which is a realistic option for identification as a Reserve Site (Fra005).</p> <p>Although this site is separated from the village's centre by the A16 which means that it is not as accessible to most services & facilities as sites on the western side of the A16, it is no worse in these terms than the alternative site which is a realistic option for identification as a Reserve Site (Fra005).</p> <p>In comparison with the alternative site which is a realistic option for identification as a Reserve Site (Fra005), this site's development would have a less harmful impact on the surrounding townscape and landscape.</p> <p>Although the site scores relatively poorly against the SA objectives, it is no worse than the alternative site which is a realistic option for identification as a Reserve Site (Fra005).</p> <p>With appropriate mitigation, potential impacts from the neighbouring A16 can be reduced to an acceptable level.</p>
Kir038	Land to the west of London Road	0.57	11	No	This site lies entirely within the boundaries of a wider site (Kir041) which has been allocated (see below).	This site has not been allocated in its own right because it lies entirely within the boundaries of a wider site (Kir041) which has been allocated (see below).
Kir041	Land to the west of London Road	5.10	102	Yes	<p>The site performs moderately against the SA objectives, scoring positively against 2, and negatively against 2 (objectives relating to: Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 514 dwellings which the Plan seeks to be developed in Kirton; there are no obstacles to accessibility to most of the village's services & facilities (i.e. it is located on the western side of the A16); it is greenfield land; it is contained by the village's built-up area on three sides and by strong physical features (Woodside Road/Kirton Drain) on the remaining side; the site abuts the High St frontage, which is the key thoroughfare in the Conservation Area; it is located close to the village's centre; and 	<p>Flood risk, accessibility to the village's services and facilities, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Kirton, and:</p> <ul style="list-style-type: none"> this site is one of the more sequentially-preferable options in the village in flood risk terms (the sites which have not been identified as Housing Allocations are exposed to greater risk in terms both of flood hazard and flood depth); this site is located on the western side of the A16, close to the majority of the village's services and facilities; and it will not have adverse impacts upon the character and appearance of the area - it is contained by the village's built-up area on three sides and by strong physical features (Woodside Road/Kirton Drain) on the remaining side.

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Kirton						
					<ul style="list-style-type: none"> it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as predominantly 'danger for some' and flood depth in 2115 predominantly as '0.25m-0.5m'. 	<p>Although the site scores only moderately against the SA objectives, it is considered that its benefits in terms of flood risk, accessibility to the village's services and facilities, and limited townscape/landscape impacts outweigh wider sustainability issues in this instance.</p> <p>Provided any development proposals are informed by a Heritage Impact Assessment, it is considered that any potential impacts on the Conservation Area can be acceptably mitigated.</p>

Long Sutton

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Long Sutton						
Ged001	Land to the north of Gedney Road, Long Sutton	4.43	89	No	<p>This site performs only moderately against the SA objectives (although it scores significantly negative against the Flood Risk objective) and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 608 dwellings which the Plan seeks to be developed in Long Sutton; development of the site would have some adverse impact on the landscape by extending the built form of Long Sutton north. However, the site is relatively well contained; the Highways Authority commented that “safe access with good visibility can be formed onto Gedney Road avoiding the Fleet River. Provision should be made into Ged014 and possibly over Docking's Holt into Lut011. Docking's Holt is not suitable to serve this site or Lut011”; the site is located within Flood Zone 3a, and is identified within the SFRA as ‘danger for most’ in terms of flood hazard, with flood depths of 1.0m – 2.0m. 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Long Sutton, and this site is one of the least sequentially-preferable ones given its predicted depths of 1.0m-2.0m. In comparison, the SFRA shows that none of the selected sites have significant areas of land with predicted depths of over 1.0m.</p> <p>Secondly, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Long Sutton. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Ged001, it would appear that a satisfactory access can be achieved, but this is less straightforward than for the selected sites.</p>
Los001	Land to the south of Woad Lane	0.10	2	No	<p>This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.</p>	<p>This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.</p>
Los006	Land to the east of Station Road	4.71	94	No	<p>This site performs only moderately against the SA objectives (although it scores significantly negative against Flood Risk) and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 608 dwellings which the Plan seeks to be developed in Long Sutton; its development would have an adverse impact in terms of landscape character (it would only be appropriate as part of a larger combined site); the Highways Authority commented that “A wide access is available to Station Road / Cowpers Gate between two dwellings. Visibility on the traffic approach side is satisfactory. Visibility to the south is over the frontages of 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Long Sutton, and this site is one of the less sequentially-preferable ones given its predicted depths of 0.5m-2.0m. In comparison, the SFRA shows that none of the selected sites have significant areas of land with predicted depths of over 1.0m.</p> <p>Secondly, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Long Sutton. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Los006, it would appear that there is uncertainty over whether visibility to the south is acceptable.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Long Sutton						
					<p>adjacent dwellings and could be compromised. Provision should be made to Los009 and Los020”;</p> <ul style="list-style-type: none"> the site is located within Flood Zone 3a, and is identified within the SFRA as ‘danger for most’ in terms of flood hazard, with flood depths of 0.5m – 2.0m. 	<p>Furthermore, the sites development would have an adverse impact in terms of landscape character (given its poor relationship with the existing built-up area).</p> <p>These are issues which do not affect the selected sites in Long Sutton.</p> <p>It should be noted that this site is one of a number that could potentially be developed in combination due to their relationship with one another (i.e. Los009, Los019 and Los020). However, the sites surrounding Los006 are also not sequentially preferable in terms of flood risk (see Los009, Los019 and Los020) and it would appear that that the access solution may not be as straightforward for these sites as for the selected sites, which could impact upon viability and deliverability.</p>
Los008	Land east of Lime Walk	1.72	34	Yes	<p>This site performs only moderately against the SA objectives and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 608 dwellings which the Plan seeks to be developed in Long Sutton; it is located adjacent to Los026 (which has been allocated) which adjoins the recently completed Anfield Road development and relates well to the existing built form of Long Sutton; the Highways Authority commented that “access from Lime Walk could be achieved but the existing frontage footway and surface water drainage would need to be extended to the site. Ideally there should be a vehicular connection to Los026 and Anfield Road / Magpie Close.”; this site is located within Flood Zone 3a, and is identified within the SFRA as ‘danger for most’ in terms of flood hazard, with flood depths of 0.5m – 1.0m. 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Long Sutton. Although there are sites in Long Sutton which have a lower proportion of the site subject to depths of 0.5m-1.0m, these are either too small to be allocated (i.e. below the 10 dwelling threshold) or already have permission. Los008 is therefore one of the next sequentially preferable sites which could be allocated (after Los015 which has been selected).</p> <p>Secondly, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Long Sutton. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Los008, it would appear that a satisfactory and straightforward access can be achieved, in contrast to some other sites in Long Sutton.</p> <p>Furthermore, the development of Los008 in association with Los026 (see below) would form a natural extension to the existing built up area.</p>
Los009	Land to the east of Station Road	1.98	40	No	<p>This site performs only moderately against the SA objectives (although it scores significantly negatively against the Flood Risk objective) and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 608 dwellings which the Plan seeks to be developed in Long Sutton; 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Long Sutton, and this site is one of the least sequentially-preferable ones given its predicted depths of 0.5m-2.0m. In comparison, the SFRA shows that none of the selected sites have significant areas of land with predicted depths of over 1.0m.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Long Sutton						
					<ul style="list-style-type: none"> its development would have an adverse impact in terms of landscape character (it would only be appropriate as part of a larger combined site); the Highways Authority commented that “the site is accessible through Los006 where provision should be made to complete the road to the site boundary; this site is located within Flood Zone 3a, and is identified within the SFRA as ‘danger for most’ in terms of flood hazard, with flood depths of 0.5m – 2.0m. 	<p>Secondly, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Long Sutton. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Los009, it would appear that the site would be reliant on gaining access from Los006.</p> <p>Furthermore, the sites development would have an adverse impact in terms of landscape character (given its poor relationship with the existing built-up area).</p> <p>These are issues which do not affect the selected sites in Long Sutton.</p> <p>It should be noted that this site is one of a number that could potentially be developed in combination due to their relationship with one another (i.e. Los006, Los019 and Los020). However, the sites surrounding Los009 are also not sequentially preferable in terms of flood risk (see Los006, Los019 and Los020) and it would appear that that the access solution may not be as straightforward for these sites as for selected sites, which could impact upon viability and deliverability.</p>
Los012	Land to the west of Wisbech Road	0.75	15	No	This site has not been allocated because it lies entirely within the boundaries of a wider site – Los015 - which has been allocated.	This site has not been allocated because it lies entirely within the boundaries of a wider site – Los015 (see below) - which has been allocated.
Los014	Land to the west of Garnsgate Road	1.23	25	No	<p>This site performs only moderately against the SA objectives and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 608 dwellings which the Plan seeks to be developed in Long Sutton; 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; the Highways Authority commented that the proposed site access between existing dwellings “is unsuitable but could be made suitable if dwelling(s) were demolished”; this site is located within Flood Zone 3a, and is identified within the SFRA as ‘danger for most’ in terms of flood hazard, with flood depths of 0.5m – 1.0m. 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Long Sutton and this site is one of the next sequentially preferable in terms of flood risk - Most other sites in Long Sutton with a lower proportion of the site subject to depths of 0.5m-1.0m are either too small to be allocated (i.e. below the 10 dwelling threshold) or already have permission.</p> <p>However, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Long Sutton. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Los014 (particularly the need to demolish a dwelling to gain access), it would appear that providing a suitable access to the site would be less straightforward than for the selected sites. It is considered that this issue outweighs the flood risk of the site.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Long Sutton						
Los015	Land east of Seagate Road	10.74	215	Yes	<p>This site performs only moderately against the SA objectives (although it scores significantly positive against the Employment objective) and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 608 dwellings which the Plan seeks to be developed in Long Sutton; it is adjacent to the settlement boundary of Long Sutton and is contained by existing residential development to the north and roads to the east and west (Wisbech Road and Seagate Road). Its development would form a natural extension to the built area without having a significant adverse impact upon the character of the area; the Highways Authority commented that “the carriageway and footway on Wisbech Road are adequate to serve residential development on this site. The frontage appears wide enough to accommodate the required junction and has sufficient visibility”; this site is located within 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, with flood depths between 0.25m – 1.0m. 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Long Sutton, and this site is one of the most sequentially-preferable ones given its predicted depths of 0.25m-1.0m. This is compared to other sites in Long Sutton which have a greater proportion of the site subject to 0.5m-1.0m or even 1.0m-2.0m in some instances. Moreover, given the size of the site, it is expected that through good design the majority of dwellings could be placed within lower hazard areas.</p> <p>Secondly, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Long Sutton. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Los015, it appears that a satisfactory, straightforward access solution can be achieved to this site, in contrast to many unselected sites.</p> <p>Furthermore, given its location and relationship to the existing built-up area of Long Sutton, its development would not have a significant adverse impact on the character of the landscape.</p> <p>It should be noted that this site incorporates Los012 and Los030. In the Local Plan document and maps Los015 is used as an ‘umbrella’ reference.</p>
Los019	Land to the south of Lancaster Drive	1.24	25	No	<p>This site performs only moderately against the SA objectives and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 608 dwellings which the Plan seeks to be developed in Long Sutton; the site is well contained and would effectively provide an infill development between existing residential areas; the Highways Authority commented that “the site appears to be accessible from the turning area at the end of Lancaster Drive although there may be a ransom strip. The site could be accessed through Los006 and Los020 where provision should be made to complete the road to the site boundary.” this site is located within Flood Zone 3a, and is identified within the SFRA as ‘danger for most’ in terms of flood hazard, with flood depths of 0.5m – 2.0m. 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Long Sutton, and this site is one of the less sequentially-preferable ones given its predicted depths of 0.5m-2.0m. In comparison, the SFRA shows that none of the selected sites have significant areas of land with predicted depths of over 1.0m.</p> <p>Secondly, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Long Sutton. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Los019, it appears that there may be issues with a ransom strip. This is an issue which does not affect other sites in Long Sutton.</p> <p>It should be noted that this site is one of a number that could potentially be developed in combination due to their relationship with one another (i.e. Los006, Los009 and Los020). However, these other sites are also not</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Long Sutton						
						sequentially preferable in terms of flood risk (see Los006, Los009 and Los020) and it would appear that that the access solution may not be as straightforward for these sites as for the selected sites, which could impact upon viability and deliverability.
Los020	Land to the south of Spring Gardens	9.87	197	No	<p>This site performs only moderately against the SA objectives (although it scores significantly negative against the Flood Risk objective) and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 608 dwellings which the Plan seeks to be developed in Long Sutton; • development of the site 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; • the Highways Authority commented that “the site may be accessible from Dunlin Drive, but not solely and there may be a ransom strip. This site could be accessed through site Los006”; • this site is located within Flood Zone 3a, and is identified within the SFRA as ‘danger for most’ in terms of flood hazard, with flood depths of 0.5m – 2.0m. 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Long Sutton, and this site is one of the least sequentially-preferable ones given its predicted depths of 0.5m-2.0m. In comparison, the SFRA shows that none of the selected sites have significant areas of land with predicted depths of over 1.0m.</p> <p>Secondly, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Long Sutton. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Los020, it appears that there may be issues with a ransom strip and another site (Los006) which could potentially provide an access has not been allocated. This is an issue which does not affect other sites in Long Sutton.</p> <p>Furthermore, although the site is relatively well contained between existing built development, its shape means that it does not relate as well to the existing settlement as Los015.</p> <p>It should be noted that this site is one of a number that could potentially be developed in combination due to their relationship with one another (i.e. Los006, Los009 and Los019). However, these other sites are also not sequentially preferable in terms of flood risk (see Los006, Los009 and Los19) and it would appear that that the access solution may not be as straightforward for these sites as for the selected sites which could impact upon viability and deliverability.</p>
Los021	Land to the south of Bull Lane	0.43	39	No	<p>This site performs well against the SA objectives, however the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 608 dwellings which the Plan seeks to be developed in Long Sutton; • it is within the settlement boundary for the town; • it had full planning permission (H11-0123-13) for the development of 39 dwellings which has recently lapsed; • the site is adjacent to a Grade II listed building and is located within the Long Sutton Conservation Area; • this site is located within Flood Zone 3a, and is identified within the SFRA as a combination of ‘danger for some’, 	<p>This site was not allocated because at the time of formulating the Publication Version of the Local Plan it had planning permission for the development of 39 dwellings. It was therefore proposed that it should be shown as a housing commitment. However, this permission lapsed in January 2018 and there are viability concerns surrounding the site and its development. The site lies within the centre of Long Sutton and so if these issues were able to be overcome the site can still come forward.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Long Sutton						
					'danger for most' and 'no hazard' in terms of flood hazard, with flood depths from 'no hazard' to 0.5m – 1.0m.	
Los022	Land to the east of Little London	0.93	19	No	<p>This site performs only moderately against the SA objectives and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 608 dwellings which the Plan seeks to be developed in Long Sutton; 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 Highways Authority commented that "it is presumed that it is intended to demolish an existing property otherwise there is not a suitable access. However the principle of development may be acceptable subject to the design of a suitable junction"; comments were received during the consultation on the draft Local Plan (January 2016) that the house and land at 74 Roman Bank was sold in 1976 and the sale agreement stipulated that no housing should be built to the rear of the properties whilst current owners live at 76 Roman Bank; this site is located within Flood Zone 3a, and is identified within the SFRA as 'danger for most' in terms of flood hazard, with flood depths of 0.5m – 1.0m. 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Long Sutton and this site is one of the next sequentially preferable in terms of flood risk - Most other sites in Long Sutton with a lower proportion of the site subject to depths of 0.5m-1.0m are either too small to be allocated (i.e. below the 10 dwelling threshold) or already have permission.</p> <p>However, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Long Sutton. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Los022 (particularly the need to demolish a dwelling to gain access), it would appear that providing a suitable access to the site would be less straightforward than for the selected sites.</p> <p>Furthermore, although the owners indicate that the legal issues are straightforward to resolve, this may prove to be a lengthy process.</p> <p>Although none of the issues identified are insoluble, they may not be straightforward to resolve and are not applicable to the selected sites. It is considered that these issues outweigh the flood risk of the site.</p>
Los026	Land east of Lime Walk	2.29	46	Yes	<p>This site performs only moderately against the SA objectives and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 608 dwellings which the Plan seeks to be developed in Long Sutton; it is adjacent to the recently completed Anfield Road development and the settlement boundary of Long Sutton, therefore the site relates well to the existing built form of Long Sutton. It would form a natural extension to the built area without having an adverse impact upon the character of the area; the Highways Authority commented that "this site could be developed off Lime Walk provided the frontage footway, drainage and street lighting are extended. Secondary access off Magpie Close and connection to Los008 would be desirable." this site is located within Flood Zone 3a, and is identified within the SFRA as 'danger for most' in terms of flood hazard, with flood depths of 0.5m – 2.0m. 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Long Sutton and this site is one of the next sequentially preferable in terms of flood risk after Los015, Los008 and Los046 which have been selected - Most other sites with better flood risk in Long Sutton are either too small to be allocated (i.e. below the 10 dwelling threshold) or already have permission.</p> <p>Secondly, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Long Sutton. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Los026, it appears that a satisfactory and straightforward access and transport solution can be achieved, in contrast to some other sites in Long Sutton.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Long Sutton						
						Furthermore, the development of Los026 in association with Los008 (see above) would form a natural extension to the existing built up area.
Los027	Land to the west of Garnsgate Road	0.18	4	No	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Los030	Land to the east of Seagate Road	1.27	25	No	This site has not been allocated because it lies entirely within the boundaries of a wider site – Los015 - which has been allocated.	This site has not been allocated because it lies entirely within the boundaries of a wider site – Los015 (see above) - which has been allocated.
Los032	Cold Store, Gedney Road	0.19	1	No	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Additionally, the site has planning permission (H11-0585-10) for 1 dwelling, which is currently under construction.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Additionally, the site has planning permission (H11-0585-10) for 1 dwelling, which is currently under construction.
Los039	Market Street	0.12	2	No	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Additionally, the site has planning permission (H11-0015-13) for 2 dwellings, which are currently under construction.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Additionally, the site has planning permission (H11-0015-13) for 2 dwellings, which are currently under construction.
Los043	Land to the south of Bridge Road	2.63	53	No	This site performs only moderately against the SA objectives (scoring significantly negative against the Flood Risk objective) and the following key considerations also need to be taken into account: <ul style="list-style-type: none"> • it is in scale with the 608 dwellings which the Plan seeks to be developed in Long Sutton; • development of this site would not have an adverse impact on the character and appearance of the area. It could even bring environmental benefits when viewed from Bridge Road given some of the site's current use (vehicle sales and repairs); • it borders onto existing and proposed industrial uses to the north and east, which may impact upon the amenities that would be enjoyed by any new dwellings; • the Highways Authority commented that “safe and suitable vehicular and pedestrian access off Bridge Road would be easily achievable - the frontage currently provides access to car sales and a residential property. There should be no access to this site from Wisbech Road.”; • this site is located within Flood Zone 3a, and is identified within the SFRA as ‘danger for most’ in terms of flood hazard, with flood depths of 0.5m – 1.0m. 	Flood risk is considered to be one of the most important concerns in identifying land for development in Long Sutton. This site is neither the most nor the least sequentially preferable in terms of flood risk in the settlement. However, given the proximity of existing and proposed industrial uses to the site there is the possibility for these uses to have an adverse impact on the amenities that would be enjoyed by residents on this site. There are no other sites in Long Sutton to which this issue applies. It is for these reasons that the site has not been selected.
Los046	Land east of Station Road	0.70	14	Yes	This site performs only moderately against the SA objectives and the following key considerations also need to be taken into account:	Flood risk is considered to be one of the most important concerns in identifying land for development in Long Sutton and this site is one of the next sequentially preferable in terms of flood risk after Los015 and Los008 which have

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Long Sutton						
					<ul style="list-style-type: none"> it is in scale with the 608 dwellings which the Plan seeks to be developed in Long Sutton; the site has outline planning permission (H11-0646-17) for the development of 8 dwellings; it is a small-scale site located adjacent to Long Sutton's settlement boundary and its development would not have adverse visual impacts on the area's character or appearance given that it is largely hidden from view behind existing frontage dwellings; the Highways Authority commented that the 'width of the existing access into the glasshouse site appears to be wide enough to be able to accommodate the carriageway, footways, junction radii and visibility splays required for an adoptable estate road to serve the suggested 14 dwellings; and this site is located within Flood Zone 3a, and is identified within the SFRA as 'danger for most' in terms of flood hazard, with flood depths of 0.5m – 1.0m. 	<p>been selected - Most other sites with better flood risk in Long Sutton are either too small to be allocated (i.e. below the 10 dwelling threshold) or already have permission.</p> <p>Secondly, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Long Sutton. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Los046, it appears that a satisfactory and straightforward access solution can be achieved, in contrast to some other sites in Long Sutton.</p> <p>Furthermore, development of the site will not have an adverse impact on the landscape given that it already contains buildings and is largely screened from view.</p>
Los047	Land to the west of Garnsgate Road	0.38	8	No	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Lut011	Land to the west of Lime Walk	6.79	136	No	<p>This site performs relatively poorly against the SA objectives, scoring positively against only 2 but negatively against 4 (Transport; Green Infrastructure and Biodiversity; Air, Soil and Water Resources; and Sustainable Use of Land and Waste) and significantly negatively against the Flood Risk objective. The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 608 dwellings which the Plan seeks to be developed in Long Sutton; development in this location would have some adverse impact by extending the built form of Long Sutton north. However, the site is relatively well contained and does not extend beyond the built form to the east; Dockings Holt to the west side is very narrow with a deep drain (Fleet River). South Holland IDB are unlikely to allow it to be piped and it would be expensive and undermine viability; the Highways Authority commented that "vehicular access could be difficult. The access onto Lime Walk is directly opposite Anfield Road and would form a crossroads with it. It would be preferable if access could be forms to Gedney Road or from Ged001"; this site is located within Flood Zone 3a, and is identified within the SFRA as 'danger for most' in terms of flood hazard, with flood depths of 1.0m – 2.0m. 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Long Sutton, and this site is one of the least sequentially-preferable ones given its predicted depths of 1.0m-2.0m. In comparison, the SFRA shows that none of the selected sites have significant areas of land with predicted depths of over 1.0m. Given the sites performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk in this instance.</p> <p>Secondly, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Long Sutton. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Lut011, it would appear that achieving a satisfactory access would be less straightforward than for the selected sites. Ged001 has not been allocated and the site has no frontage onto Gedney Road.</p> <p>Furthermore, the drain to the west is an issue which does not affect other sites in Long Sutton to the same extent.</p>

Pinchbeck

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Pinchbeck						
Pin002	Land north of Market Way	1.32	26	Yes	<p>This site performs well against the SA objectives and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 252 dwellings which the Plan seeks to be developed in Pinchbeck; it is previously developed land within the settlement boundary, is within a residential area and is well screened from Market Way; there is developer interest in the site; the Highways Authority commented that “the principle of re-developing this existing nursery site for residential use is acceptable in highway terms however, there would need to be provision made for pedestrian access; this site is located within Flood Zone 3a, and is identified within the SFRA as a combination of ‘danger for some’ and ‘low hazard’ in terms of flood hazard, with flood depths between 0m – 0.5m. 	<p>As with many other settlements in the District, Pinchbeck is affected by flood risk with the entirety being in Flood Zone 3a. The flood hazard and depth of sites is therefore an important consideration. This site is neither the most nor the least sequentially preferable in terms of flood risk in the settlement.</p> <p>However, given its performance against the SA criteria, it is considered that wider sustainability benefits would outweigh flood risk in this instance. Key aspects in its favour are that it is previously developed land, it is already located within the settlement boundary and relates well to the existing built form, and the principle of locating housing development on the site is acceptable in highways terms. There is also developer interest in the site.</p>
Pin003	Land to the west of Bear Lane	0.26	5	No	<p>This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.</p>	<p>This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.</p>
Pin008	Land to the east of Church Street	0.67	13	No	<p>This site performs very well against the SA objectives, however the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 252 dwellings which the Plan seeks to be developed in Pinchbeck; it is located within the existing built-up area of Pinchbeck, is a brownfield site and is well screened with fences or hedges; Historic England and SHDC’s Conservation Officer have raised concerns about the impact upon heritage assets due 	<p>As with many other settlements in the District, Pinchbeck is affected by flood risk with the entirety being in Flood Zone 3a. The flood hazard and depth of sites is therefore an important consideration. This site is one of the most sequentially preferable sites given that three quarters of the site is predicted as ‘no hazard’ in terms of flood hazard and depth. In comparison, the SFRA shows that most other sites in Pinchbeck are predicted to be subject to greater hazard and depth (up to 1.0m in some instances).</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Pinchbeck						
					<p>to its location within the Pinchbeck Conservation Area. The Conservation Officer stated that Pin008 comprises a former Public House (The Bell) which, although not listed, is a traditional building at the centre of the Pinchbeck Conservation Area. There are also listed buildings in close proximity. Demolition of The Bell would cause significant harm and so its retention would be important, although this could negate the viability of the remainder of the allocation;</p> <ul style="list-style-type: none"> the Highways Authority commented that “demolition of the existing public house would create a suitable opening onto Church Street to provide a safe and suitable access into this site”; this site is located within Flood Zone 3a, and the SFRA identifies that three quarters of the site is predicted as ‘no hazard’ in terms of flood hazard and depth. 	<p>However, this site is located within the Pinchbeck Conservation Area which, given the Conservation Officer’s comments, will have implications for the number of dwellings that the site is capable of accommodating. It is considered unlikely that 13 dwellings (based on the 20dph used for Main Service Centres) could be delivered within a satisfactory design. Furthermore, other sites in Pinchbeck will not have an impact on the Conservation Area and so it is considered that the site should not be allocated.</p>
Pin017	Land to the south of Milestone Lane	0.40	2	No	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Pin019	Land east of Surfleet Road	1.69	34	Yes	<p>This site performs well against the SA objectives and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 252 dwellings which the Plan seeks to be developed in Pinchbeck; it is adjacent to the development limits of Pinchbeck with dwellings to the south and Birchgrove Garden Centre to the north (which has been allocated – see Pin065). The boundaries are fenced, hedged or treed. Consequently, development of the site is not likely to adversely alter the character and appearance of the landscape; the Highways Authority commented that ‘the site has a large enough opening onto Surfleet Road to be able to provide a safe and suitable access for residential development.’; this site is located within Flood Zone 3a, and the SFRA identifies it as almost entirely ‘no hazard’ in terms of flood hazard and depth. 	<p>As with many other settlements in the District, Pinchbeck is affected by flood risk with the entirety being in Flood Zone 3a. The flood hazard and depth of sites is therefore an important consideration. This site is the most sequentially preferable given that it is identified as almost entirely ‘no hazard’ in terms of flood hazard and depth. In comparison, the SFRA shows that most other sites in Pinchbeck are predicted to be subject to greater hazard and depth (up to 1.0m in some instances).</p> <p>Other benefits of this site are that it performs well against the SA criteria, it appears that a suitable highway access can be achieved and its development is not likely to have an adverse impact on the character of the landscape.</p>
Pin021	Land to the south of Flaxmill Lane	1.53	31	No	<p>This site performs well against the SA objectives, however the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 252 dwellings which the Plan seeks to be developed in Pinchbeck; it relates well to the existing built-up area and its development is not likely to adversely alter the character and appearance of the landscape; the Highways Authority commented that “some alteration/re-prioritisation of the existing roads may be required”; 	<p>As with many other settlements in the District, Pinchbeck is affected by flood risk with the entirety being in Flood Zone 3a. The flood hazard and depth of sites is therefore an important consideration. This site is the least sequentially preferable given that it is identified as mostly ‘danger for most’ in terms of flood hazard with predicted depths of 0.5m-1.0m. In comparison, the SFRA shows that most other sites in Pinchbeck are predicted to be subject to lower hazard and less than 0.5m in depth.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Pinchbeck						
					<ul style="list-style-type: none"> this site is located within Flood Zone 3a, and the SFRA identifies it as mostly 'danger for most' in terms of flood hazard with predicted depths of 0.5m-1.0m. 	<p>Furthermore, achieving a suitable access for this site appears to be less straightforward than for other sites.</p> <p>Although development of this site would deliver wider sustainability benefits (given how the site performs against the SA objectives), most other sites in Pinchbeck perform equally as well against the SA objectives, have more straightforward access solutions and are more sequentially preferable in terms of flood risk. Consequently, this site has not been allocated.</p>
Pin034	Land to the west of Flaxmill Lane	7.85	157 (14 have PP)	No	<p>This site performs poorly against the SA objectives, scoring positively against only 2 but negatively against 5 (Health and Wellbeing; Transport; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste) and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 252 dwellings which the Plan seeks to be developed in Pinchbeck; it relates well to the built form of Pinchbeck, being well contained on all boundaries. Consequently, development of the site is not likely to have an adverse impact on the character and appearance of the landscape. the Highways Authority commented that "the ideal [access] would be to access this site via Pin021 although this would involve crossing Gallery Walk. Access off Grove Close might be possible subject to there being no ransom strip".; this site is located within Flood Zone 3a, and the SFRA identifies it as mostly 'danger for most' in terms of flood hazard with predicted depths of 0.25m-1.0m. 	<p>As with many other settlements in the District, Pinchbeck is affected by flood risk with the entirety being in Flood Zone 3a. The flood hazard and depth of sites is therefore an important consideration. This site is one of the least sequentially preferable given that it is identified as mostly 'danger for most' in terms of flood hazard with predicted depths of 0.25m-1.0m. In comparison, the SFRA shows that most other sites in Pinchbeck are predicted to be subject to lower hazard and less than 0.5m in depth.</p> <p>Given the sites performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk in this instance.</p> <p>Furthermore, given the comments from the Highways Authority, it would appear that other sites in Pinchbeck have more straightforward access solutions. Although it appears that a satisfactory access could potentially be achieved via Grove Close, the ideal access is unlikely to be possible given that Pin021 has not been allocated.</p>
Pin046	Land to the north of Milestone Lane	0.21	4	No	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Pin062	Former Dairy Depot, Pennytoft Lane	0.44	9	No	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Pin065	Birchgrove Garden Centre, Surfleet Road	2.44	49	Yes	<p>This site performs well against the SA objectives and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 252 dwellings which the Plan seeks to be developed in Pinchbeck; it would form a logical extension to the village with Herdgate Lane to the north providing a definitive boundary to Pinchbeck. It is also previously developed land; the Highways Authority commented that "there is a long-established access into this site that has suitable visibility in both directions and the site has a long enough frontage 	<p>As with many other settlements in the District, Pinchbeck is affected by flood risk with the entirety being in Flood Zone 3a. The flood hazard and depth of sites is therefore an important consideration. This site is one of the more sequentially preferable sites given that the majority is either predicted as 'low hazard' or 'no hazard' in terms of flood hazard and 'no hazard' or 0m-0.25m in terms of flood depth. In comparison, the SFRA shows that most other sites in Pinchbeck are predicted to be subject to greater hazard and depth (up to 1.0m in some instances).</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Pinchbeck						
					<p>to be able to place a suitable adoptable estate road junction in the optimum position”;</p> <ul style="list-style-type: none"> this site is located within Flood Zone 3a, and the SFRA identifies that the majority is either predicted as ‘low hazard’ or ‘no hazard’ in terms of flood hazard, and ‘no hazard’ or 0m-0.25m in terms of flood depth. 	Other benefits of this site are that it performs well against the SA criteria, it appears that a suitable highway access can be achieved and its development is not likely to have an adverse impact on the character of the landscape.

Sutterton

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Sutterton						
Sut005	Land to the north of Wigtoft Road	0.85	17	No	This site lies entirely within the boundaries of a wider site (Sut034) which has been identified as a Reserve Site (see below).	This site has not been allocated in its own right because it lies entirely within the boundaries of a wider site (Sut034) which has been identified as a Reserve Site (see below).
Sut007	Land to the north of Wigtoft Road	0.85	17	No	Outline planning permission (B/16/0313) is outstanding for the development of 14 dwellings on this site.	This site has not been allocated because outline planning permission (B/16/0313) is outstanding for the development of 14 dwellings. It has, however, been identified as a Housing Commitment.
Sut008	Land to the north of Post Office Lane, Sutterton	0.6	12	No	<p>Full planning permission (B/15/0498) is outstanding for the development of 3 dwellings on part of this site.</p> <p>The estimated capacity of the remaining part of the site is below the Local Plan allocation threshold of 10 dwellings.</p>	<p>The part with planning permission has not been identified as a Housing Commitment, because its capacity is below the Local Plan allocation threshold of 10 dwellings.</p> <p>The remaining part of this site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.</p>
Sut009/028	Land south of Spalding Road/west of Station Road	13.14	263	Yes	<p>The site performs very poorly against the SA objectives, scoring positively against 1, and negatively against 4 (objectives relating to: Transport; Heritage; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 308 dwellings which the Plan seeks to be developed in Sutterton; it is a greenfield site; impacts on the area's character would be acceptable - it consolidates the built-up area, & relatively few public views are 	<p>Flood risk, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Sutterton, and:</p> <ul style="list-style-type: none"> this site is one of the more sequentially-preferable options in the village in flood risk terms (the sites which have not been identified as a Housing Allocation or Reserve Site are all exposed to greater risk in terms of flood depth, and some are also exposed to greater risk in terms of flood hazard); and

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Sutterton						
					<p>available. Views from the west would be subject to the greatest change, but even these are already dominated by the employment buildings off Endeavour Way & Love Lane;</p> <ul style="list-style-type: none"> although the site does not abut heritage assets, it forms part of the setting of the listed church & its development could also impact upon two listed houses on Station Road; it abuts a number of employment uses which may impact upon amenities; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as predominantly 'danger for some' (with significant amounts at 'low hazard'), and flood depth in 2115 predominantly as '0m to 0.25m' (with significant amounts at '0.25m-0.5m'). 	<ul style="list-style-type: none"> it will not have significant adverse impacts on local townscape/landscape - it will consolidate the built-up area, & relatively few public views are available. Views from the west would be subject to the greatest change, but even these are already dominated by the employment buildings off Endeavour Way & Love Lane (and its impacts will be less than those sites which have not been identified for allocation). <p>Although the site scores very poorly against the SA objectives, it is considered that its benefits in terms of flood risk, and limited townscape/landscape impacts outweigh wider sustainability issues in this instance.</p> <p>Provided a large road junction on Station Road is avoided, and any scheme is well landscaped, low density and no higher than two storey with attics, impacts on heritage assets will be acceptable.</p> <p>With appropriate mitigation, potential impacts from neighbouring commercial uses can be reduced to an acceptable level.</p>
Sut010	Land to the south of Spalding Road	0.31	6	No	<p>Eastern parts of this site lie within the boundaries of a wider site (Sut009/028) which has been allocated (see above).</p> <p>The estimated capacity of the remainder of the site is below the Local Plan allocation threshold of 10 dwellings.</p>	<p>Eastern parts of this site have not been allocated in their own right because they lie within the boundaries of a wider site (Sut009/028) which has been allocated (see above).</p> <p>The remaining part of this site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.</p>
Sut011	Land to the west of Station Road	0.65	13	No	<p>This site lies entirely within the boundaries of a wider site (Sut009/028) which has been allocated (see above).</p>	<p>This site has not been allocated in its own right because it lies entirely within the boundaries of a wider site (Sut009/028) which has been allocated (see above).</p>
Sut023	Land to the west of Station Road	0.51	10	No	<p>Full planning permission (B/16/0409) is outstanding for the development of 21 dwellings on this site.</p>	<p>This site has not been allocated because full planning permission (B/16/0409) is outstanding for the development of 21 dwellings. It has, however, been identified as a Housing Commitment.</p>
Sut026	Land to the north of Wigtoft Road	1.6	32	No	<p>This site lies entirely within the boundaries of a wider site (Sut034) which has been identified as a Reserve Site (see below).</p>	<p>This site has not been allocated in its own right because it lies entirely within the boundaries of a wider site (Sut034) which has been identified as a Reserve Site (see below).</p>
Sut027	Land to the south of Wigtoft Road	1.88	38	No	<p>The site performs poorly against the SA objectives, scoring positively against 2, and negatively against 3 (objectives relating to: Transport; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p>	<p>Flood risk, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Sutterton, and:</p> <ul style="list-style-type: none"> this site is not one of the more sequentially-preferable options in the village in flood risk terms

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Sutterton						
					<ul style="list-style-type: none"> it is in scale with the 308 dwellings which the Plan seeks to be developed in Sutterton; it is a greenfield site; impacts on the area's character would be acceptable - although it extends the built-up area significantly, visual impacts are not long-distance from any direction. Although its southern boundary does not follow any existing feature, it matches that of the housing estate to its east; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as predominantly 'danger for some' (with significant amounts at 'low hazard'), and flood depth in 2115 predominantly as '0.25m to 0.5m' (with significant amounts at '0m-0.25m'). 	<p>(although the sites which are identified as a Housing Allocation and as a Reserve Site are in the same Flood Zone and are exposed to similar hazard, they are preferable in terms of flood depth); and</p> <ul style="list-style-type: none"> although the impacts of this site's development on the surrounding townscape and landscape would be broadly acceptable, the sites which are identified as a Housing Allocation and as a Reserve Site will have lesser impacts on the character and appearance of their surroundings. <p>Furthermore, the site scores poorly against the SA objectives.</p>
Sut029	Land to the north of Spalding Road	3.23	65	No	<p>The site performs very poorly against the SA objectives, scoring positively against 1, and negatively against 5 (objectives relating to: Transport; Landscape and Townscape; Air, Soil and Water Resources; Sustainable Use of Land and Waste; and Flood Risk). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 308 dwellings which the Plan seeks to be developed in Sutterton; it is a greenfield site; although the site is in a peripheral location 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; it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as predominantly 'danger for some' (with significant amounts at 'danger for most'), and flood depth in 2115 predominantly as '0.25m to 0.5m' (with significant amounts at '0.5m-1.0m'). 	<p>Flood risk, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Sutterton, and:</p> <ul style="list-style-type: none"> this site is not one of the more sequentially-preferable options in the village in flood risk terms (although the sites which are identified as a Housing Allocation and as a Reserve Site are in the same Flood Zone, they are preferable in terms of both flood hazard and depth); and although the impacts of its development on the surrounding townscape and landscape would be broadly acceptable, the sites which are identified as a Housing Allocation and as a Reserve Site will have lesser impacts on the character and appearance of their surroundings. <p>Furthermore, the site scores very poorly against the SA objectives.</p>
Sut032	Land to the north of Wigtoft Road	5.08	102	No	<p>The site performs poorly against the SA objectives, scoring positively against 2, and negatively against 4 (objectives relating to: Transport; Air, Soil and Water Resources; Sustainable Use of Land and Waste; and Flood Risk). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 308 dwellings which the Plan seeks to be developed in Sutterton; it is a greenfield site; impacts on the area's character would be acceptable - its visual impacts are confined to impacts upon views from the 	<p>Flood risk, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Sutterton, and:</p> <ul style="list-style-type: none"> this site is not one of the more sequentially-preferable options in the village in flood risk terms (although the sites which are identified as a Housing Allocation and as a Reserve Site are in the same Flood Zone, they are preferable in terms of both flood hazard and depth); and

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Sutterton						
					<p>immediate south (as views from the west would be screened by the existing dwellings off Blows Lane); and</p> <ul style="list-style-type: none"> it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as predominantly 'danger for some' (with significant amounts at 'danger for most'), and flood depth in 2115 predominantly as '0.5m to 1.0m' (with significant amounts at '0.25m-0.50m'). 	<ul style="list-style-type: none"> although the impacts of its development on the surrounding townscape and landscape would be broadly acceptable, the sites which are identified as a Housing Allocation and as a Reserve Site will have lesser impacts on the character and appearance of their surroundings. <p>Furthermore, the site scores poorly against the SA objectives.</p>
Sut034	Land to the north of Wigtoft Road, Sutterton	2.47	49	Reserve Site	<p>The site performs moderately against the SA objectives, scoring positively against 2, and negatively against 3 (objectives relating to: Transport; Biodiversity, Geodiversity and Green Infrastructure; and Air, Soil and Water Resources). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 308 dwellings which the Plan seeks to be developed in Sutterton; it is a greenfield site; its development would not have adverse impacts upon the character and appearance of the area - visual impacts would be confined to impacts upon views from the immediate south (as views from the west would be screened by the existing dwellings off Blows Lane); and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as predominantly 'danger for some' (with significant amounts at 'low hazard'), and flood depth in 2115 predominantly as '0m-0.25m' (with significant amounts at '0.25m-0.50m'). 	<p>Flood risk, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Sutterton, and:</p> <ul style="list-style-type: none"> this site is one of the more sequentially-preferable options in the village in flood risk terms (the sites which have not been identified as a Housing Allocation or Reserve Site are all exposed to greater risk in terms of flood depth, and some are also exposed to greater risk in terms of flood hazard); ; and it will not have significant adverse impacts on local townscape/landscape - visual impacts would be confined to impacts upon views from the immediate south, as views from the west would be screened by the existing dwellings off Blows Lane (and its impacts will be less than those sites which have not been identified for allocation). <p>Although the site performs only moderately against the SA objectives, it is considered that its benefits in terms of flood risk, and limited townscape/landscape impacts outweigh wider sustainability issues in this instance.</p>

Sutton Bridge

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Sutton Bridge						
Sub016	Land to the west of New Road	3.10	62	No	<p>This site performs only moderately against the SA objectives (although it scores significantly negative against the Flood Risk objective) and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 273 dwellings which the Plan seeks to be developed in Long Sutton; • it is located adjacent to the existing built-up area and would extend the town to the north in character with its current form; • the Highways Authority commented that ‘the site would be suitable provided there is a lawful use of the area beyond the adopted end of Wright’s Lane. The junction of Wright’s Lane with New Road is slightly sub-standard but it is not so unsafe that it would indicate strongly against this site.’; • this site is located within Flood Zone 3a, and is classified within the SFRA as mostly ‘danger for all’ in terms of flood hazard, and with almost all of the site identified as having predicted depths of 1.0m-2.0m. 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Sutton Bridge, and this site is the least sequentially preferable given that almost all of the site is identified as having predicted depths of 1.0m-2.0m. In comparison, the SFRA shows that three quarters of the selected site has predicted depths of 0.5m-1.0m, with approx. 20% of the site exposed to predicted depths of 1.0m-2.0m.</p> <p>Secondly, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Sutton Bridge. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Sub016, it appears that the highways arrangement for the selected site will be more straight-forward.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Sutton Bridge						
Sub017	Land to the south of Bridge Road	0.24	5	No	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Sub018	Land to the north of Nightingale Way, Granville Terrace, Chestnut Terrace and Allenby's Chance	5.46	109	No	<p>This site performs only moderately against the SA objectives (although it scores significantly negative against the Flood Risk objective but significantly positive against the Employment objective) and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 273 dwellings which the Plan seeks to be developed in Long Sutton; 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 would create an incongruous form of development in the countryside; the only two roads that abut the site are Nightingale Way and Granville Terrace. The Highways Authority commented that "there is an un-adopted section of road at the end of Granville Terrace. They also commented that there is problems with visibility where Granville Terrace meets Bridge Road due to the on-street parking areas along Bridge Road."; this site is located within Flood Zone 3a, and is classified within the SFRA as mostly 'danger for all' in terms of flood hazard, and with just over half the site identified as having predicted depths of 0.5m-1.0m, with a third being 1.0m-2.0m. 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Sutton Bridge, and this site is one of the more sequentially preferable ones given that just over half the site is identified as having predicted depths of 0.5m-1.0m, with a third being 1.0m-2.0m. In comparison, the SFRA shows that three quarters of the selected site has predicted depths of 0.5m-1.0m, with approx. 20% of the site exposed to predicted depths of 1.0m-2.0m.</p> <p>Secondly, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Sutton Bridge. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Sub018, it appears that the highways arrangement for the selected site will be more straight-forward.</p>
Sub020	The Chippings, New Road	0.15	3	No	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Sub021	Land to the rear of 76 New Road	0.19	4	No	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Sub024	Land to the north of Withington Street and Chestnut Terrace	3.72	74	No	<p>This site performs only moderately against the SA objectives (although it scores significantly negative against the Flood Risk objective but significantly positive against the Employment objective) and the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 273 dwellings which the Plan seeks to be developed in Long Sutton; development of this size would have an adverse impact on the character of the area, extending the built form of Sutton Bridge northwards. the only two roads that abut the site are Nightingale Way and Withington Street. The Highways Authority 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Sutton Bridge, and this site is one of the least sequentially preferable ones given that over half the site is identified as having predicted depths of 1.0m-2.0m. In comparison, the SFRA shows that three quarters of the selected site has predicted depths of 0.5m-1.0m, with approx. 20% of the site exposed to predicted depths of 1.0m-2.0m.</p> <p>Secondly, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Sutton Bridge. This was therefore also a consideration when selecting which sites to allocate in the settlement.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Sutton Bridge						
					<p>commented that “there are un-adopted sections of road at the ends of Granville Terrace and Chestnut Terrace and there is an un-adopted garage area at the end of Allenby’s Chase. Ideally any development on this site should be served by all the roads leading north from Bridge Road so that traffic movements are not concentrated on just one road. There are problems with visibility where Granville Terrace, Withington Street and Chestnut Terrace meet Bridge Road due to the on-street parking areas along Bridge Road”;</p> <ul style="list-style-type: none"> • part of the site has planning permission for 10 dwellings (H18-1168-16); • this site is located within Flood Zone 3a, and is classified within the SFRA as mostly ‘danger for all’ in terms of flood hazard and with over half the site identified as having predicted depths of 1.0m-2.0m. 	<p>Given the comments received from the Highways Authority for Sub024, it appears that the highways arrangement for the selected site will be more straight-forward.</p>
Sub027	Land south of Bridge Road	10.25	205	Yes	<p>The site performs relatively poorly against the SA objectives, scoring negatively against 3 (Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste), mixed positive/negative against 7 and significantly positive against 1 (Employment objective). However, the following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 273 dwellings which the Plan seeks to be developed in Long Sutton; • it is adjacent to the settlement boundary of Sutton Bridge and relates well to the existing built-up area. Its development would be in character with that to the east (Falklands Road); • the Highways Authority commented that “the opening [on Bridge Road] is long enough to be able to accommodate a suitable junction with the required visibility splays. There is also a gap between numbers 37 and 39 Falklands Road that appears to have been left in order to form an access from that road into this site. The opening appears to be wide enough to be able to form a suitable junction here.” • the site is located within Flood Zone 3a, and is classified within the SFRA as mainly ‘danger for most’ in terms of flood hazard, and with three-quarters of the site identified as having predicted depths of 0.5m-1.0m, with around 20% 1.0m-2.0m. 	<p>Flood risk is considered to be one of the most important concerns in identifying land for development in Sutton Bridge, and this site is the most sequentially preferable given that three-quarters of the site is identified as having predicted depths of 0.5m-1.0m, with around 20% 1.0m-2.0m. In comparison, the SFRA shows that all of the unselected sites have a greater proportion exposed to predicted depths of 1.0m-2.0m.</p> <p>Secondly, highway access is a common issue that has been raised by the Highways Authority in relation to sites in Sutton Bridge. This was therefore also a consideration when selecting which sites to allocate in the settlement. Given the comments received from the Highways Authority for Sub027, it appears that the highways arrangement for this site will be more straight-forward than it would be for the unselected sites.</p>

Swineshead

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Swineshead						
Swi015	Land west of Station Road	5.81	116	Yes	<p>The site performs poorly against the SA objectives, scoring positively against 3, and negatively against 5 (objectives relating to: Health and Wellbeing; Transport; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 411 dwellings which the Plan seeks to be developed in Swineshead; it is greenfield land; its impacts upon the character and appearance of the area will be broadly acceptable - although the site is highly visible & its development will change the area's character, the site does 	<p>Flood risk, townscape/landscape impacts and impacts on heritage assets are considered to be the most important concerns in identifying Housing Allocations in Swineshead, and:</p> <ul style="list-style-type: none"> although this site is technically not one of the more sequentially-preferable options in the village in overall flood risk terms, (some other sites are entirely within Flood Zone 1), the SFRA identifies that the site is exposed to no hazard and no depth (and no other sites in Swineshead are sequentially preferable in these terms);

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Swineshead						
					<p>not have an open countryside character, given that there is existing development to its north, east and south-east;</p> <ul style="list-style-type: none"> • it borders onto the Station Road Industrial Estate; and • it is half within Flood Zone 1 and half within Flood Zone 2, and the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. 	<ul style="list-style-type: none"> • its development will not have a significant adverse impact on the surrounding townscape/landscape, given that the site has existing development on three sides; and • the site's development will have no adverse impacts on heritage assets. <p>The above issues are considered to outweigh the fact that the site is assessed as performing poorly against the SA objectives.</p> <p>Although the site borders onto the Station Road Industrial Estate, adverse effects are unlikely subject to protection of the boundary with the industrial area.</p>
Swi016	Land to the north of Michael Moses Way	0.43	19	No	Full planning permission (B/13/0069) is outstanding for the development of 19 dwellings on this site.	This site has not been allocated because full planning permission (B/13/0069) is outstanding for the development of 19 dwellings. It has, however, been identified as a Housing Commitment.
Swi018	Land at North End	1.74	35	Yes	<p>The site performs moderately against the SA objectives with 1 strongly positive effect (the objective relating to Flood Risk), & scoring positively against 3 objectives and negatively against 4 (objectives relating to Health and Wellbeing; Transport; Education; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 411 dwellings which the Plan seeks to be developed in Swineshead; • it is a mix of previously developed and greenfield land; • its development will not have adverse impacts upon the character and appearance of the area - it is largely screened from public view, and development would have little visual impact; and • it is within Flood Zone 1, and the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. 	<p>Flood risk, townscape/landscape impacts and impacts on heritage assets are considered to be the most important concerns in identifying Housing Allocations in Swineshead, and:</p> <ul style="list-style-type: none"> • this site is one of the most sequentially-preferable options in the village in flood risk terms (the sites which have not been identified as Housing Allocations (with the exception of Swi029) are exposed to greater risk in terms of both flood hazard and depth); • its development will not have a significant adverse impact on the surrounding townscape/landscape, given that the site is largely screened from public view; and • the site's development will have no adverse impacts on heritage assets. <p>Another benefit of this site is that it is partly previously developed land.</p> <p>The above issues are considered to outweigh the fact that the site is assessed as performing only moderately against the SA objectives.</p>
Swi027	Land to the west of Station Road	0.34	14	No	Full planning permission (B/12/0013) is outstanding for the development of 14 dwellings on this site.	This site has not been allocated because full planning permission (B/12/0013) is outstanding for the development

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Swineshead						
						of 14 dwellings. It has, however, been identified as a Housing Commitment.
Swi029	Land to the south of Coles Lane	0.64	13	No	<p>This site performs poorly against the SA objectives, scoring positively against 2, and negatively against 4 (objectives relating to: Health and Wellbeing; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 411 dwellings which the Plan seeks to be developed in Swineshead; it is greenfield land; its development will not have adverse impacts upon the character and appearance of the area - the site is largely screened from public view; its development may lead to the loss of four birch trees which contribute positively to the character of the area; full planning permission (B/15/0284) has been granted for the erection of a dwelling on the land that the site owner identifies as providing the access to this site from Coles Land. This raises doubts about the site's deliverability; although the capacity of the site had been assumed to be 13 dwellings (at 20/hectare), given the low density nature of surrounding development, it is probable that the site would actually deliver fewer than 10 dwellings; and it is predominantly within Flood Zone 1 (approximately one third in Flood Zone 2), and the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. 	<p>Flood risk, townscape/landscape impacts and impacts on heritage assets are considered to be the most important concerns in identifying Housing Allocations in Swineshead, and:</p> <ul style="list-style-type: none"> although this site is technically not one of the more sequentially-preferable options in the village in overall flood risk terms, (some other sites are entirely within Flood Zone 1), the SFRA identifies that the site is exposed to no hazard and no depth (and no other sites are sequentially preferable in these terms); although its development may lead to the loss of four birch trees which contribute positively to the character of the area, it will not have a significant adverse impact on the surrounding townscape/landscape; and the site's development will have no adverse impacts on heritage assets. <p>Although, in the above terms, this site might be considered to be a potential candidate for allocation, it is: probable that it would deliver fewer than 10 dwellings (i.e. below the Local Plan allocation threshold); and there are doubts about its deliverability (given that permission is outstanding for the development of the access point). In these circumstances, it is considered inappropriate for the site to be identified as a Housing Allocation.</p>
Swi031	Land to the west of High Street	2.30	46	No	This site lies entirely within the boundaries of a wider site (Swi037) which has been allocated (see below).	This site has not been allocated in its own right because it lies entirely within the boundaries of a wider site (Swi037) which has been allocated (see below).
Swi035	The Golden Cross, North End	0.15	9	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Swi036	Land to the east of High Street	13.08	262	No	<p>This site performs very poorly against the SA objectives, scoring positively against 2, negatively against 4 (objectives relating to: Health and Wellbeing; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste), and with a major negative effect against 1 (the objective relating to Heritage). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 411 dwellings which the Plan seeks to be developed in Swineshead; it is predominantly greenfield land; 	<p>Flood risk, townscape/landscape impacts and impacts on heritage assets are considered to be the most important concerns in identifying Housing Allocations in Swineshead.</p> <p>Although this site's development will not have a significant adverse impact on the surrounding townscape/landscape:</p> <ul style="list-style-type: none"> it is not one of the more sequentially-preferable options in the village in overall flood risk terms, (other

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Swineshead						
					<ul style="list-style-type: none"> its development would not have adverse impacts upon the character and appearance of the area - it has a good relationship to the village's existing built-up area, and is largely screened from public view; its development would add to the recent significant growth of the village towards a nearby Scheduled Ancient Monument (SAM), which has compromised its setting, and would further hem in the SAM with modern housing with which it has no relationship; and it is predominantly within Flood Zone 1 (approximately 15% in Flood Zone 2), and the SFRA identifies flood hazard in 2115 predominantly as 'no hazard' (some 'low hazard' and 'danger for some') and flood depth in 2115 predominantly as 'no depth' (some '0m-0.25m' and '0.25m-0.5m'). 	<p>sites are entirely within Flood Zone 1 and/or with lesser hazard and depth); and</p> <ul style="list-style-type: none"> its development would have adverse impacts on the setting of a nearby Scheduled Ancient Monument. <p>Furthermore, the site is assessed as performing very poorly against the SA objectives.</p>
Swi037	Land west of High Street	2.94	59	Yes	<p>This site performs well against the SA objectives, with 1 strongly positive effect (the objective relating to Flood Risk), and scoring positively against 3, & negatively against 3 (objectives relating to: Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 411 dwellings which the Plan seeks to be developed in Swineshead; it is greenfield land; its development will not have adverse impacts upon the character and appearance of the area - it relates well to the village's existing built form and its development would have few visual impacts; and it is predominantly within Flood Zone 1 (approximately 3.5% in Flood Zone 2), and the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. 	<p>Flood risk, townscape/landscape impacts and impacts on heritage assets are considered to be the most important concerns in identifying Housing Allocations in Swineshead, and:</p> <ul style="list-style-type: none"> although this site is technically not one of the more sequentially-preferable options in the village in overall flood risk terms, (some other sites are entirely within Flood Zone 1), the SFRA identifies that the site is exposed to no hazard and no depth (and no other sites are sequentially preferable in these terms); its development will not have a significant adverse impact on the surrounding townscape/landscape, given that it relates well to the village's existing built form and its development would have few visual impacts; and the site's development will have no adverse impacts on heritage assets. <p>Furthermore, the site is assessed as performing well against the SA objectives.</p>
Swi038	Land west of Station Road	3.77	75	Yes (the southern-most three-quarters of the site)	<p>This site performs very poorly against the SA objectives, scoring positively against 3, and negatively against 5 (objectives relating to Health and Wellbeing; Transport; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 411 dwellings which the Plan seeks to be developed in Swineshead; it is greenfield land; 	<p>Flood risk, townscape/landscape impacts and impacts on heritage assets are considered to be the most important concerns in identifying Housing Allocations in Swineshead, and:</p> <ul style="list-style-type: none"> although this site is technically not one of the more sequentially-preferable options in the village in overall flood risk terms, (some other sites are entirely within Flood Zone 1), the SFRA identifies that the site is

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Swineshead						
					<ul style="list-style-type: none"> its development will not have adverse impacts upon the character and appearance of the area - its relationship to the village's existing built-up area is satisfactory and public views into the site are relatively few; it is predominantly within Flood Zone 1 (6.5% in Flood Zone 2 and 0.5% in Flood Zone 3), and the SFRA identifies flood hazard in 2115 as 'no hazard', and flood depth in 2115 as 'no depth'; homes are currently being built on the southern three-quarters of this site (full planning permission (B/16/0052) for the development of 63 dwellings); and the owner of the remainder of the site has indicated that his land will not be released for residential development. 	<p>exposed to no hazard and no depth (and no other sites are sequentially preferable in these terms);</p> <ul style="list-style-type: none"> its development will not have a significant adverse impact on the surrounding townscape/landscape, given that its relationship to the village's existing built-up area is satisfactory and public views into the site are relatively few; the site's development will have no adverse impacts on heritage assets; and homes are currently being built on the southern three-quarters of this site (full planning permission (B/16/0052) for the development of 63 dwellings); <p>The above issues are considered to outweigh the fact that the site is assessed as performing very poorly against the SA objectives.</p> <p>N.B. Although this site is shown as a Housing Allocation on the Local Plan's Policies Map it is not shown as a Housing Allocation in Appendix 4 to the Local Plan because the planning permission was granted before 31st March 2017 – this site is therefore counted within the Commitments.</p> <p>N.B. The remainder of the site has not been allocated because it is not considered to be developable.</p>
Swi039	Land to the east of Manwaring Way and La Milesse Way	3.09	62	No	<p>This site performs poorly against the SA objectives, scoring positively against 3, negatively against 4 (objectives relating to: Transport; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste), and with a major negative effect against 1 (the objective relating to Heritage). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 411 dwellings which the Plan seeks to be developed in Swineshead; it is greenfield land; its development will not have adverse impacts upon the character and appearance of the area - there are few public views into the site; its development would add to the recent significant growth of the village towards a nearby Scheduled Ancient Monument (SAM), which has compromised its setting, and would further hem in the SAM with modern housing with which it has no relationship; and half of the site is within Flood Zone 1 and half within Flood Zone 2, and the SFRA identifies flood hazard in 2115 as 	<p>Flood risk, townscape/landscape impacts and impacts on heritage assets are considered to be the most important concerns in identifying Housing Allocations in Swineshead.</p> <p>Although this site's development will not have a significant adverse impact on the surrounding townscape/landscape:</p> <ul style="list-style-type: none"> it is not one of the more sequentially-preferable options in the village in overall flood risk terms, (other sites are entirely within Flood Zone 1 and/or entirely 'no hazard' and 'no depth'); and its development would have adverse impacts on the setting of a nearby Scheduled Ancient Monument. <p>Furthermore, the site is assessed as performing poorly against the SA objectives.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Swineshead						
					predominantly 'no hazard' and flood depth in 2115 as predominantly 'no depth'.	

Bicker

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Bicker						
Bic001	Land to the west of Drury Lane, Bicker	0.10	2	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Bic004	Land to the east of Donington Road, Bicker	1.35	27	Yes	<p>The site performs poorly against the SA objectives, having a major positive effect against 1 (the objective relating to Flood Risk), and scoring negatively against 3 (objectives for Health and Well Being; Air, Soil, and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 50 dwellings which the Plan seeks to develop in Bicker; its development will not have adverse impacts upon the character and appearance of the area - it is contained by strong physical features, & does not have a countryside character; it abuts the A52 which may impact on amenities; and it is within Flood Zone 1, and the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth as 'no depth'. 	<p>Given that all of the sites in and around Bicker are exposed to the same flood risk, the most important concerns in identifying Housing Allocations in the village are townscape/landscape impacts and impacts on heritage assets, and:</p> <ul style="list-style-type: none"> its development will not have a significant adverse impact on the surrounding townscape/landscape, given that it is contained by strong physical features, & does not have a countryside character; and the site's development will have no adverse impacts on heritage assets. <p>Although the site scores poorly against the SA objectives, it is considered that its benefits in terms of limited townscape/landscape impacts and no impacts on heritage assets outweigh wider sustainability issues in this instance.</p> <p>With appropriate mitigation, potential impacts from the neighbouring A52 can be reduced to an acceptable level.</p>
Bic005	Land to the west of Low Gate Lane, Bicker	0.48	10	No	Full planning permission (reference B/16/0347) was granted in November 2016 for the change of use of this site to the storage and distribution of floor and wall tiles, and the site is understood to have been recently purchased by a tile supply company.	This site has not been allocated because it is considered to be unavailable for residential redevelopment - full planning permission was recently granted for its change of use to the storage and distribution of floor and wall tiles and it is understood to have been recently purchased by a tile supply company.
Bic010	Land between Milkinghall Lane and St Swithins Close, Bicker	0.33	7	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Bic014	Land to the west of Gauntlett Road, Bicker	2.00	40	No	<p>The site performs poorly against the SA objectives, having a major positive effect against 1 (the objective relating to Flood Risk), scoring positively against 1, and scoring negatively against 4 (objectives for Health and Well Being; Education; Air, Soil, and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 50 dwellings which the Plan seeks to develop in Bicker; its development would not harm the area's character or appearance, given that the site is largely hidden from public view; 	<p>Given that all of the sites in and around Bicker are exposed to the same flood risk, the most important concerns in identifying Housing Allocations in the village are townscape/landscape impacts and impacts on heritage assets. Although its development will not have a significant adverse impact on the surrounding townscape/landscape (given that it is largely hidden from public view), there is the potential for the site's development to have adverse impacts on heritage assets (the setting of the Bicker Conservation Area).</p> <p>Furthermore:</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Bicker						
					<ul style="list-style-type: none"> it is partially within the Bicker Conservation Area, and there is the potential for harm to the setting of the Conservation Area; the Highway Authority has commented that the carriageway of Gauntlet Rd, between the site frontage and the Rookery Rd/High St junction, is narrow and has no footways. More satisfactory vehicular and pedestrian access is available via the bridge over the Old Eau which is directly opposite the site frontage. Some additional road markings would be required here to clarify junction priority in the event that this site is developed; and it is within Flood Zone 1, and the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth as 'no depth'. 	<ul style="list-style-type: none"> the site scores poorly against the SA objectives; and although it appears that a satisfactory vehicular access could be provided to this site, arrangements for other, alternative sites will be more straight-forward.
Bic015	Land to the west of Drury Lane, Bicker	0.51	10	Yes	<p>The site performs moderately against the SA objectives, having a major positive effect against 1 (the objective relating to Flood Risk), scoring positively against 2, and scoring negatively against 3 (objectives for Health and Well Being; Air, Soil, and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 50 dwellings which the Plan seeks to develop in Bicker; its development will not have adverse impacts upon the character and appearance of the area - there are few public views into the site; the Highway Authority has agreed to detailed proposals for the provision of a satisfactory vehicular access to the site; and it is within Flood Zone 1, and the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth as 'no depth'. 	<p>Given that all of the sites in and around Bicker are exposed to the same flood risk, the most important concerns in identifying Housing Allocations in the village are townscape/landscape impacts and impacts on heritage assets, and:</p> <ul style="list-style-type: none"> its development will not have a significant adverse impact on the surrounding townscape/landscape, given that there are few public views into the site; and its development will have no adverse impacts on heritage assets. <p>Although the site scores only moderately against the SA objectives, it is considered that its benefits in terms of limited townscape/landscape impacts and no impacts on heritage assets outweigh wider sustainability issues in this instance.</p>
Bic017	Land to the east of St Swithins Close, Bicker	0.91	18	Yes	<p>The site performs moderately against the SA objectives, having a major positive effect against 1 (the objective relating to Flood Risk), scoring positively against 2, and scoring negatively against 3 (objectives for Education; Air, Soil, and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 50 dwellings which the Plan seeks to develop in Bicker; 	<p>Given that all of the sites in and around Bicker are exposed to the same flood risk, the most important concerns in identifying Housing Allocations in the village are townscape/landscape impacts and impacts on heritage assets, and:</p> <ul style="list-style-type: none"> its development will not have a significant adverse impact on the surrounding townscape/landscape, given that the site is well-contained by 'village' uses,

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Bicker						
					<ul style="list-style-type: none"> its development will not have adverse impacts upon the character and appearance of the area - the site is well-contained by 'village' uses, with residential development to two sides and allotments to one; part of the site is currently allocated as an Existing Industrial/Commercial Area in the Boston Borough Local Plan (April 1999); and it is within Flood Zone 1, and the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth as 'no depth'. 	<p>with residential development to two sides and allotments to one; and</p> <ul style="list-style-type: none"> its development will have no adverse impacts on heritage assets. <p>Although the site scores only moderately against the SA objectives, it is considered that its benefits in terms of limited townscape/landscape impacts and no impacts on heritage assets outweigh wider sustainability issues in this instance.</p> <p>Although part of the site is allocated in the Boston Borough Local Plan (April 1999) as employment land, the Employment Land Technical Paper concludes that its attractiveness to some B-uses is limited and that (given the level of existing, operational employment uses in & adjacent to the village) this site should no longer be allocated for employment use.</p>
Bic019	Land to the south of Rookery Road, Bicker	2.42	48	No	<p>The site performs poorly against the SA objectives, having a major positive effect against 1 (the objective relating to Flood Risk), scoring positively against 1, and scoring negatively against 4 (objectives for Health and Well Being; Education; Air, Soil, and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 50 dwellings which the Plan seeks to develop in Bicker; impacts on the area's character and appearance would be broadly acceptable - whilst the site has a countryside appearance & its development would inevitably change the area's character, its relationship to the existing village is adequate (with dwellings to its north & east, & agricultural buildings to its west); and it is within Flood Zone 1, and the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth as 'no depth'. 	<p>Given that all of the sites in and around Bicker are exposed to the same flood risk, the most important concerns in identifying Housing Allocations in the village are townscape/landscape impacts, and impacts on heritage assets. Although its development will have no adverse impacts on heritage assets, this site is considered to be less preferable to those which are identified as Housing Allocations in terms of impacts on townscape/landscape – it has a countryside appearance and is more visible, & its development would therefore have greater impacts on the character and appearance of its surroundings.</p> <p>Furthermore, the site scores poorly against the SA objectives.</p>
Bic023	Sharpe's Paddock, off Morley Lane, Bicke	0.10	2	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Bic027	Land to the rear of Madeira Lodge, Drury Lane, Bicker	0.18	4	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.

Butterwick

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Butterwick						
But002	Land to the east of Sea Lane, Butterwick	1.05	21	Yes	<p>The site performs well against the SA objectives, scoring positively against 4 objectives, and negatively against just 1 (the objective for Education). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 70 dwellings which the Plan seeks to develop in Butterwick; it is located within the village's built-up area; it is previously-developed land; the site is currently allocated as an Existing Industrial/Commercial Area in the Boston Borough Local Plan (April 1999); its redevelopment will not have adverse impacts upon the character and appearance of the area (indeed there is the potential for environmental improvements); it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 predominantly as 'danger for most' (with a significant area of 'danger for all') and flood depth predominantly as '0.5m-1.0m' (with a significant area of 1.0m-2.0m). 	<p>Flood risk, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Butterwick, and:</p> <ul style="list-style-type: none"> this site is the most sequentially-preferable option in the village in flood risk terms (the other three sites are all exposed to greater flood risk in terms of both flood hazard and depth); and the redevelopment of this site will not have adverse impacts upon the townscape/landscape of its surroundings. Indeed redevelopment is likely to bring environmental improvements. <p>Other benefits of this site are that:</p> <ul style="list-style-type: none"> it performs well against the SA objectives; and it is previously-developed land. <p>Although the site is currently allocated as an Existing Industrial/Commercial Area in the Boston Borough Local Plan (April 1999), the Employment Land Technical Paper concludes that: it is not of a strategic scale; and its loss would be unlikely to have adverse economic impacts. Consequently, and (given the level of existing, operational employment uses in and adjacent to Butterwick & the amount of housing proposed there) the Employment Land Technical Paper concludes that this site should not be allocated for employment use.</p>
But003	Land to the north of Watery Lane, Butterwick	1.17	23	No	Outline planning permission (B/16/0465) is outstanding for the development of up to 42 dwellings.	This site has not been allocated because outline planning permission (B/16/0465) is outstanding for the development of up to 42 dwellings. It has, however, been identified as a Housing Commitment.
But004	Land to the east of Benington Road, Butterwick	1.03	21	Yes	<p>The site performs moderately against the SA objectives, scoring positively against 2, and negatively against 3 (objectives relating to: Education; Air, Soil, and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 70 dwellings which the Plan seeks to develop in Butterwick; its development will not have adverse impacts upon the character and appearance of the area - although it would extend the village's built-up area further into the 	<p>Flood risk, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Butterwick, and:</p> <ul style="list-style-type: none"> this site is the second most sequentially-preferable option in the village in flood risk terms (the two poorer sites are exposed to greater flood risk in terms of both flood hazard and depth); and the development of this site will not have adverse impacts upon the townscape/landscape of its surroundings - although it would extend the village's

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Butterwick						
					<p>countryside, it would effectively extend it no further than on the opposite side of Benington Road, and much of the site's frontage is already developed (with a dwelling at its northern end and agricultural buildings to the south);</p> <ul style="list-style-type: none"> • an employment use on the opposite side of Benington Road may impact on amenities; and • it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 predominantly as 'danger for most' (with a significant area of 'danger for all'), and flood depth predominantly as '0.5m-1.0m' (with significant areas of '0.25m-0.5m' and '1.0m-2.0m'). 	<p>built-up area further into the countryside, it would effectively extend it no further than on the opposite side of Benington Road, and much of the site's frontage is already developed (with a dwelling at its northern end and agricultural buildings to the south).</p> <p>Although the site scores only moderately against the SA objectives, it is considered that its benefits in terms of flood risk and limited townscape/landscape impacts outweigh wider sustainability issues in this instance.</p> <p>With appropriate mitigation, potential impacts from the employment use on the opposite side of Benington Road can be reduced to an acceptable level.</p>
But020	Land to the north of Peter Paine Close, Butterwick	0.77	23	Yes	<p>The site performs moderately against the SA objectives, scoring positively against 3, and negatively against 3 (objectives relating to: Education; Air, Soil, and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 70 dwellings which the Plan seeks to develop in Butterwick; • it is owned by a housebuilder; • its development will not have adverse impacts upon the character and appearance of the area, as it forms a natural extension to Peter Paine Close; and • it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 almost entirely as 'danger for all', and flood depth almost entirely as '1.0m-2.0m'. 	<p>Flood risk, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Butterwick. Although this site is not one of the more sequentially-preferable options in the village in flood risk terms (sites But002 and But004 are exposed to less severe flood risk, and site But003 is exposed to flood risk of identical severity):</p> <ul style="list-style-type: none"> • its development will not have adverse impacts upon the townscape/landscape of its surroundings – it forms a natural extension to Peter Paine Close; and • its allocation was needed to meet the scale of development required for the village (70 dwellings). <p>Although it scores only moderately against the SA objectives, it is considered that the above benefits outweigh wider sustainability issues in this instance.</p> <p>Another benefit of this site is that it is owned by a housebuilder, and that its timely development is therefore likely.</p>

Cowbit

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Cowbit						
Cow001	Land to the west of Backgate, Cowbit	1.53	37	No	This site has full planning permission for the development of 37 dwellings (H01-0776-14), which is currently under construction.	This site will be shown and counted as a housing commitment.
Cow004	Land west of Backgate, Cowbit	1.63	33	Yes	<p>The site performs poorly against the SA objectives, having 1 positive effect and 4 negative effects (Transport; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 120 dwellings which the plan seeks to develop in Cowbit; it is within the settlement boundary for the village and surrounded by development; 45% of the site is within Flood Zone 2 (31.5% Flood Zone 3 and 23% Flood Zone 1), and the SFRA identifies flood hazard in 2115 as 38.3% 'danger for some' (with 24.4% 'no hazard', 21.1% 'danger for most' and 16.2% 'low hazard'), and flood depth in 2115 as 38.3% '0.25m-0.5m' (with 24.4% 'no depth', 20.9% '0.5m-1m', 16.2% '0m-0.25m' and 0.2% '1m-2m'); and the site (together with Cow009) has full planning permission for the development of 72 dwellings (H01-0501-17). 	<p>This site is not one of the most sequentially preferable options in the village, and it scores poorly against the SA. However, all sequentially preferable sites:</p> <ul style="list-style-type: none"> have the benefit of planning permission (and will be shown as Housing Commitments); or have estimated capacities below the Local Plan allocation threshold of 10 dwellings; or suffer from deliverability issues (see Cow008). <p>Thus, notwithstanding its shortcomings, this site is allocated in order to meet the village's development needs.</p> <p>Furthermore, this site (together with Cow009) has full planning permission for the development of 72 dwellings (H01-0501-17).</p>
Cow007	Land to the west of Backgate, Cowbit	0.38	8	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Cow008	Land to the west of Mill Drove, Cowbit	0.65	13	No	<p>The site performs well against the SA objectives, having 1 major positive effect for Flood Risk, 5 positive effects, 4 positive/negative effects and 2 negative effects (Transport and Education). The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 120 dwellings which the plan seeks to develop in Cowbit; it is within the settlement boundary for the village and surrounded by development; it has the best flood risk owing to being mostly in Flood Zone 1 and having little hazard or depth; the Highway Authority commented that, "whilst Mill Drove South is now a cul-de-sac, it has poor visibility at its junction with Stone Gate and unless this can be improved 	<p>This is the best sequential site and it scores well in the SA and is within the built-up area of Cowbit. These positive points would have been sufficient to allocate the site. However, the Highway Authority expressed concern about the visibility at the Mill Road South junction. There does not appear to be any reasonable solution, which seriously undermines delivery.</p> <p>As a consequence the site was not allocated.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Cowbit						
					the Highway Authority would advise against additional development off this road.”	
Cow009	Land west of Backgate, Cowbit	1.03	21	Yes	<p>The site performs moderately against the SA objectives, having 3 positive effect and 4 negative effects (Transport; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 120 dwellings which the plan seeks to develop in Cowbit; • it is within the settlement boundary for the village and surrounded by development; • it is predominantly within Flood Zone 2 (with 23.5% Flood Zone 3 and 15% Flood Zone 1), and the SFRA identifies flood hazard in 2115 as 37.4% ‘danger for some’ (with 27.2% ‘no hazard’, 23.5% ‘low hazard’, and 11.9% ‘danger for most’), and flood depth in 2115 as 37.6% ‘0.25m-0.5m’ (with 27.2% ‘no depth’, 23.5% ‘0m-0.25m’ and 11.7% ‘0.5m-1m’); and • the site (together with Cow004) has full planning permission for the development of 72 dwellings (H01-0501-17). 	<p>This site is not one of the most sequentially preferable options in the village, and it scores only moderately against the SA. However, all sequentially preferable sites:</p> <ul style="list-style-type: none"> • have the benefit of planning permission (and will be shown as Housing Commitments); or • have estimated capacities below the Local Plan allocation threshold of 10 dwellings; or • suffer from deliverability issues (see Cow008). <p>Thus, notwithstanding its shortcomings, this site is allocated in order to meet the village’s development needs.</p> <p>Furthermore, this site (together with Cow004) has full planning permission for the development of 72 dwellings (H01-0501-17).</p>
Cow010	Land to the west of Mill Drove, Cowbit	0.75	15	No	<p>The site performs moderately in the SA having 1 positive effect, 7 positive/negative effects and 4 negative effects for (Transport; Education; Air, Soil and Water Resources and Sustainable Use of Land and Waste). The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> • it is in scale with the 120 dwellings which the plan seeks to develop in Cowbit; • this site is peripheral, not within the current settlement boundary; • it is located within Flood Zone 3, and is identified within the SFRA as ‘danger for some’ in terms of flood risk and 0.25m-0.50 in terms of flood depth. 	<p>This site has not been allocated because it has the most severe flood risk of all potential housing sites in Cowbit and is in the most peripheral location.</p>
Cow013	Land to the rear of 55 Backgate, Cowbit	0.13	2	No	<p>The site has full planning permission for the construction of 2 dwellings (H01-0807-12) which is now built out.</p>	<p>This site has not been allocated because it has full planning permission for the construction of 2 dwellings (H01-0807-12) which is now built out.</p>
Cow014	Land to the west of Mill Drove South, Cowbit	0.38	8	No	<p>This site scores well in the SA objectives, having 1 major positive effect (Flood Risk), 4 positive effects, 4 positive/negative effects and 2 negative effects (Transport and Education). The following key considerations need to be taken into account:</p>	<p>This is the best sequential site and it scores well in the SA and is within the built-up area of Cowbit. These positive points would have been sufficient to allocate the site. However, the Highway Authority expressed concern about</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Cowbit						
					<ul style="list-style-type: none"> • it is in scale with the 120 dwellings which the plan seeks to develop in Cowbit; • it is within the settlement boundary for the village; • It has the best flood risk owing to being mostly in Flood Zone 1 and having little hazard or depth; • The Highway Authority commented that, “whilst Mill Drove South is now a cul-de-sac, it has poor visibility at its junction with Stone Gate and unless this can be improved the Highway Authority would advise against additional development off this road.” 	<p>the visibility at the Mill Road South junction. There does not appear to be any reasonable solution, which seriously undermines delivery.</p> <p>As a consequence the site was not allocated.</p>

Deeping St Nicholas

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Deeping St Nicholas						
Dsn005	Land to the west of Littleworth Drove, Deeping St Nicholas	2.82	56	No	<p>This site scores moderately in the SA objectives, having 2 positive effects, 6 positive/negative effects and 5 negative effects for: Health and Wellbeing; Transport; Education; Air, Soil and Water Resource and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 80 dwellings which the Plan seeks to develop in Deeping St Nicholas; The site is mostly in Flood Zone 3a. The remainder is in Flood Zone 2. The SFRA shows there is no hazard or depth risk; the site is affected by the railway, which has been improved for a freight bypass for the East Coast Main Line; During the consultation in January 2016 (reported in the July housing paper) this site received an objection. 	<p>This site was not chosen as sequentially it has a worse flood risk than other sites, being in Flood Zone 3a. Also there was an objection to it and Dsn007, being the subject of a planning application, was consequently more deliverable. That planning application was subsequently granted.</p> <p>No additional housing allocations have been made in Deeping St Nicholas because the number of new dwellings built in the village since the start of the plan period and the number of dwellings for which planning permission is outstanding almost meets the requirement of 80 identified in the Local Plan and the remaining total falls below the allocation threshold of 10 dwellings.</p> <p>A further planning permission for up to 120 dwellings and a village hall is awaiting a S106 to be signed will exceed the shortfall.</p>
Dsn007	Caulton's Field, Littleworth Drove, Deeping St Nicholas	3.19	66	Yes	<p>This site scores relatively poorly in the SA with 2 positive effects and 5 negative effects (Health and Wellbeing; Transport; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 80 dwellings which the Plan seeks to develop in Deeping St Nicholas; the site is mostly in Flood Zone 3a (20% in Flood Zone 2). The SFRA shows there is no hazard or depth risk; the site is affected by the railway, which has been improved for a freight bypass for the East Coast Main Line; and this site has full planning permission for the development of 66 dwellings (H03-0331-16). 	<p>This site is not one of the most sequentially preferable options in the village, and it scores relatively poorly against the SA. However, full planning permission is outstanding for its development with 66 dwellings (H03-0331-16). Thus, despite the above shortcomings, it is considered that it should be carried forward as a Housing Allocation.</p> <p>N.B. Although this site is shown as a Housing Allocation on the Local Plan's Policies Map it is not shown as a Housing Allocation in Appendix 4 to the Local Plan because the planning permission was granted before 31st March 2017 – this site is therefore counted within the Commitments.</p>
Dsn011	Land to the west of Littleworth Drove, Deeping St Nicholas	2.23	45	No	<p>This site scores moderately in the SA objectives with 3 positive effects, 4 positive/negative effects and 5 negative effects for: Health and Wellbeing; Transport; Education; Air, Soil and Water Resource and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> it is in scale with the 80 dwellings which the plan seeks to develop in Deeping St Nicholas; 	<p>Like Dsn005 and 007 it is affected by the railway line but it has better flood risk, mostly Flood Zone 2 instead of 3a and has the same hazard and depth (none).</p> <p>However, no additional housing allocations have been made in Deeping St Nicholas because the number of new dwellings built in the village since the start of the plan period and the number of dwellings for which planning permission is outstanding almost meets the requirement of</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Deeping St Nicholas						
					<ul style="list-style-type: none"> The site is mostly in Flood Zone 2. The remainder is in Flood Zone 3a. The SFRA shows there is no hazard or depth risk; the site is affected by the railway, which has been improved for a freight bypass for the East Coast Main Line. 	<p>80 identified in the Local Plan and the remaining total falls below the allocation threshold of 10 dwellings.</p> <p>A further planning permission for up to 120 dwellings and a village hall is awaiting a S106 to be signed will exceed the shortfall.</p>
Dsn013	Land to the east of Littleworth Drove, Deeping St Nicholas	4.70	94	No	The site has planning permission for up to 120 dwellings and a village hall (H03-0161-17) subject to the completion of a S106 obligation.	This site has been shown on the inset map as a commitment.
Dsn018	Land to the south west of New Road, Deeping St Nicholas	1.91	38	Reserve Site	<p>This site scores moderately in the SA objectives with 3 positive effects, 4 positive/negative effects and 4 negative effects for: Health and Wellbeing; Transport; Education and Air, Soil and Water Resources. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 80 dwellings which the plan seeks to develop in Deeping St Nicholas; the site is solely in Flood Zone 2 and the SFRA shows there is no hazard or depth risk; this site was put forward in response to the Publication Version of the Local Plan. The SHLAA considers the site is developable and it has been suggested as a 'Reserve Site'; a planning application on Dsn013 has a sewerage treatment issue, in that the current system does not have capacity. This is being resolved by a proposed condition. This issue will relate to this site as well. In addition it is close to a private sewerage plant which will need to be considered by the amended pollution policy; finally the Dsn013 site has planning permission for 120 dwellings and a village Hall subject to a S106 being signed. 	<p>This site has the best flood risk being solely Flood Zone 2 and should be allocated as a Reserve Site.</p> <p>A planning permission on Dsn013 for up to 120 dwellings and a village hall is awaiting a S106 to be signed, which if completed and implemented will exceed the shortfall in Deeping St Nicholas.</p> <p>If circumstances result in both this site and Dsn013 being implemented the target for Deeping St Nicholas will be almost tripled.</p>

Fishtoft

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Fishtoft						
Fis022	Land to the north of Fishtoft Road, Fishtoft	1.71	34	No	<p>The site performs poorly against the SA objectives, scoring positively against 2, negatively against 3 (objectives for: Transport; Air, Soil and Water; and Resources and Sustainable Use of Land and Waste), and with a major negative effect against 1 (the objective relating to Flood Risk). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 50 dwellings which the Plan seeks to develop in Fishtoft; its development is unlikely to have major adverse impacts on the character and appearance of the area - although it has a countryside appearance, views into the site are available from the west only & its development will not greatly change the area's character; the Highway Authority raises doubts as to whether the site's opening onto Fishtoft Road is wide enough to accommodate the plan footprint of a suitable junction; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all', and flood depth as '1.0m-2.0m'. 	<p>Flood risk, impacts on heritage assets, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Fishtoft and although its development:</p> <ul style="list-style-type: none"> will have no adverse impacts on heritage assets; and will not have significant adverse impacts on the surrounding townscape/landscape (although it has a countryside appearance, views into the site are available from the west only & its development will not greatly change the area's character) <p>this site is not one of the more sequentially-preferable options in the village in flood risk terms (sites Fis040 and Fis046 are exposed to less severe flood risk, and site Fis041 is exposed to flood risk of identical severity).</p> <p>Furthermore, it is unclear whether the site is developable in terms of vehicular access, given that the Highway Authority raises doubts as to whether the site's opening onto Fishtoft Road is wide enough to accommodate the plan footprint of a suitable junction.</p>
Fis040	Norwood Yard, Church Green Road, Fishtoft	0.62	20	No	Outline planning permission (B/15/0424) is outstanding for the development of 20 dwellings.	This site has not been allocated because outline planning permission (B/15/0424) is outstanding for the development of 20 dwellings. It has, however, been identified as a Housing Commitment.
Fis041	Land to the east of Church Green Road, Fishtoft	1.97	39	Reserve Site	<p>The site performs poorly against the SA objectives, scoring positively against 2, negatively against 2 (objectives for: Air, Soil and Water; and Resources and Sustainable Use of Land and Waste), and with a major negative effect against 1 (the objective relating to Flood Risk). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 50 dwellings which the Plan seeks to develop in Fishtoft; its development is unlikely to have major adverse impacts on the character and appearance of the area - although it would extend the village's built-up area into an area with a countryside character, the site nonetheless has a good relationship with the existing built-up area (land to its south and west has a strongly 'village' character); 	<p>Flood risk, impacts on heritage assets, and townscape/landscape impacts are considered to be the most important concerns in identifying Reserve Sites in Fishtoft.</p> <p>Although this site is not one of the more sequentially-preferable options in the village in flood risk terms (the site which has been identified as a Housing Allocation is predominantly 'no hazard' or 'low hazard' in terms of hazard, and 'no depth' or '0m-0.25m' in terms of depth), it is no worse in flood risk terms than the alternative site which is a realistic option for identification as a Reserve Site (Fis022).</p> <p>Although the development of this site could have impacts on the setting of the nearby listed church (and such issues do not arise with the alternative site which is a realistic</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Fishtoft						
					<ul style="list-style-type: none"> potential impacts on the setting of the nearby listed church will need to be mitigated - low density, 2-storey max, traditional roof pitches/walling materials, view of the church tower retained, & provision of a group of native trees in the public realm; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all', and flood depth as '1.0m-2.0m'. 	<p>option for identification as a Reserve Site (Fis022)), these potential impacts can be mitigated.</p> <p>Although this site will have some adverse impact upon the surrounding townscape/landscape, these impacts are considered to be no more severe than the alternative site which is a realistic option for identification as a Reserve Site (Fis022).</p> <p>Furthermore, this site is considered to be superior to the alternative site which is a realistic option for identification as a Reserve Site (Fis022) because:</p> <ul style="list-style-type: none"> it performs slightly better against the SA objectives; and it is unclear whether Fis022 is developable in terms of vehicular access, given that the Highway Authority raises doubts as to whether the site's opening onto Fishtoft Road is wide enough to accommodate the plan footprint of a suitable junction.
Fis046	Land to the east of Gaysfield Road, Fishtoft	2.69	54	Yes	<p>The site performs poorly against the SA objectives, scoring positively against 3, and negatively against 4 (objectives for: Transport; Heritage; Air, Soil and Water; and Resources and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 50 dwellings which the Plan seeks to develop in Fishtoft; its development is unlikely to have major adverse impacts on the character and appearance of the area - public views into the site are limited; its development could have detrimental effects on the setting of a neighbouring grade 2 listed building; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 predominantly as 'no hazard' (with a significant area as 'low hazard' and a lesser area as 'danger for some'), and flood depth predominantly as 'no depth' (with a significant area as '0m-0.25m' and a very small area as '0.25m-0.5m'). 	<p>Flood risk, impacts on heritage assets, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Fishtoft.</p> <p>Although the site's development could have detrimental effects on the setting of a neighbouring listed building, these impacts can be mitigated by sensitive design and layout, and the provision of a green landscaped space adjacent to the listed building's garden, and:</p> <ul style="list-style-type: none"> this site is the most sequentially-preferable option in the village in flood risk terms (the other three sites are all exposed to greater flood risk in terms of both flood hazard and depth); and the development of this site will not have major adverse impacts upon the townscape/landscape of its surroundings.

Fleet Hargate

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Fleet Hargate						
Fle003	Land south of Fleet Road, Fleet Hargate	1.88	38	Yes	<p>The site performs relatively well against the SA objectives, having 4 positive effects and 3 negative effects (for: Landscape and Townscape; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 70 dwellings which the plan seeks to develop in Fleet Hargate; the site is in Flood Zone 3a and the SFRA shows it to be 98.6% 'no hazard' (1.4% 'low hazard'), and 99.7% 'no depth' (1.4% 0m-0.25m); and the site has planning permission (H05-0308-17) subject to the completion of a S106 obligation. 	<p>The only sequentially preferable sites (Fle017 and Fle012) have capacities which are below the Local Plan allocation threshold of 10 dwellings. This site is sequentially preferable to all other developable options in the village.</p> <p>It is also preferable to site Fle010 in terms of SA score, and to Fle020 in terms of impacts on heritage assets.</p> <p>Furthermore, the site has planning permission (H05-0308-17) subject to the completion of a S106 obligation.</p>
Fle010	Land to the west of Eastgate, Fleet Hargate	2.78	56	No	<p>The site performs moderately against the SA objectives having 3 positive effects, 5 positive/negative effects and 3 negative effects for: Landscape/Townscape; Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 70 dwellings which the plan seeks to develop in Fleet Hargate; the site is in Flood Zone 3a and the SFRA shows it to be 95% 'no hazard' (4.3% 'low hazard' and 0.7% 'danger for some'), and 95% 'no depth' (4.5% 0m-0.25m' and 0.55 0.25m-0.5m'); and access onto East Gate is not available and the alternative onto Hocklesgate is not suitable because it is narrow and would require third party land to widen it and the felling of a TPO'd tree. 	<p>This site has not been allocated because it performs slightly worse against the SA objectives than the allocated site (Fle003), which has 4 positive effects, and the access to the most suitable road was found to be not available and the alternative is unsuitable because it is too narrow with no opportunity for widening without acquiring garden from frontage property and the felling of a preserved tree. In addition both Lincolnshire County Highways and the Parish Council do not support this route.</p>
Fle012	Land to the east of Lowgate, Fleet Hargate	0.36	7	No	<p>The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.</p>	<p>This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.</p>
Fle017	Land to the north of Old Main Road, Fleet Hargate	0.47	9	No	<p>The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.</p>	<p>This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.</p>
Fle020	Land between Old Main Road and the A17, Fleet Hargate	3.07	61	No	<p>The site performs poorly against the SA objectives, having 5 positive effects, 6 positive/negative effects, 1 negative effect for Sustainable Use of Land and Waste and one major negative effect for Heritage. The following key considerations need to be taken into account:</p>	<p>Although this site performs reasonably against a number of the SA objectives, a significant negative impact has been identified against the heritage objective and so it has not been allocated. Development of the site is likely to have a very negative effect on the character of the Conservation</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Fleet Hargate						
					<ul style="list-style-type: none"> the site is in scale with the 70 dwellings which the plan seeks to develop in Fleet Hargate; the site is in Flood Zone 3a and the SFRA shows it to be mostly no Flood for depth, only having a small area of low hazard and danger for some and a flood depth of 0 to 0.25m; the site has a major negative effect on Heritage owing to its impact on the Conservation of Fleet Hargate and a Grade II Listed Building; proximity to the A17. 	<p>Area and the setting of the Laurels Listed Building. In addition the site is likely to be affected by highway noise from the A17 and require a buffer. This will reduce the number of dwellings the site could otherwise achieve.</p>

Gedney Hill

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Gedney Hill						
Geh001	Land to the east of North Road, Gedney Hill	0.19	4	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Geh003	Land west of Hillgate, Gedney Hill	3.34	67	Yes	<p>This site performs moderately against the SA objectives having 1 major positive effect, 1 positive effect, 4 positive/negative effects and 6 negative effects for: Socially Inclusive Communities; Education; Green Infrastructure and Biodiversity; Air Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Gedney Hill; the site is in Flood Zone 1 with no flood hazard or depth; It is centrally located in the village; access will impact on TPO'd trees; Gedney Hill does not have a village Water Recycling Centre. 	The site has been allocated because it is 1 of 5 sites totally in Flood Zone 1 and thereby sequentially preferable. It performs reasonably well against the SA objectives and relates well to the existing built-up area of the village (being bounded on two sides by existing development) and will strengthen its core. Its development, with Geh004 and Geh015, will help to provide a Water Recycling Centre that can be extended to provide for the whole village. Access will impact on preserved trees, but overall it is considered this is a suitable site.
Geh004	Land to the north of Mill Lane, Gedney Hill	0.82	16	Yes	<p>This site performs moderately against the SA objectives having 1 major positive effect, 2 positive effect, 4 positive/negative effects and 6 negative effects for: Socially Inclusive Communities; Education; Green Infrastructure and Biodiversity; Air Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Gedney Hill; the site is in Flood Zone 1 with no flood hazard or depth; it is near to a Grade II Listed Mill; Gedney Hill does not have a village Water Recycling Centre. 	This site has been allocated because it is 1 of 5 sites totally in Flood Zone 1 and thereby sequentially preferable. It performs reasonably against the SA objectives and is within Gedney Hill's existing built-up area. It is frontage development which will maintain the frontage development character of the area and mitigate adverse impact on the Grade II listed mill.
Geh005	Land to the south of Highstock Lane, Gedney Hill	1.45	29	No	The site has planning permission for 8 dwellings (H07-0972-17).	This site has not been allocated because it has outline planning permission for the construction of 8 dwellings (H07-0972-17).
Geh006	Land to the west of Sycamore View, Gedney Hill	0.49	10	No	This site performs poorly against the SA objectives having 3 positive effects, 3 positive/negative effects and 6 negative effects for: Transport; Socially Inclusive Communities; Education; Air Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:	The main reason this site has not been allocated is owing to flood risk, as it is mostly Flood Zone 2 and sequentially worse than the allocated sites. The site performs poorly against the SA objectives and is more distant to public transport stops than other potential housing sites in Gedney Hill. Furthermore, at present, it does not have any frontage or connection to a public highway. There are other potential

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Gedney Hill						
					<ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Gedney Hill; the site is mostly in Flood Zone 2 and 3 with a small area in Flood Zone 1. The SFRA shows the site to have no flood hazard or depth; it is marginally more peripheral and other sites; Gedney Hill does not have a village Water Recycling Centre. 	<p>housing sites in the village that do not have this issue. There are other alternative sites that would better consolidate the village and assist in providing a village Water Recycling Centre.</p> <p>Given its performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk in this instance.</p>
Geh007	Land to the west of Sycamore View, Gedney Hill	0.83	17	No	<p>This site performs poorly against the SA objectives having 3 positive effects, 3 positive/negative effects and 6 negative effects for: Transport; Socially Inclusive Communities; Education; Air Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Gedney Hill; the site is mostly in Flood Zone 3 with much of the remainder being Flood Zone 2 and small area in Flood Zone 1. The SFRA shows the site to have no flood hazard or depth; it is marginally more peripheral and other sites; Gedney Hill does not have a village Water Recycling Centre. 	<p>The main reason this site has not been allocated is owing to flood risk, as it is mostly Flood Zone 3 and sequentially worse than the allocated sites. The site performs poorly against the SA objectives and is more distant to public transport stops than other potential housing sites in Gedney Hill. Furthermore, at present, it does not have any frontage or connection to a public highway. There are other potential housing sites in the village that do not have this issue. There are other alternative sites that would better consolidate the village and assist in providing a village Water Recycling Centre.</p> <p>Given its performance against the SA objectives, it is not considered that there are wider sustainability benefits that would outweigh flood risk in this instance.</p>
Geh012	Land to the east of Hillgate, Gedney Hill	0.92	18	No	<p>This site performs moderately against the SA objectives having 1 major positive effect, 2 positive effects, 3 positive/negative effects and 7 negative effects for: Transport; Socially Inclusive Communities; Education; Heritage; Air Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Gedney Hill; the site is in Flood Zone 1 with the SFRA showing no flood hazard or depth; It is centrally located in the village; It adjoins the Grade II* listed Holy Trinity Church; Gedney Hill does not have a village Water Recycling Centre. 	<p>Although this site is in Flood Zone 1 the reason it has not been allocated is because it adjoins the curtilage of the Grade II* listed Church of Holy Trinity and there is the potential for harm to the wider setting of the church. Other sites do not have this issue. It is also more distant to public transport stops than other potential housing sites in Gedney Hill.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Gedney Hill						
Geh013	Land to the west of Station Road, Gedney Hill	0.14	3	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings and has planning permission for 1 dwelling.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Furthermore, the site has outline planning permission for the construction of 1 dwelling (H07-0615-15).
Geh015	Land to the east of West Drove South, Gedney Hill	1.44	29	Yes	<p>This site performs moderately against the SA objectives having 1 major positive effect, 1 positive effect, 4 positive/negative effects and 6 negative effects for: Health and Wellbeing; Socially Inclusive Communities; Education; Air Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Gedney Hill; the site is in Flood Zone 1 with the SFRA showing no flood hazard or depth; It is centrally located in the village; Gedney Hill does not have a village Water Recycling Centre. 	The site has been allocated because it is 1 of 5 sites totally in Flood Zone 1 and thereby sequentially preferable. It performs reasonably well against the SA objectives and relates well to the existing built-up area of the village (being bounded on two sides by existing development) and will strengthen its core with Geh003. Its development, with Geh003 and Geh004, will help to provide a Water Recycling Centre that can be extended to provide for the whole village.
Geh017	Land to the north of Mill Lane, Gedney Hill	2.31	46	No	<p>This site performs moderately against the SA objectives having 1 major positive effect, 2 positive effect, 5 positive/negative effects and 5 negative effects for: Socially Inclusive Communities; Education; Air Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Gedney Hill; the site is in Flood Zone 1 with the SFRA showing no flood hazard or depth; it is near to a Grade II Listed Mill; Gedney Hill does not have a village Water Recycling Centre. 	Although this site is in Flood Zone 1 it has not been allocated because it is depth development which is more likely to have an adverse affect on the listed mill, more so than Geh004, which is frontage development. It was also considered that allocating Geh015 would be more helpful in providing the village with a Water Recycling Centre.

Gosberton

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Gosberton						
Gos001	Land east of York Gardens, Gosberton	3.80	76	Yes	<p>This site performs well against the SA objectives, having 5 positive effects and 4 negative effects (for: Transport; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the Plan seeks to develop in Gosberton; the site is predominantly in Flood Zone 3 (5% in Flood Zone 2) with the SFRA showing no flood hazard or depth; and the site has planning permission for up to 76 dwellings (H08-1154-16). 	<p>The site performs well against the SA objectives and is the second most sequentially preferable site in Gosberton (after Gos003).</p> <p>Furthermore, the site has planning permission for up to 76 dwellings (H08-1154-16).</p>
Gos003	Land west of Quadring Road, Gosberton	4.05	81	Yes	<p>This site performs well against the SA objectives having 5 positive effects, 4 positive/negative effects and 4 negative effects for: Health and Wellbeing; Transport; Heritage and Landscape/Townscape. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Gosberton; the site is in Flood Zone 1 with the SFRA showing no flood hazard or depth; the site is previously developed land; the entrance is adjacent to a Grade II listed building. 	<p>The site performs well against the SA objectives. It has been allocated because it is the only site in Gosberton in Flood Zone 1. It is also partly Brownfield which is a positive sustainability benefit. The site adjoins a Grade II listed building and this has been scored as a major negative effect. However, the current use is discordant with this and redevelopment has the opportunity to improve the setting of the listed building.</p>
Gos006	Land to the north of Westhorpe Road, Gosberton	0.50	10	Yes	<p>This site performs moderately against the SA objectives having 4 positive effects, 3 positive/negative effects and 5 negative effects for: Health and Wellbeing; Transport; Education; Air Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Gosberton; the site is in Flood Zone 3a with the SFRA showing no flood hazard or depth; it provides frontage plots suitable for self-builders and small building companies 	<p>This site has been allocated because it performs moderately well against the SA objectives and it provides frontage plots suitable for self-builders and small building companies.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Gosberton						
Gos011	Land to the north-west of Belchmire Lane, Gosberton	4.95	99	Reserve Site	<p>This site performs poorly against the SA objectives having 2 positive effects, 3 positive/negative effects and 7 negative effects for: Health and Wellbeing; Transport; Socially Inclusive Communities; Education; Landscape/Townscape; Air Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Gosberton; the site is in Flood Zone 3a with the SFRA showing no flood hazard or depth; it will provide extra land for the cemetery and playing field. 	Although the site performs poorly against the SA objectives it has been allocated as a reserve site because it is the one 'Potential Housing Site' remaining from the January 2016 consultation. The others are either: allocations, have planning permission or have planning permission subject to a S106. It has the same Flood Zone, hazard and risk as all, except Gos003, and will provide extra land for the cemetery and playing field.
Gos014	Land to the east of Wargate Way , Gosberton	0.46	9	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings and has planning permission for 4 dwellings (H08-0187-15).	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Furthermore, the site has outline planning permission for the construction of 4 dwellings (H08-0187-15).
Gos023	Bowgate Lane, Gosberton	3.49	70	Yes	<p>This site performs moderately against the SA objectives having 4 positive effects, 2 positive/negative effects and 5 negative effects for: Health and Wellbeing; Transport; Education; Air Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Gosberton; the site is in Flood Zone 3a with the SFRA showing no flood hazard or depth; it rounds off the village between Gos003 and Bowgate; the site has a suitable access onto Bowgate and so it could be developed with, or separately from, Gos003; it is slightly within the AW 400m distance from their Water Recycling Centre. 	This site has been allocated because it performs moderately well against the SA objectives and rounds off the north-western part of the village in between frontage development on Bowgate and Gos003. The AW constraint can be overcome by design and layout and there is access onto Bowgate to provide an alternative to developing in conjunction with Gos003.
Gos024	Land adjacent High Street and Boston Road, Gosberton	2.21	44	No	The site has planning permission (H08-0678-16) subject to the completion of a S106 obligation.	This site has been shown on the inset map as a commitment.

Moulton

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Moulton						
Mou003	Land to the north of Broad Lane, Moulton	1.89	38	Yes	This site has full planning permission for the development of 39 dwellings (H13-0013-15), which is being implemented.	
Mou016	Land east of Broad Lane, Moulton	0.86	17	Yes	This site performs moderately against the SA objectives having 1 major positive effect for Flood Risk, 2 positive effects, 5 positive/negative effects and 4 negative effects for: Education; Landscape and Townscape; Air Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account: <ul style="list-style-type: none"> the site is in scale with the 190 dwellings which the plan seeks to develop in Moulton; the site is in Flood Zone 1 with the SFRA showing no flood hazard or depth; in conjunction with Mou003 (which has planning permission for residential development) and Ashby Gardens, it fits well with the shape of the village. 	Although the site performs only moderately against the SA objectives, it has been allocated because, it is in Flood Zone 1 and in conjunction with Mou003 (which has planning permission for residential development and is under construction) and Ashby Gardens, it fits well with the shape of the village.
Mou023	Land to the east of Church Lane, Moulton	0.51	10	Yes	This site performs well against the SA objectives, having 6 positive effects and 3 negative effects (for: Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account: <ul style="list-style-type: none"> the site is in scale with the 190 dwellings which the plan seeks to develop in Moulton; the site is predominantly in Flood Zone 3 (26.5% in Flood Zone 1 and 0.5% in Flood Zone 2) with the SFRA showing no flood hazard or depth; and planning permission (H13-1080-17) is outstanding for the site's residential development. 	Although this site is not sequentially preferable in flood risk terms, it performs well against the SA objectives and planning permission is outstanding for its residential development.
Mou035	Former Gardman Premises, High Street, Moulton	2.58	52	Additional site	This site performs well against the SA objectives having 1 major positive effect for Flood Risk, 7 positive effects, 3 positive/negative effects and 1 negative effects for: Education. The following key considerations need to be taken into account: <ul style="list-style-type: none"> the site is in scale with the 190 dwellings which the plan seeks to develop in Moulton; 	The site came forward during the Publication Version of the Local Plan for Housing. Previously the SHLAA concluded it was not deliverable owing to it not being available. It has the best SA score, is one of the sites located on Flood Zone 1, is previously developed land and is close to the centre of the village. Consequently it is considered the site should be

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Moulton						
					<ul style="list-style-type: none"> the site is in Flood Zone 1 with the SFRA showing no flood hazard or depth; it is previously developed land; it is adjacent to the Conservation Area and Grade I and II Listed Buildings. 	allocated. Issues relating to the Conservation Area and proximity to Grade I and II Listed buildings can be resolved at planning application. English Heritage has provided advice on developing the site. The site currently does not sit well with the Conservation Area and Listed Buildings and redevelopment provides the opportunity for improvement.

Moulton Chapel

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Moulton Chapel						
Mou013	Land to the north of Roman Bank, Moulton Chapel	4.18	84	No	<p>This site performs poorly against the SA objectives having 1 positive effect, 4 positive/negative effects and 7 negative effects for: Health and Wellbeing; Transport; Socially Inclusive Communities; Education; Air, Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Moulton Chapel; the site is in Flood Zone 1 with the SFRA showing no flood hazard or depth; it is a large site located on the edge of the settlement. 	This site has not been allocated because it performs poorly against the SA objectives and it is a large site located on the edge of the settlement. If developed for its full depth, it would be visually dominant from the east which would have an unacceptable impact on the character and appearance of the area.
Mou014	Land to the north of Roman Road, Moulton Chapel	0.62	12	No	<p>This site performs moderately against the SA objectives having 1 major positive effect for Flood Risk, 2 positive effects, 1 positive/negative effect and 7 negative effects for: Health and Wellbeing; Transport; Socially Inclusive Communities; Education; Air, Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Moulton Chapel; the site is in Flood Zone 1 with the SFRA showing no flood hazard or depth; it lies entirely within the boundaries of a wider site – Mou042 - which has been allocated. it lies entirely within the boundaries of a wider site – Mou042 - which has been allocated. 	This site has not been allocated because it lies entirely within the boundaries of a wider site – Mou042 - which has been allocated.
Mou017	Land to the north of Roman Bank, Moulton Chapel	0.37	7	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Mou028	Land to the east of Woodgate Road, Moulton Chapel (reduced owing to Planning Application)	0.87	18	Reserve Site	<p>This site performs Poorly against the SA objectives having 3 positive effects, 1 positive/negative effect and 8 negative effects for: Health and Wellbeing; Transport; Socially Inclusive Communities; Education; Heritage; Air, Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Moulton Chapel; 	Although this site performs poorly against the SA objectives it has been allocated as a Reserve Site because it extends Mou029. However, it is located to the rear of the Grade II listed Moulton Chapel Mill and SHDC's Conservation Officer has advised that the site contributes to the wider setting of the mill and its urbanisation would impact on that setting. Therefore, some of the site will have to be left as open space. However, it can only come forward as a reserve site if Mou029 is implemented, in order to provide access.

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Moulton Chapel						
					<ul style="list-style-type: none"> the site is in Flood Zone 1 with the SFRA showing no flood hazard or depth; the site adjoins a grade II listed mill; access would be through Mou029, as access onto Woodgate Road is not acceptable. 	
Mou029	Land south of Roman Road, Moulton Chapel (increased owing to Planning Application)	2.86	57	Yes	<p>This site performs moderately against the SA objectives having 1 major positive effect for Flood Risk, 2 positive effects, and 8 negative effects for: Health and Wellbeing; Transport; Socially Inclusive Communities; Education; Heritage; Air, Soil and Water Resources; Sustainable Use of Land and Waste; and Economy and Employment. The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Moulton Chapel; the site is in Flood Zone 1 with the SFRA showing no flood hazard or depth; the site adjoins a grade II listed mill; and the site has planning permission (H13-0844-17) subject to the completion of a S106 obligation. 	Although this site performs moderately against the SA objectives and is located to the rear of the Grade II listed Moulton Chapel Mill, it has been allocated because it is in Flood Zone 1 (with the SFRA showing no hazard or depth) and because planning permission (H13-0844-17) is outstanding (subject to the completion of a S106A).
Mou030	Land to the south of Roman Road, Moulton Chapel	3.73	75	No	<p>This site performs moderately against the SA objectives having 1 major positive effect for Flood Risk, 2 positive effects, 2 positive/negative effects and 7 negative effects for: Health and Wellbeing; Transport; Socially Inclusive Communities; Education; Air, Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Moulton Chapel; the site is in Flood Zone 1 with the SFRA showing no flood hazard or depth; the site adjoins a grade II listed mill; the site comprises Mou028 and Mou029. 	This site has not been allocated because it performs moderately against the SA objectives and it is located to the rear of the Grade II listed Moulton Chapel Mill. SHDC's Conservation Officer has advised that the site contributes to the wider setting of the mill and its urbanisation would impact on that setting.
Mou031	Land off Fen Gate Road, Moulton Chapel	0.37	7	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings and has planning permission for the construction of 4 dwellings (H13-0073-16).	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Furthermore, the site has outline planning permission for the construction of 4 dwellings (H13-0073-16).
Mou032	The Plough Public House, Woodgate Road, Moulton Chapel	0.10	2	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings and has planning permission	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Furthermore, the site has planning permission for

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Moulton Chapel						
					for the construction of 2 dwellings, which are currently under construction.	the construction of 2 dwellings (H13-0329-15), which are currently under construction.
Mou034	Land to the east of Braybrooks Way, Moulton Chapel	1.41	28	No	<p>This site performs moderately against the SA objectives having 1 major positive effect for Flood Risk, 2 positive effects, 1 positive/negative effect and 7 negative effects for: Health and Wellbeing; Transport; Socially Inclusive Communities; Education; Air, Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Moulton Chapel; the site is in Flood Zone 1 with the SFRA showing no flood hazard or depth; it lies entirely within the boundaries of a wider site – Mou042 - which has been allocated. it lies entirely within the boundaries of a wider site – Mou042 - which has been allocated. 	This site has not been allocated because it lies entirely within the boundaries of a wider site – Mou042 - which has been allocated.
Mou042	Land north of Roman Road, Moulton Chapel	3.90	78	Yes	<p>This site performs moderately against the SA objectives having 1 major positive effect for Flood Risk, 2 positive effects, 1 positive/negative effect and 7 negative effects for: Health and Wellbeing; Transport; Socially Inclusive Communities; Education; Air, Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 120 dwellings which the plan seeks to develop in Moulton Chapel; the site is in Flood Zone 1 with the SFRA showing no flood hazard or depth; 	Although the site performs moderately against the SA objectives, it has been allocated because it is in Flood Zone 1 with the SFRA showing no hazard or depth. It also relates well to the existing built-up area of Moulton Chapel and would have relatively limited visual impacts because it is behind frontage development on most of Roman Road and St James' Way.

Old Leake

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Old Leake						
Old001	Land to the south of Old Main Road, Old Leake	1.08	22	No	<p>This site performs very poorly against the SA objectives, scoring positively against 1 and negatively against 2 (objectives for: Health and Wellbeing; and Air, Soil and Water Resources), and with a major negative effect against 1 (the objective relating to Flood Risk). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 100 dwellings which the Plan seeks to develop in Old Leake; housing completions and commitments are sufficient to meet Old Leake's housing target; its development is unlikely to have major adverse impacts on the character and appearance of the area; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' for 98% of the site (with 2% as 'danger for most'), and flood depth as '1m-2m' for 98% of the site (with 2% as '0.5m-1.0m'). 	<p>Flood risk, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Old Leake and, although this site's development is unlikely to have major adverse impacts on its surrounding townscape/landscape:</p> <ul style="list-style-type: none"> it is the least sequentially-preferable option in the village in flood risk terms (all the other sites are exposed to lesser flood risk in terms of both flood hazard and depth). <p>Furthermore:</p> <ul style="list-style-type: none"> the site scores poorly against the SA objectives; and no allocations are required to meet Old Leake's housing target - housing completions and commitments are sufficient.
Old003	Land to the north of Old Main Road, Old Leake	1.91	38	No	<p>This site performs moderately well against the SA objectives, scoring positively against 2, and negatively against 1 (the objective for Air, Soil and Water Resources). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 100 dwellings which the Plan seeks to develop in Old Leake; housing completions and commitments are sufficient to meet Old Leake's housing target; its development is unlikely to have major adverse impacts on the character and appearance of the area - although the site contributes positively to the attractive appearance of this part of the village & its development would inevitably change this character, the site's relationship to the existing village is good; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' for 93% of the site (with 7% as 'danger for most'), and flood depth as '1m-2m' for 91% of the site (with 7% as '<2m' and 2% as '0.5m-1m'). 	<p>Flood risk, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Old Leake and, although this site's development is unlikely to have major adverse impacts on its surrounding townscape/landscape:</p> <ul style="list-style-type: none"> it is not one of the more sequentially-preferable options in the village in flood risk terms (sites Old005, Old008 and Old016 are all exposed to lesser flood risk in terms of both flood hazard and depth). <p>Furthermore, no allocations are required to meet Old Leake's housing target - housing completions and commitments are sufficient.</p>
Old005	Land to the south and east of School Lane, Old Leake	0.66	13	Reserve Site	<p>This site performs moderately well against the SA objectives, scoring positively against 2, and negatively against 1 (the objective for Air, Soil and Water Resources). The following key considerations also need to be taken into account:</p>	<p>Flood risk, and townscape/landscape impacts are considered to be the most important concerns in identifying Reserve Sites in Old Leake and:</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Old Leake						
					<ul style="list-style-type: none"> the site is in scale with the 100 dwellings which the Plan seeks to develop in Old Leake; housing completions and commitments are sufficient to meet Old Leake's housing target; its development is unlikely to have major adverse impacts on the character and appearance of the area; its development could have detrimental effects on the setting of a nearby listed church; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' for 72% of the site (with 15% as 'danger for some', and 13% as 'no hazard'), and flood depth as '0.5m-1.0m' for 61% of the site (with 20% as '0.25m-0.5m', 13% as 'no depth' and 5% as '1m-2m'). 	<ul style="list-style-type: none"> this site's development is unlikely to have major adverse impacts on its surrounding townscape/landscape; and it is the most sequentially-preferable option in the village in flood risk terms (the other sites are all exposed to greater flood risk in terms of both flood hazard and depth). <p>Another benefit of this site is that it performs better against the SA objectives than all other sites, except for Old 003.</p> <p>Although the development of this site could have impacts on the setting of the nearby listed church (and such issues do not arise with the other sites), these potential impacts can be mitigated - a low density scheme which retains some form of green at its centre will be required. Traditional materials will be required and the majority should be two-storey development.</p>
Old008	Land to the south of Meadow Way, Old Leake	1.47	29	No	Full planning permission (B/16/0317) is outstanding for the development of 30 dwellings.	This site has not been allocated because full planning permission (B/16/0317) is outstanding for the development of 30 dwellings. It has, however, been identified as a Housing Commitment.
Old016	Land to the rear of The White Hart, Church Road, Old Leake	0.66	21	No	Full planning permission (B/15/0485) is outstanding for the development of 22 dwellings.	This site has not been allocated because full planning permission (B/15/0485) is outstanding for the development of 22 dwellings. It has, however, been identified as a Housing Commitment.

Quadring

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Quadring						
Qua002	Land south-west of Main Road, Quadring	0.69	14	Yes	<p>This site performs very well against the SA objectives, having 5 positive effects and 1 negative effect (for Socially-Inclusive Communities). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 130 dwellings which the plan seeks to develop in Quadring; the site is predominantly in Flood Zone 1 (14.5% Flood Zone 2 and 14.5% Flood Zone 3). The SFRA shows the site has no hazard or depth; it is previously-developed land within the village's built-up area; and outline planning permission (H15-0672-16) is outstanding for the site's residential development. 	<p>The site has been allocated because: it is the sequentially preferable site in the village; it performs very well against the SA objectives; it has the advantage of being previously-developed land; and outline planning permission (H15-0672-16) is outstanding for the site's residential development.</p>
Qua003	Land north-east of Main Road, Quadring	4.15	83	Yes	<p>This site performs moderately against the SA objectives having 2 positive effects, 7 positive/negative effects and 2 negative effects for Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 130 dwellings which the plan seeks to develop in Quadring; the site is 51.5% in Flood Zone 1, 23% Flood Zone 2 and 25.5% Flood Zone 3. The SFRA shows the site has no hazard or depth; it is centrally located behind frontage development; A small part of the site has planning permission for 4 dwellings and there is also planning permission for a single plot on part of the Main Road frontage, which retains access for the remainder of the site. 	<p>Qua003 and Qua011 provide similar numbers of dwellings, have a similar relationship to the centre of the village, are similarly screened by existing development and have a very similar SA score. The difference is this site does not have an uncertain impact on heritage assets and the majority of the site is located in Flood Zone 1 and so is sequentially preferable to the alternative sites that are in Flood Zones 2 and 3.</p> <p>Part of the site has planning permission for less than 10 dwellings and consequently would not be shown as a commitment. Therefore, site will be shown as an allocation.</p>
Qua004	Land east of Cresswell Drive, Quadring	0.88	18	Yes	<p>This site performs moderately against the SA objectives having 3 positive effects, 6 positive/negative effects and 2 negative effects for Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 130 dwellings which the plan seeks to develop in Quadring; 	<p>The site has been allocated because the majority of the site is in Flood Zone 1 and 2. It performs moderately against the SA objectives and its development would have limited impact on the village because it is a small extension to an existing development, is screened on two sides and the open sides are screened at a distance by other development which reduced the impact of the development on the village.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Quadring						
					<ul style="list-style-type: none"> the site is mostly in Flood Zone 1 and 2. The SFRA shows the site has no hazard or depth; it is a small extension to an earlier development, which is screened by existing development. 	
Qua006	Land to the south of Watergate, Quadring	1.90	38	Reserve Site	<p>This site performs moderately against the SA objectives having 3 positive effects, 6 positive/negative effects and 2 negative effects for Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 130 dwellings which the plan seeks to develop in Quadring; the site is mostly in Flood Zone 3. The SFRA shows the site has no hazard or depth; it is well screened by existing development. 	<p>This site was not originally allocated because it is located in Flood Zone 3 and other alternative sites, which perform the same or better against the SA objectives, are sequentially preferable, being in Flood Zones 1 and 2 and were allocated.</p> <p>However, it is centrally located and thereby better positioned than other sites that were not allocated with the same or better flood risk or SA score.</p> <p>The site is well screened by existing development and has limited impact on the character of the village. Consequently the site is allocated as a Reserve Site.</p>
Qua007	Land to the north-west of Watergate, Quadring	0.44	8	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings and has planning permission for the construction of 8 dwellings (H15-0621-16).	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Furthermore, the site has outline planning permission for the development of 8 dwellings (H15-0621-16).
Qua008	Land to the south-east of Watergate, Quadring	0.19	4	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Qua009	Land to the east of St Margarets, Quadring	0.53	12	No	<p>This site performs moderately against the SA objectives having 3 positive effects, 6 positive/negative effects and 2 negative effects for Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 130 dwellings which the plan seeks to develop in Quadring; the site is mostly in Flood Zone 3. The SFRA shows the site has no hazard or depth; A former planning permission has lapsed but a fresh application is awaiting a decision. 	<p>This site was incorrectly identified as having the benefit of planning permission for 12 dwellings. This permission expired in 2016. However, a fresh application on a larger site awaits a decision.</p> <p>However, the site is not allocated because it is located in Flood Zone 3 and other alternative sites, which perform the same or better against the SA objectives, are sequentially preferable, being in Flood Zones 1 and 2, or being in more central location.</p>
Qua011	Land to the south of Town Drove, Quadring	4.95	99	No	<p>This site performs moderately against the SA objectives having 2 positive effects, 7 positive/negative effects and 2 negative effects for Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 130 dwellings which the plan seeks to develop in Quadring; 	<p>Qua003 and Qua011 provide similar numbers of dwellings, have a similar relationship to the centre of the village, are similarly screened by existing development and have a very similar SA score. The difference is this site has an uncertain impact on heritage assets and the majority of the site is located in Flood Zone 2 and so is not sequentially preferable to Qua003.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Quadring						
					<ul style="list-style-type: none"> the site is 28% in Flood Zone 1, 52.5% in Flood Zone 2 and 19% in Flood Zone 3. The SFRA shows the site has no hazard or depth; the site is behind frontage development which screens the site from public vantage points. 	
Qua012	Land off Main Road, Quadring	0.52	10	No	<p>This site performs poorly against the SA objectives having 3 positive effects, 3 positive/negative effects and 5 negative effects for Health and Wellbeing; Transport; Socially Inclusive Communities; Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 130 dwellings which the plan seeks to develop in Quadring; the site is mostly in Flood Zone 1 with the remainder mostly in Flood Zone 1. The SFRA shows the site has no hazard or depth; it is ribbon development extending the village opposite existing ribbon development, but is further from the centre of the village than other sites with the same flood risk. 	This site has not been allocated because it performs poorly against the SA objectives and it is located on the peripheries of the village which will have a consequent impact on the character of the village.
Qua014	Land to the north-west of Watergate, Quadring	0.10	2	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings and has planning permission for the construction of 8 dwellings (H15-0621-16).	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Furthermore, the site and land adjacent has outline planning permission for the development of 8 dwellings (H15-0621-16).

Surfleet

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Surfleet						
Sur003	Land north of Station Road, Surfleet	1.23	25	Yes	<p>The site performs relatively well against the SA objectives, having 3 positive effects and 3 negative effects (for: Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 180 dwellings which the plan seeks to develop in Surfleet; the site is predominantly in Flood Zone 1 (with 35.5% in Flood Zone 3 and 8.5% in Flood Zone 2). The SFRA shows that it is predominantly 'no hazard' (with 1.4% 'low hazard'), and predominantly 'no depth' (with 1.4% '0m-0.25m') and outline planning permissions (H17-0798-15 and H17-0088-17) are outstanding for the site's residential development. 	The site is allocated because it: performs relatively well against the SA objectives; it is the sequentially preferable site in the village; and outline planning permissions (H17-0798-15 and H17-0088-17) are outstanding for its residential development.
Sur004	Land south of Station Road, Surfleet	1.95	39	No	<p>This site performs poorly against the SA objectives having 1 major positive effect for Flood Risk, 2 positive effects, 5 positive/negative effects and 4 negative effects for Health and Wellbeing; Education; Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 180 dwellings which the plan seeks to develop in Surfleet; the site is mostly in Flood Zone 1 with the SFRA showing a hazard of danger for most and a depth of 0.5 to 1m; 	This site has not been allocated because the SFRA shows that it could be subject to depths of up to 1m in the event of a flood which would require site levels to be raised. There is uncertainty whether the site can be suitably and viably drained so that the adjoining dwelling would not be affected by water from the site, owing to it being lower than this site when raised.
Sur005	Land to the west of Gosberton Road, Surfleet	0.43	9	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Sur006	Land south of Park Lane, Surfleet	1.30	26	Yes	<p>The site performs very poorly against the SA objectives, having 1 positive effect and 5 negative effects (for: Health and Wellbeing; Transport; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 180 dwellings which the plan seeks to develop in Surfleet; the site is within Flood Zone 3, and the SFRA shows that it is predominantly 'danger for most' (with 22.1% 'low hazard' 	Although this site performs very poorly against the SA objectives and is not amongst the most sequentially preferable options in the village, it is nonetheless allocated because planning permission is outstanding for its residential development.

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Surfleet						
					and 8.7% 'danger for some'), and predominantly '0.25m-0.5m' (with 18.7% '0m-0.25m' and 2.1% '0.5m-1m'); and <ul style="list-style-type: none"> planning permission (H17-0652-15) is outstanding for the site's residential development. 	
Sur008	Land to the south of Seas End Road, Surfleet	0.22	4	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Sur009	Land to the east of Coalbeach Lane, Surfleet	0.38	6	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings. The site has outline planning permission for the development of 6 dwellings (H17-0063-15).	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Furthermore, the site has outline planning permission for the development of 6 dwellings (H17-0063-15).
Sur011	Land off Station Road, Surfleet	1.30	26	No	The site has outline planning permission for up to 30 dwellings (H17-0562-16)	This site has not been allocated because it has outline planning permission for the construction of 30 dwellings (H17-0562-16) and so it is proposed that the site be shown and counted as a housing commitment.
Sur012	Land to the south of Park Lane, Surfleet	0.18	4	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings. The site has outline planning permission for the development of 6 dwellings (H17-0537-16).	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Furthermore, the site has outline planning permission for the development of 6 dwellings (H17-0537-16).
Sur014	Land to the north of Seas End Road, Surfleet	0.46	9	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Sur016	Land west of Coalbeach Lane South, Surfleet	2.18	44	Yes	This site performs moderately against the SA objectives having 3 positive effects, 5 positive/negative effects and 4 negative effects for Health and Wellbeing; Education; Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account: <ul style="list-style-type: none"> the site is in scale with the 180 dwellings which the plan seeks to develop in Surfleet; the site is mostly in Flood Zone 3a with the SFRA showing low hazard and a depth of 0 to 0.25. 	This site has been allocated because it performs moderately against the SA objectives. It is in Flood Zone 3a and it is low hazard with a depth of 0.25 to 0.50m. Five sites with the same or better flood risk are either a commitment or too small to allocate. Two sites with worse flood risk either have planning permission or are too small to allocate. Finally one site has better flood risk but already has planning permission. This site is the 1 remaining site and therefore, flood risk is acceptable. It relates well to the existing built-up area and can be developed without undue harm to the character and appearance of the area owing to it being behind frontage property.
Sur018	Land between Station Road and the A152, Surfleet	5.06	101	Reserve Site	This site performs poorly against the SA objectives having 1 positive effect, 7 positive/negative effects and 4 negative effects for Health and Wellbeing; Education; Townscape/Landscape and Air, Soil and Water Resources. The following key considerations need to be taken into account: <ul style="list-style-type: none"> the site is in scale with the 180 dwellings which the plan seeks to develop in Surfleet; 	This site has been allocated as a Reserve Site because the landscape issue raised by the SA can be resolved with appropriate landscaping to the A152 boundary, to match that which exists on the A16 boundary. The flood risk is the same as another allocated site and is better than one other allocated site, but worse than the other, both of which have planning permission. It also has better flood risk than two alternative sites and does not have a nature conservation

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Surfleet						
					<ul style="list-style-type: none"> the site is mostly in Flood Zone 3a with the SFRA showing low hazard and a depth of 0 to 0.25m. 	<p>issue, which a further alternative, with the same flood risk, does. However, access depends on a commitment site being implemented as access onto the A16, A152 or Coalbeach Lane is not acceptable.</p>

Sutton St James

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Sutton St James						
Suj002	Land to the east of Baulkins Drove, Sutton St James	2.78	56	No	<p>This site performs poorly against the SA objectives having 2 positive effects, 3 positive/negative effects and 6 negative effects for Transport; Socially Inclusive Communities; Education; Air, Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 70 dwellings which the plan seeks to develop in Sutton St James; the site is mostly in Flood Zone 3a with the SFRA showing no hazard and depth; Baulkins Drove would require significant upgrading and the provision of a footway; The site is close to a pumping station to the east of the site and a small water recycling centre to the rear of dwellings on Festival Square and Baulkins Drove. 	<p>This site has not been allocated because it performs poorly against the SA objectives. In addition highway improvements would be required to Baulkins Drove. The site is close to a pumping station to the east of the site and a small water recycling centre to the rear of dwellings on Festival Square and Baulkins Drove. Anglian Water has advised it is within the Encroachment Advisory Zone which relates to smell, noise and space for expansion. Although developing this site would not restrict the physical expansion of these facilities the impact of noise and odour on the site are unclear and therefore the site should not be taken forward.</p>
Suj004	Land to the east of Bell's Drove, Sutton St James	3.52	70	No	<p>This site performs poorly against the SA objectives having 2 positive effects, 3 positive/negative effects and 6 negative effects for Transport; Socially Inclusive Communities; Education; Air, Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 70 dwellings which the plan seeks to develop in Sutton St James; the site is mostly in Flood Zone 3a with the SFRA showing no hazard and depth; Sutton Gate is not a suitable access and would require significant improvement. Access off Bells Drove would require an extension to the footway 	<p>This site has not been allocated because it performs poorly against the SA objectives. Highway improvements would be required to Sutton Gate and Bells Drove. It is close to the village's sewage works and Anglian Water has advised it is within the Encroachment Advisory Zone which relates to smell, noise and space for expansion. Although developing this site would not restrict the physical expansion of the water recycling centre the impact of noise and odour on the site are unclear and therefore the site should not be taken forward.</p>
Suj005	Land to the east of Sutton Gate, Sutton St James	0.82	16	No	<p>This site performs moderately against the SA objectives having 3 positive effects, 2 positive/negative effects and 6 negative effects for Transport; Socially Inclusive Communities; Education; Air, Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 70 dwellings which the plan seeks to develop in Sutton St James; the site is mostly in Flood Zone 3a with the SFRA showing no hazard and depth; Sutton Gate is not a suitable access and would require significant improvement. 	<p>Although this site performs moderately against the SA objectives it has not been allocated because Sutton Gate is not a suitable access and would require significant improvement. It is close to the village's sewage works. Anglian Water has advised it is within the Encroachment Advisory Zone which relates to smell, noise and space for expansion. Although developing this site would not restrict the physical expansion of the water recycling centre the impact of noise and odour on the site are unclear and therefore the site should not be taken forward.</p>
Suj007	Land south of Chapel Gate, Sutton St James	0.53	11	Yes	<p>This site performs well against the SA objectives having 6 positive effects, 3 positive/negative effects and 4 negative effects for Transport; Socially Inclusive Communities; Education and</p>	<p>This site has been allocated because it performs well against the SA objectives. It is located mostly within Flood Zone 2, whereas other alternative sites are located in Flood</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Sutton St James						
					<p>Employment. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 70 dwellings which the plan seeks to develop in Sutton St James; the site is mostly in Flood Zone 2 with the SFRA showing no hazard and depth; it is previously developed land; it is opposite the church which is grade II and II* listed. 	Zone 3 and it is previously developed land within the existing built-up area of the village. The site currently does not sit well with the Grade II and II* listed church and tower and redevelopment provides the opportunity for improvement.
Suj010	Land off Bette Camplings Close, Sutton St James	0.27	5	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings. The site has full planning permission for the development of 4 dwellings (H20-0348-15).	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings. Furthermore, the site has full planning permission for the development of 4 dwellings (H20-0348-15).
Suj012	Land south of Chapel Gate, Sutton St James	2.10	42	Yes	<p>This site performs relatively well against the SA objectives, having 4 positive effects and 5 negative effects (for: Health and Wellbeing; Transport; Socially-Inclusive Communities; Education; and Economy and Employment). The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 70 dwellings which the plan seeks to develop in Sutton St James; the site is within Flood Zone 3 with the SFRA showing no hazard and depth; and the site has outline planning permission for up to 42 dwellings (H20-0284-16) 	<p>Although this site is not sequentially preferable to the other options which are not allocated (Suj010, Suj002, Suj004 and Suj005), it is considered to have the following advantages over these sites:</p> <ul style="list-style-type: none"> it scores better against the SA objectives; its capacity is greater than the Local Plan allocation threshold of 10 dwellings; and it is not exposed to potential disturbance from sewerage plant.

Tydd St Mary

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Tydd St Mary						
Tyd005	Tysdale Manor, Common Way, Tydd St Mary	0.58	2	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings. The site has full planning permission for the development of 2 dwellings (H21-0794-10) which has commenced.	This site was not been allocated because its estimated capacity is below the Local Plan allocating threshold of 10 dwellings. Furthermore, the site has planning permission for the development of 2 dwellings (H21-0794-10), which has been commenced.
Tyd008	Land to the south of Church Way, Tydd St Mary	1.82	36	No	This site performs moderately against the SA objectives having 3 positive effects, 4 positive/negative effects and 6 negative effects for: Socially Inclusive Communities; Education; Heritage; Landscape/Townscape; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account: <ul style="list-style-type: none"> the site is in scale with the 40 dwellings which the plan seeks to develop in Sutton St James; the site is nearly all in Flood Zone 3a with a very small part in Flood Zone2. The SFRA shows no hazard and depth; it is partly within and adjoins the Conservation Area. 	Although the site performs moderately against the SA objectives it has not been allocated because its development would change the character of the Tydd St Mary Conservation Area by enclosing an area in the historic part of the village that is open in nature and currently contributes positively to the character of this part of the village. Its development costs would be higher than the alternative Tyd014 owing to the need to improve the sewerage network and its position in relation to the Conservation Area.
Tyd014	Land at Lowgate, Tydd St Mary	1.54	31	Yes	This site performs poorly against the SA objectives having 1 positive effect, 4 positive/negative effects and 5 negative effects for: Transport; Socially Inclusive Communities; Education; Heritage; Air, Soil and Water Resources; Sustainable Use of Land and Waste and Employment. The following key considerations need to be taken into account: <ul style="list-style-type: none"> the site is in scale with the 40 dwellings which the plan seeks to develop in Sutton St James; the site is all in Flood Zone 3a, much of the site is danger for most and a similar amount is danger for some. Much of the flood depth is 0.25 to 0.50m with a similar amount 0.50 to 1.00m its development would be in character with this part of the village where development has recently been undertaken; it is separated from the Tydd St Mary Conservation Area and would thereby not affect its character' and its development costs would be lower than the alternative Tyd008 as Low Gate has been improved with a suitable gap for access to the site, improving the viability of the site. 	Although the site performs poorly against the SA objectives, this site has been allocated because its development would be in character with this part of the village where development has recently been undertaken. It is separated from the Tydd St Mary Conservation Area and would thereby not affect its character. Its development costs would be lower than the alternative Tyd008 as Low Gate has been improved with a suitable gap for access, improving the viability of the site.

Weston

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Weston						
Wsn003	Land north of High Road, Weston	6.11	135	Yes	<p>This site performs moderately against the SA objectives having 2 positive effects, 6 positive/negative effects and 3 negative effects for: Health and Wellbeing; Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 310 dwellings which the plan seeks to develop in Weston; the site is mostly in Flood Zone 1 and the SFRA shows the site is mostly danger for some with a depth of mostly 0.25 to 0.50m; planning permission for 135 dwellings has been approved subject to the receipt of a satisfactory archaeological heritage statement and the signing of a s106 agreement; 	<p>Although the site performs only moderately against the SA objectives, it has been allocated because it has the best flood risk in Weston and planning permission for 135 dwellings has been approved subject to the receipt of a satisfactory archaeological heritage statement and the signing of a s106 agreement, which supports delivery. This site has been shown on the inset map as a commitment.</p>
Wsn004	Land to the east of Small Drove, Weston	2.83	57	No	<p>This site performs well against the SA objectives having 4 positive effects, 3 positive/negative effects and 4 negative effects for: Health and Wellbeing; Education; Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 310 dwellings which the plan seeks to develop in Weston; the site is mostly in Flood Zone 2 and the SFRA shows the site is no hazard and no depth. 	<p>This site has not been allocated because it lies entirely within the boundaries of a wider site – Wsn022 - which has been allocated.</p>
Wsn006	Land to the south of Small Drove, Weston	0.62	12	No	<p>This site has not been allocated because it, along with the adjacent Wsn015, has full planning permission for the development of 45 dwellings (H22-0970-15).</p>	<p>This site has been shown on the inset map as a commitment.</p>
Wsn007	Land to the east of Pinfold Lane, Weston	3.29	66	No	<p>This site performs poorly against the SA objectives having 3 positive effects, 3 positive/negative effects and 5 negative effects for: Health and Wellbeing; Education; Air, Soil and Water Resources; Sustainable Use of Land and Waste and Flood Risk. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 310 dwellings which the plan seeks to develop in Weston; the site is mostly in Flood Zone 3a and the SFRA shows the site is mostly danger for some with a depth of mostly 0 to 0.25m; it is located directly to the north of the Grade 1 listed Church of St Mary and the Churchyard Cross Scheduled Monument within the church curtilage. 	<p>Although this site performs moderately against the SA objectives it has not been allocated because it has no access. Access would require the development of adjacent sites but its development would impact on the traditional setting of the Church, churchyard and Scheduled Monument within the church curtilage</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Weston						
					<ul style="list-style-type: none"> it has poor access – the Highway Authority commented that access cannot be achieved from the A151 and that Pinfold Lane is not suitable to provide access. 	
Wsn010	Land to the east of Beggars Bush Lane, Weston	3.17	63	Reserve Site	<p>This site performs poorly against the SA objectives having 1 positive effect, 6 positive/negative effects and 4 negative effects for: Health and Wellbeing; Landscape/Townscape; Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 310 dwellings which the plan seeks to develop in Weston; the site is mostly in Flood Zone 3a and the SFRA shows the site has no hazard or depth; it is peripheral and had drainage and access issues archaeology. 	<p>This site was not originally allocated because it performs poorly against the SA objectives, is peripheral and had drainage and access issues. However, together with Wsn012, 021 and 030 it has been put forward as a reserve site because drainage improvements have been made that overcome the original concerns from the drainage board. In addition developing the sites as one will assist providing suitable access and footway, drainage gully and lighting. Heritage is given a neutral score in the SA. Historic England has indicated the site includes historic field drains (non-designated heritage assets) which should be incorporated into any site layout in order to reveal the assets within a scheme. The site is peripheral but given the shape of the existing village and the proximity of Baytree Garden Centre it suitably rounds off the village. Alternative sites have worse flood risk and can only be accessed through Wsn003 and 0029.</p>
Wsn011	Land to the east of Pinfold Lane, Weston	0.89	6	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings. The site has outline planning permission for the development of 6 dwellings (H22-0218-16).	This site was not been allocated because its estimated capacity is below the Local Plan allocating threshold of 10 dwellings. Furthermore, the site has planning permission for the development of 6 dwellings (H22-0218-16).
Wsn012	Land to the north-west of Broadgate, Weston	1.12	22	Reserve Site	<p>This site performs poorly against the SA objectives having 2 positive effect, 5 positive/negative effects and 4 negative effects for: Health and Wellbeing; Transport; Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 310 dwellings which the plan seeks to develop in Weston; the site is mostly in Flood Zone 3a and the SFRA shows the site has no hazard or depth; it is peripheral and had drainage and access issues archaeology. 	<p>This site was not originally allocated because it performs poorly against the SA objectives, is peripheral and had drainage and access issues. However, together with Wsn010, 021 and 030 it has been put forward as a reserve site because drainage improvements have been made that overcome the original concerns from the drainage board. In addition developing the sites as one will assist providing suitable access and footway, drainage gully and lighting. Heritage is given a neutral score in the SA. Historic England has indicated the site includes historic field drains (non-designated heritage assets) which should be incorporated into any site layout in order to reveal the assets within a scheme. The site is peripheral but given the shape of the existing village and the proximity of Baytree Garden Centre it suitably rounds off the village. Alternative sites have worse flood risk and can only be accessed through Wsn003 and 0029.</p>
Wsn015	Land to the south of Small Drove, Weston	1.93	45	No	This site has not been allocated because it, along with the adjacent Wsn006, has full planning permission for the development of 45 dwellings (H22-0970-15).	This site has been shown on the inset map as a commitment.

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Weston						
Wsn021	Land to the south of High Road, Weston	1.23	25	Reserve Site	<p>This site performs moderately against the SA objectives having 2 positive effect, 5 positive/negative effects and 4 negative effects for: Health and Wellbeing; Transport; Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 310 dwellings which the plan seeks to develop in Weston; the site is mostly in Flood Zone 3a and the SFRA shows the site has no hazard or depth; it is peripheral and had drainage and access issues archaeology. 	<p>Although this site performs moderately against the SA objectives it was not originally allocated because it is peripheral and had drainage and access issues. However, together with Wsn010, 012 and 030 it has been put forward as a reserve site because drainage improvements have been made that overcome the original concerns from the drainage board. In addition developing the sites as one will assist providing suitable access and footway, drainage gully and lighting. Heritage is given a neutral score in the SA. Historic England has indicated the site includes historic field drains (non-designated heritage assets) which should be incorporated into any site layout in order to reveal the assets within a scheme. The site is peripheral but given the shape of the existing village and the proximity of Baytree Garden Centre it suitably rounds off the village. Alternative sites have worse flood risk and can only be accessed through Wsn003 and 0029.</p>
Wsn022	Land east of Small Drove, Weston	3.88	60	Yes	<p>This site performs relatively well against the SA objectives, having 4 positive effects and 5 negative effects (for: Health and Wellbeing; Education; Heritage; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 310 dwellings which the plan seeks to develop in Weston; the site is predominantly in Flood Zone 2 (with 16.5% in Flood Zone 3 and 4.5% in Flood Zone 1), and the SFRA shows the site as 99.4% 'no hazard' and 100% 'no depth'; the site is located due east of a site of significant heritage value; and the site has outline planning permission for up to 60 dwellings (H22-0202-16) 	<p>This site is: amongst the most sequentially preferable options in the village; scores relatively well against the SA objectives; and has outline planning permission for up to 60 dwellings (H22-0202-16). Consequently, it is allocated, although it is located due east of a site of significant heritage value</p>
Wsn023	Land to the south of A151 Weston Bypass off Pinfold Lane, Weston	0.69	14	No	<p>This site performs poorly against the SA objectives having 2 positive effect, 3 positive/negative effects and 6 negative effects for: Health and Wellbeing; Education; Landscape/Townscape; Air, Soil and Water Resources; Sustainable Use of Land and Waste and Flood Risk. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 310 dwellings which the plan seeks to develop in Weston; the site is mostly in Flood Zone 3a and the SFRA shows the site to be in danger for some and has a depth of 0.5 to 1m; the site cannot be accessed from the A151. 	<p>This site has not been allocated because it performs poorly against the SA objectives and it is exposed to relatively severe flood risk when compared to alternative sites in the village and so is not sequentially preferable. It also cannot be accessed from the A151.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Weston						
Wsn024	Land to the south of A151 Weston Bypass off Pinfold Lane, Weston	0.56	11	No	<p>This site performs poorly against the SA objectives having 2 positive effect, 4 positive/negative effects and 5 negative effects for: Health and Wellbeing; Landscape/Townscape; Air, Soil and Water Resources; Sustainable Use of Land and Waste and Flood Risk. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 310 dwellings which the plan seeks to develop in Weston; the site is mostly in Flood Zone 3a and the SFRA shows the site to be in danger for some and has a depth of 0.25 to 0.5m; the site cannot be accessed from the A151. 	This site has not been allocated because it performs poorly against the SA objectives and it is exposed to relatively severe flood risk when compared to alternative sites in the village and so is not sequentially preferable. It also cannot be accessed from the A151 or Pinfold Lane.
Wsn025	Land to the south of A151 Weston Bypass, Weston	4.17	83	No	<p>This site performs poorly against the SA objectives having 3 positive effect, 5 positive/negative effects and 3 negative effects for: Health and Wellbeing; Air, Soil and Water Resources and Sustainable Use of Land and Waste and Flood Risk. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 310 dwellings which the plan seeks to develop in Weston; the site is mostly in Flood Zone 3a and the SFRA shows the site to be in danger for most and has a depth of 0.5 to 1m; the site cannot be accessed from the A151. 	This site has not been allocated because it performs poorly against the SA objectives and it is exposed to relatively severe flood risk when compared to alternative sites in the village and so is not sequentially preferable. It also cannot be accessed from the A151.
Wsn029	Land off High Road, Weston	2.83	57	Yes	<p>This site performs moderately against the SA objectives having 3 positive effects, 5 positive/negative effects and 3 negative effects for: Health and Wellbeing; Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 310 dwellings which the plan seeks to develop in Weston; the site is mostly in Flood Zone 3a and the SFRA shows the site has no hazard and no depth; 	This site has been allocated because it performs reasonably well against the SA objectives and it is adjacent to a highway of a good standard. Another allocation is adjacent which will mean that it relates well to the main part of the village. Sites with better flood risk have been allocated and this site has equal or better flood risk to other sites and is better located.
Wsn030	Land to the south of High Road, Weston	1.54	31	Reserve Site	<p>This site performs moderately against the SA objectives having 2 positive effect, 5 positive/negative effects and 4 negative effects for: Health and Wellbeing; Transport; Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 310 dwellings which the plan seeks to develop in Weston; the site is mostly in Flood Zone 3a and the SFRA shows the site has no hazard or depth; it is peripheral and had drainage and access issues 	Although this site performs moderately against the SA objectives it was not originally allocated because it is peripheral and had drainage and access issues. However, together with Wsn010, 012 and 021 it has been put forward as a reserve site because drainage improvements have been made that overcome the original concerns from the drainage board. In addition developing the sites as one will assist providing suitable access and footway, drainage gully and lighting. Heritage is given a neutral score in the SA. Historic England has indicated the site includes historic field drains (non-designated heritage

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Weston						
					<ul style="list-style-type: none"> archaeology. 	assets) which should be incorporated into any site layout in order to reveal the assets within a scheme. The site is peripheral but given the shape of the existing village and the proximity of Baytree Garden Centre it suitably rounds off the village. Alternative sites have worse flood risk and can only be accessed through Wsn003 and 0029.
Wsn033	Land to the south of High Road, Weston	0.10	2	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site was not been allocated because its estimated capacity is below the Local Plan allocating threshold of 10 dwellings.

Whaplode

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Whaplode						
Wha002	Land east of Stockwell Gate, Whaplode	1.95	39	Yes	<p>This site performs moderately against the SA objectives having 5 positive effects, 4 positive/negative effects and 3 negative effects for: Health and Wellbeing; Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 130 dwellings which the plan seeks to develop in Whaplode; the site is in Flood Zone 3a and the SFRA shows the site has no hazard and mostly no depth; it joins the main part of the village to a small group of dwellings to the north and this reduces the impact on the countryside. 	<p>This site has been allocated because it performs moderately well against the SA objectives and it joins the main part of the village to a small group of dwellings to the north and this reduces the impact on the countryside. A site with better flood risk has been allocated and sites with the same or worse flood risk have not been allocated because of their worse flood risk or location.</p>
Wha008	Land to the east of Kirkgate, Whaplode	0.20	3	No	<p>The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings. The site had planning permission for the development of 3 dwellings (H23-0273-15), which has now been built out.</p>	<p>This site was not been allocated because its estimated capacity is below the Local Plan allocating threshold of 10 dwellings. Furthermore, the site had planning permission for the development of 3 dwellings (H23-0273-15), which has now been built out.</p>
Wha009	Land to the north of Abbotts Garden, Whaplode	2.47	49	No	<p>This site performs moderately against the SA objectives having 4 positive effects, 4 positive/negative effects and 4 negative effects for: Health and Wellbeing; Education; Air, Soil and Water Resources and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 130 dwellings which the plan seeks to develop in Whaplode; the site is in Flood Zone 3a and the SFRA shows the site has no hazard and mostly no depth; it is adjacent an employment site and allocation. 	<p>Although the site performs moderately against the SA objectives, it has not been allocated because SHDC's Environmental Health Department have raised concerns about the noise impact of the employment site adjacent and also the impact dwellings may have on the operation of the employment site.</p>
Wha010	Land to the north of Cob Gate, Whaplode	2.68	54	No	<p>The site has planning permission for the development of 18 dwellings (H23-0495-17)</p>	<p>This site has been shown on the inset map as a commitment.</p>
Wha019	Land south of Cobgate, Whaplode	1.37	27	Yes	<p>This site performs very well against the SA objectives, having a major positive effect for 1 (Flood Risk), 4 positive effects, and 1 negative effect (for Transport). The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 130 dwellings which the plan seeks to develop in Whaplode; the site is within Flood Zone 1 and the SFRA shows the site has no hazard and no depth; and 	<p>This site has been allocated because: it is one of the most sequentially preferable options in the village; it performs very well against the SA objectives; and planning permission is outstanding for its residential development.</p>

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated?	Key Considerations	The Balance of Factors and Overall Conclusions
Whaplode						
					<ul style="list-style-type: none"> planning permission is outstanding for the site's residential development (H23-1145-16). 	
Wha021	Land to the west of Stockwell Gate, Whaplode	0.23	5	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site was not been allocated because its estimated capacity is below the Local Plan allocating threshold of 10 dwellings.
Wha023	Land to the east of Church Gate, Whaplode	0.79	10	No	The site has outline planning permission for the development of 10 dwellings (H23-1082-14)	This site has been shown on the inset map as a commitment.
Wha029	Land off Main Road, Whaplode	1.29	33	Yes	<p>This site performs moderately against the SA objectives having 4 positive effects, and 4 negative effects for: Health and Wellbeing; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste. The following key considerations need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 130 dwellings which the plan seeks to develop in Whaplode; the site is predominantly in Flood Zone 3a (with 6% in Flood Zone 2) and the SFRA shows the site has no hazard and mostly no depth; The site full planning permission for the development of 33 dwellings (H23-0508-16) 	<p>This site is allocated because it performs moderately against the SA objectives, and full planning permission is outstanding for its development with 33 dwellings (H23-0508-16).</p> <p>Although this site is technically not one of the more sequentially-preferable options in the village in overall flood risk terms, (some other sites are within Flood Zones 1 or predominantly within Flood Zone 2), the SFRA identifies that the site is exposed to no hazard and no depth (and no other sites are sequentially preferable in these terms).</p>
Wha031	Land to the east of Church Gate, Whaplode	0.74	15	No	The site has outline planning permission for the development of 10 dwellings (H23-1082-14)	This site has been shown on the inset map as a commitment.

Wigtoft

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Wigtoft						
Wig001	Jasmine House & Works, Asperton Road, Wigtoft	0.21	4	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site has not been allocated because its estimated capacity is below the Local Plan allocation threshold of 10 dwellings.
Wig002	Land to east of Asperton Road, Wigtoft	0.32	6	No	The estimated capacity of the site is below the Local Plan allocation threshold of 10 dwellings.	This site was not been allocated because its estimated capacity is below the Local Plan allocating threshold of 10 dwellings.
Wig012	Land to north of Main Road, Wigtoft	1.06	21	No	<p>This site performs very poorly against the SA objectives, scoring positively against 2, and negatively against 5 (objectives for: Transport; Education; Air, Soil and Water Resources; Sustainable use of Land and Waste; and Flood Risk). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 30 dwellings which the Plan seeks to develop in Wigtoft; its development is unlikely to have major adverse impacts on the character and appearance of the area - although it extends the built-up area into the countryside (rather than consolidating it) & its western boundary is arbitrary, the site's relationship to the existing built-up area is acceptable (with existing development on two sides); it abuts the Conservation Area, & its development is likely to impact on the character & appearance of the Conservation Area; the existing footway will need to be extended to provide safe pedestrian access; it is likely that the provision of a junction and visibility splays here will require the loss of some existing frontage trees; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 predominantly as 'danger for some', and flood depth predominantly as '0.25m-0.5m'. 	<p>Flood risk, impacts on heritage assets, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Wigtoft and, although this site's development is unlikely to have major adverse impacts on its surrounding townscape/landscape:</p> <ul style="list-style-type: none"> it is not the most sequentially-preferable option in the village in flood risk terms (the site identified as a Housing Allocation (Wig014) is exposed to lesser flood risk in terms of both flood hazard and depth, and the site identified as a Reserve Site (Wig015) is no worse than Wig012 in flood risk terms (i.e. it is exposed to similar flood risk and hazard)); and its development is likely to impact on the character & appearance of the Conservation Area & (although a Heritage Impact Assessment and sensitive design would be likely to address these issues satisfactorily) neither the site identified as a Housing Allocation (Wig014) nor the site identified as a Reserve Site (Wig015) is affected by such issues. <p>Furthermore, this site performs worse against the SA objectives than the site identified as a Housing Allocation (Wig014) and the site identified as a Reserve Site (Wig015)</p>
Wig014	Land to the west of Asperton Road, Wigtoft	0.94	19	Yes	<p>This site performs moderately against the SA objectives, scoring positively against 3, and negatively against 4 (objectives for: Transport; Education; Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 30 dwellings which the Plan seeks to develop in Wigtoft; its development is unlikely to have major adverse impacts on the character and appearance of the area - although it 	<p>Flood risk, impacts on heritage assets, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Wigtoft and:</p> <ul style="list-style-type: none"> it is the most sequentially-preferable option in the village in flood risk terms (the other sites are all exposed to greater flood risk in terms of both flood hazard and depth);

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Wigtoft						
					<p>will extend Wigtoft's built-up area into the countryside (rather than consolidating it) & its northern boundary is arbitrary, the site's relationship to the existing built-up area is acceptable;</p> <ul style="list-style-type: none"> the existing street light system would need to be extended to the site; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 predominantly as 'low hazard', and flood depth predominantly as '0m-0.25m'. 	<ul style="list-style-type: none"> the site's development will have no adverse impacts on heritage assets; and this site's development is unlikely to have major adverse impacts on its surrounding townscape/landscape. <p>Another benefit of this site is that it performs better against the SA objectives than Wig012 or Wig015.</p>
Wig015	Land to east of Asperton Road, Wigtoft	0.52	10	Reserve Site	<p>This site performs poorly against the SA objectives, scoring positively against 3, and negatively against 5 (objectives for: Transport; Education; Air, Soil and Water Resources; Sustainable Use of Land and Waste; and Flood Risk). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 30 dwellings which the Plan seeks to develop in Wigtoft; its development is unlikely to have major adverse impacts on the character and appearance of the area - although it would extend Wigtoft's built-up area into the countryside (rather than consolidating it) & its northern and eastern boundaries are arbitrary, the site's relationship to the existing built-up area is acceptable; the existing street lighting system will need to be extended to the site & a footway provided; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 predominantly as 'danger for some', and flood depth predominantly as '0.25m-0.50m'. 	<p>Flood risk, impacts on heritage assets, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations and Reserve Sites in Wigtoft and:</p> <ul style="list-style-type: none"> although this site is not the most sequentially-preferable option in the village in flood risk terms (the site which has been identified as a Housing Allocation (Wig014) is predominantly 'low hazard' in terms of hazard, and '0m-0.25m' in terms of depth), it is no worse in flood risk terms than the alternative site which is a realistic option for identification as a Reserve Site (Wig012); the site's development will have no adverse impacts on heritage assets; and this site's development is unlikely to have major adverse impacts on the surrounding townscape/landscape. <p>Furthermore, this site is considered to be superior to the alternative site which is a realistic option for identification as a Reserve Site (Wig012) because it performs slightly better against the SA objectives</p>

Wrangle

Site ref.	Site name	Site Area (ha)	Site Capacity	Allocated ?	Key Considerations	The Balance of Factors and Overall Conclusions
Wrangle						
Wra009	Geo H Kime & Co., Main Road, Wrangle	0.5	27	No	Outline planning permission (B/16/0296) is outstanding for the development of 27 dwellings.	This site has not been allocated because outline planning permission (B/16/0296) is outstanding for the development of 27 dwellings. It has, however, been identified as a Housing Commitment.
Wra013	Land to the west of Tooley Lane and north of Main Road, Wrangle	2.25	45	Yes	<p>This site performs moderately against the SA objectives, scoring positively against 2, and negatively against 2 (objectives for: Air, Soil and Water Resources; and Sustainable Use of Land and Waste). The following key considerations also need to be taken into account:</p> <ul style="list-style-type: none"> the site is in scale with the 100 dwellings which the Plan seeks to develop in Wrangle; its development is unlikely to have major adverse impacts on the character and appearance of the area – the site is screened from view from most directions; and it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 almost entirely as ‘danger for most’, and flood depth predominantly as ‘0.25m-0.5m’ (with 13% ‘0.5m-1m’). 	<p>Flood risk, and townscape/landscape impacts are considered to be the most important concerns in identifying Housing Allocations in Wrangle and:</p> <ul style="list-style-type: none"> it is the most sequentially-preferable option in the village in flood risk terms (there are no other developable options for allocation in the village); and this site’s development is unlikely to have major adverse impacts on its surrounding townscape/landscape.
Wra015	Land to the west of Broadgate, Wrangle	1.38	28	No	The Planning Committee of Boston Borough Council resolved (at its meeting on 9 th October 2017) to grant outline planning permission (B/17/0147) for the development of 45 dwellings, subject to the completion of s106A	This site has not been allocated because the Planning Committee of Boston Borough Council has resolved to grant outline planning permission (B/17/0147) for the development of 45 dwellings, subject to the completion of s106A. The site has, however, been identified as a Housing Commitment.