

# CAPITA

## **Appendix B - Main Modifications and initial assessment of potential significant effects**

Review of proposed Main Modifications that assessed their potential significant effects and requirement for further SA, as published alongside the main modifications proposed for consultation in July 2018.

SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
SA1	PMM001	1: Presumption in favour of sustainable development	<p><b>3.1 Presumption in favour of Sustainable Development</b></p> <p>3.1.1 The National Planning Policy Framework<sup>9</sup> introduced, at the heart of national policy, a presumption in favour of sustainable development. This should be seen as a 'Golden Thread' running through both plan-making and decision-making. Policy 1 seeks to ensure this presumption at a South East Lincolnshire level.</p>	National Policy and Guidance has now replaced the need for this policy	No – text provided information on the provisions of the NPPF. No impact on the implementation of the Local Plan.
SA2	PMM001	1: Presumption in favour of sustainable development	<p><b>Policy 1: Presumption in favour of Sustainable Development</b></p> <p>A positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework<sup>9</sup>. Where appropriate, each Local Planning Authority will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the Local Plan area.</p> <p>Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Planning applications that accord with the policies in the development plan (including, where relevant, policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Proposed development that conflicts with the development plan will be refused, unless material considerations indicate otherwise.</p> <p>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then permission will be granted unless material considerations indicate otherwise – for decision making this</p>	National Policy and Guidance has now replaced the need for this policy	Yes – removal of policy has the potential for significant effect and requires further consideration.

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			<p>means whether:</p> <ol style="list-style-type: none"> <li>1. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework<sup>9</sup> taken as a whole; or</li> <li>2. specific policies in that National Planning Policy Framework<sup>9</sup> indicate that development should be restricted.</li> </ol>		
SA3	PMM001	1: Presumption in favour of sustainable development	<p><b>Reasoned Justification</b></p> <p><del>3.1.2 The presumption in favour of sustainable development is at the heart of the national approach to planning, and through the Planning Inspectorate, the Government is requesting that each Local Planning Authority includes a policy covering this matter in its Local Plan. Policy 1 will therefore help to make sure that decisions are taken in line with the presumption in favour of sustainable development.</del></p> <p><b>Monitoring</b></p> <p><del>Applications developed within defined timescales</del></p> <p><del>% appeals dismissed</del></p>	National Policy and Guidance has now replaced the need for this policy	<p>No – supporting text does not have a role in how the policy would be implemented and would not give rise to significant effect.</p> <p>Removal of monitoring indicator will not influence the significant effects of local plan implementation.</p>
SA4	PMM002	Former Policy 2: Spatial Strategy (renumbered as 1)	<p><b>Policy 2 1: Spatial Strategy</b></p> <p><b>A. Areas where development is to be directed</b></p> <p><b>1. Sub-Regional Centres</b></p> <p>Boston (including parts of Fishtoft and Wyberton Parishes) *</p> <p>Spalding</p>	<p><i>(Amend wording in the policy to distinguish approach to sections b and c.)</i></p> <p>This amendment was indicated by additional question 6 in ED040 and</p>	<p>Yes – addition of text governing what sort of sites might be appropriate in each centre / settlement has a potential</p>

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			<p>Within the settlement boundaries of Boston and Spalding (as shown on the Inset Maps) development will be permitted that supports their roles as Sub-Regional Centres.</p> <p><b>2. Main Service Centres</b></p> <ul style="list-style-type: none"> <li>Crowland</li> <li>Pinchbeck</li> <li>Donington</li> <li>Sutterton*</li> <li>Holbeach</li> <li>Sutton Bridge</li> <li>Kirton incl. parts of Frampton Parish*</li> <li>Swineshead*</li> <li>Long Sutton</li> </ul> <p>Within the settlement boundaries of the Main Service Centres (as shown on the Inset Maps) development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities.</p> <p><b>B. Areas of limited development opportunity</b></p> <p><b>1. Minor Service Centres</b></p> <ul style="list-style-type: none"> <li>Bicker *</li> <li>Gedney Hill</li> <li>Surfleet</li> </ul>	<p>undertaken to aid clarity in the interests of the effectiveness of the policy.</p>	<p>significant effect.</p>

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			<p>Butterwick*</p> <p>Gosberton</p> <p>Sutton St. James</p> <p>Cowbit</p> <p>Moulton</p> <p>Tydd St Mary</p> <p>Deeping St Nicholas</p> <p>Moulton Chapel</p> <p>Weston</p> <p>Fishtoft*</p> <p>Old Leake*</p> <p>Whaplode</p> <p>Fleet Hargate</p> <p>Quadring</p> <p>Wigtoft*</p> <p>Wrangle*</p> <p>Within the settlement boundaries of the Minor Service Centres (as shown on the Inset Maps) development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities. Development will normally be limited to Allocated and Committed sites and infill.</p> <p><b>C. Areas of development restraint</b></p>		

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			<p><b>1. Other Service Centres and Settlements</b></p> <p>Algarkirk*</p> <p>Haltoft End*</p> <p>Moulton Seas End</p> <p>Amber Hill*</p> <p>Holbeach Drove</p> <p>Nene Terrace</p> <p>Benington*</p> <p>Holbeach Hurn</p> <p>Northgate, West Pinchbeck</p> <p>Fleet Church End</p> <p>Holbeach St Johns</p> <p>Saracens Head</p> <p>Fosdyke*</p> <p>Holbeach St Marks</p> <p>Shepeau Stow</p> <p>Frampton Church End*</p> <p>Holland Fen*</p> <p>Sutton St Edmund</p> <p>Frampton West*</p> <p>Hubbert's Bridge*</p>		

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			Swineshead Bridge* Freiston* Kirton End* Throckenholt Gedney Black Lion End Kirton Holme* Tongue End Gedney Church End Langrick Bridge* Tydd Gote Gedney Dawsmere Leake Commonsides* Weston Hills Gedney Drove End Leverton* Whaplode Drove Gedney Dyke Little Sutton Whaplode St Catherine Gosberton Risegate /Clough		

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			<p>Lutton &amp; Lutton-Gowts Wrangle Common* Wyberton Church End*</p> <p>Within the settlement boundaries of the Other Service Centres and Settlements (as shown on the Inset Maps) development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities. Development will normally be limited to Committed sites and infill.</p> <p>* Indicates a settlement within Boston Borough. Settlements without an asterisk are within South Holland District.</p> <p><b>D. Countryside</b></p> <p>The rest of the Local Plan area outside the defined settlement boundaries of the Sub-Regional Centres, Main Service Centres, Minor Service Centre and Other Service Centres and Settlements is designated as Countryside.</p> <p>In the Countryside development will be permitted that is necessary to such a location and/or where it can be demonstrated that it meets the sustainable development needs of the area in terms of economic, community or environmental benefits.</p>		
SA5	PMM002	Former Policy 2: Spatial Strategy (renumbered as 1)	<p><b>Reasoned Justification</b> <b>Minor Service Centres</b></p> <p>3.2.12 The settlements defined as Minor Service Centres are more numerous and diverse. All have relatively comparable levels of sustainability<sup>32</sup> but some</p>	This amendment was indicated by additional question 6 in ED040 and undertaken to aid clarity in the interests of the	No – supporting text repeats information proposed to be contained in the



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			<p>are identified because of their close proximity to larger service centres. There is also recognition that a number of these settlements are located within the area between Boston and Spalding along with the Main Service Centres. This strengthens the case for them to meet the housing needs of the Local Plan area through allocated sites and also helps to build an extended range of shared services such as schools and health provision. <b>Within the Minor Service Centres development is likely to be limited to any allocations made in this plan, existing commitments (i.e. sites under development or with planning permission), changes of use and infill development).</b></p>	effectiveness of the policy.	policy. This in itself would not affect the implementation of the policy.
SA6	PMM003	Former Policy 3: Development Management (renumbered as 2)	<p>3.3.2 The policy is intended to be relevant to any type of proposal whether large or small. New development should be appropriate to the site, achieve a high quality of design and efficient use of land and buildings, and should respond creatively to the character and distinctiveness of the surrounding area. All new development, including residential and commercial proposals, should also reflect the area's distinctive development form and patterns of building, spaces, and means of enclosure, townscape and landscape, and incorporate in the design those features which are important to the history and form of the area. <b>Sites allocated for residential and employment related development in this Local Plan have been assessed to provide guidance with regard to constraints and infrastructure requirements. These constraints and requirements can be found in Appendix 5: 'Allocations – Infrastructure requirements, constraints and mitigation' and, whilst, these may change over the time frame of the Local Plan they are considered to be a useful starting point in considering what might be relevant in the development of these allocated sites.</b></p>	The changes are made to aid clarity in the interests of the effectiveness of the policy.	No – additional text serves to direct readers to evidence relating to allocations. The additional information included in Appendix 5 will provide factual information to support implementation of the sites allocated in Local Plan policy. The potential effect of this will be considered as part of assessing modification to each policy.

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SA7	PMM003	Former Policy 3: Development Management (renumbered as 2)	<p><b>Policy 3-2: Development Management</b></p> <p>Proposals requiring planning permission for development will be permitted provided that sustainable development considerations are met, specifically in relation to:</p> <ol style="list-style-type: none"> <li>1. size, scale, layout, density and impact on the amenity, trees, character and appearance of the area and the relationship to existing development and land uses;</li> <li>2. quality of design and orientation;</li> <li>3. maximising the use of sustainable materials and resources;</li> <li>4. access and vehicle generation levels;</li> <li>5. the capacity of existing community services and infrastructure;</li> <li>6. impact upon neighbouring land uses by reason of noise, odour, disturbance or visual intrusion;</li> <li>7. sustainable drainage and flood risk; and</li> <li>8. impact or enhancement for areas of natural habitats and historical buildings and heritage assets;</li> <li>9. impact on the potential loss of sand and gravel mineral resources.</li> </ol>	Changes made by addition of criteria to safeguard mineral resources as appropriate.	Yes – additional criterion requires further assessment of potential significant effects.
SA8	PMM003	Former Policy 3: Development Management (renumbered as 2)	<p>3.3.5 Criterion 3 seeks to ensure that development would not be wasteful in its use of energy or in its depletion of natural resources (e.g. groundwater supplies). Policy 4 3 provides more detailed guidance with regard to waste minimisation, utilising renewable energy, reducing water consumption and the sustainable use of existing materials on site (e.g. reuse of excavated materials for landscaping or raising ground levels).</p> <p>Criterion 9 of the policy also has implications for the good use of natural resources in that the Plan Area has two Sand and Gravel Safeguarding Areas identified in the Lincolnshire Minerals and Waste Local Plan (June 2016). One area is identified on the Policies Map north west of Boston Borough and the other area is on the Crowland Inset Map.</p>	As required by Paragraph 5 of the Minerals Planning Practice Guidance.	No – addition of Mineral Safeguarding Areas to the Policies Map enables interpretation and application of the additional criterion 9 in Former Policy 3.

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			<ul style="list-style-type: none"> <li>Show Site Specific Safeguarding Area for Sand and Gravel on Policies map and Crowland Inset Map</li> </ul>		
SA9	PMM004	Former Policy 4: Design of New Development (renumbered as 3)	<p>Development proposals will demonstrate how the following issues, where they are relevant to the proposal and are viable will be secured:</p> <ul style="list-style-type: none"> <li>The appropriate treatment of facades to public places, including shop frontages to the avoidance of visual intrusion by advertising, other signs signage, security shutters, meter boxes and other service and communication infrastructure;</li> <li>the incorporation of existing hedgerows and trees and the provision of appropriate new landscaping and its use to enhance biodiversity and green infrastructure, flood risk mitigation and urban cooling;</li> </ul>	<p><i>(Delete reference to viability from second paragraph of policy.)</i>  <i>(Amend point 10 of policy.)</i>  <i>(Amend point 14 of policy.)</i>            Viability was raised by two respondents during the January 2016 consultation: Clowes Developments North West Ltd [Response Number 928] and Amec Foster Wheeler [Response Number 936] . They wanted more flexibility in the policy. The Environment Agency during the March 2017 consultation [Response Number 314] is concerned that the change to the policy, along with another issue, weakens it.</p> <p>The aim of the policy is to achieve good design. The</p>	<p>Yes – These proposed amendments to Local Plan policy require further assessment of potential significant effects.</p>

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				<p>NPPF recognises viability is an issue in numerous paragraphs, but it is not referred to in paragraphs 100 – 108, which refer to flood risk. Therefore, the NPPF supports the Environment Agency’s approach in indicating flood risk is an important matter that cannot be side stepped on viability grounds.</p> <p>As such it is considered reference to viability is not necessary as the NPPF provides advice on this and is deleted for clarity and to be consistent with national policy.</p> <p>Point 10 was amended in response to Response Number 503 with the agreement of Historic England. It merges point 10 and 16 to simplify the policy and make it more effective.</p> <p>Point 14 was amended</p>	

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				<p>because the MIQ asked whether the policy should also refer to existing landscape features such as hedges and trees. It is considered this would benefit the policy and make it more effective.</p> <p>The MIQs queried if the policy was justified. The justification was rewritten to make it clearer and more effective.</p>	
SA10	PMM004	Former Policy 4: Design of New Development (renumbered as 3)	<p><del>3.4.3 — Good design will seek to provide a development that sits well in its surroundings and meets the requirements of its users, be that residential or commercial occupiers. The purpose of the Policy 4 is to provide a list of issues to be considered when development schemes are being prepared, rather than prescribing a particular design approach, consistent with the NPPF9. Design is a cross-cutting issue so may be covered by other policies elsewhere in this Local Plan. Not all of the issues listed will be relevant in all cases.</del></p> <p>3.4.4 — Design of new buildings and spaces should take the principle of encouraging physical activity in line with Planning Healthy Weight Environments<sup>35</sup>. A development should incorporate existing public rights of way and cycleways and where practicable extend them, to encourage residents to walk or cycle to places of work, school, local shops and services as well as open space. Such facilities should be accessible to all, including those with disabilities, older people and those with pushchairs, as well as other users with more specific needs, such as those with dementia or the visually impaired. Care should also be taken in designing undefined multi-use</p>	<p><i>(Replace the justification with the following text).</i></p> <p>The MIQs queried if the policy was justified. The justification was rewritten to make it clearer and more effective.</p>	No – modification amends previous justification supporting the policy but does not result in a significant effect requiring further consideration to policy appraisal.

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			<p>spaces where pedestrians, cyclists, public transport and taxis mingle as these can also be confusing for such groups.</p> <p>3.4.5 — A development will make buildings and places more resilient to flooding by, for example, raising the floor level, and adapting the internal materials, electrical circuits and plumbing to cope better with any flood event. These issues may be successfully incorporated in buildings that follow traditional or contemporary design in accordance with Building Regulations. In addition, owing to flood risk new activities may need to be deterred in certain areas based on their intrinsic hazard to groundwater. The hazard may result from a combination of the activity type, its duration and the potential for failure of flood-control measures.</p> <p>3.4.6 — New buildings can be orientated so that micro-generation plant can be incorporated for its maximum benefit. It will incorporate, protect or extend existing habitats or land forms so that buildings are shaded from the extremes of weather to minimise energy consumption for heating or cooling. Improvements to biodiversity can be also achieved on the building, by, for example, the use of bird-nest or bat roost boxes, green roofs or walls, as well as in the landscape. These features along with the incorporation, protection or extension of existing habitats will maintain or improve their resilience. Green walls and roofs also add to the thermal mass of the building. Shading buildings with plants or providing larger roof overhangs to shade windows, sizing windows according to their aspect and providing appropriate insulation allow buildings to be more resilient to extremes of temperature.</p> <p>3.4.7 — In addition, new developments will not pose an unacceptable risk of pollution to groundwater (see Policy 26).</p> <p><b>Reasoned Justification</b></p> <p>3.4.3 The purpose of the policy is to provide a list of issues to be considered when development schemes are being prepared, rather than prescribing a</p>		

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			<p>particular design approach, consistent with the NPPF<sup>9</sup>. Design is a cross cutting issue so may be covered by other policies elsewhere in this Local Plan. Not all of the issues listed will be relevant in all cases. The issues can be grouped into: Place, Accessibility/transport, Amenity and Flooding.</p> <p style="text-align: center;"><b>Place</b></p> <p>3.4.4 Good design will seek to provide a development that sits well in its surroundings by respecting the character of the place within which it is located and carefully incorporates infrastructure. Sites will be influenced by the size, shape, density and materials of adjacent buildings and their historic or archaeological importance. In addition, the appropriate use of historic buildings helps preserve them for future generations and also contributes to the maintenance of the historic setting of places. The character of the landscape in rural locations can influence the size shape and orientation of buildings as a result of its ability to absorb development, indicated by the description and the sensitivities of the landscape in the landscape character assessments. In addition, new buildings will meet the requirements of their users, be that residential or commercial occupiers, by providing suitable places to store refuse, cycles and park cars. In conjunction with Policy 31, which requires some electric hook up points for vehicles, this will help the sustainability of the development by supporting recycling, encouraging the use of cycles to reduce traffic congestion and support the initial stages of the evolution of transport away from the internal combustion engine, which, along with cycling, will benefit air pollution.</p> <p>3.4.5 New buildings can be designed and orientated so that micro generation plant can be incorporated for its maximum benefit. Development will incorporate, protect or extend existing habitats or land forms so that buildings are shaded from the extremes of weather to minimise energy</p>		

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			<p>consumption for heating or cooling. Improvements to biodiversity can be achieved on the building, by, for example, the use of bird nest or bat roost boxes, green roofs or walls. These features along with the incorporation, protection or extension of existing habitats in the landscape will maintain or improve wildlife resilience. Green walls and roofs also add to the thermal mass of the building. Shading buildings with plants or providing larger roof overhangs to shade windows, sizing windows according to their aspect and providing appropriate insulation allow buildings to be more resilient to extremes of temperature.</p> <p style="text-align: center;"><b>Accessibility / transport</b></p> <p>3.4.6 The design of new buildings and spaces should take the principle of encouraging physical activity in line with Planning Healthy Weight Environments<sup>35</sup>. A development should incorporate existing public rights of way and cycleways and where practicable extend them, to encourage residents to walk or cycle to places of work, school, local shops and services as well as open space. Such facilities should be accessible to all, including those with disabilities, older people and those with pushchairs, as well as other users with more specific needs, such as those with dementia or the visually impaired. Care should also be taken in designing undefined multi-use spaces where pedestrians, cyclists, public transport and taxis mingle as these can also be confusing for such groups.</p> <p style="text-align: center;"><b>Amenity</b></p> <p>3.4.7 The use or operation of sites also needs to respect neighbouring uses. Lighting should be designed to illuminate the desired building or space without spilling out beyond as this causes disturbance and contributes to overnight light pollution. Spaces and footways should have suitable site lines and together with boundaries should seek to create a safe environment that discourages criminal activity and fosters community safety. The public impact</p>		



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			<p>of development can be undermined by the inappropriate design, siting and lighting of signs, the design and incorporation of security shutters into buildings and the position of metre boxes on the public faces of buildings. In addition poorly positioned service and infrastructure cabinets and sub stations produce an unsightly impact on the locality, which undermines the overall benefit that the development may achieve. These issues along with the interaction of neighbouring uses with the Pollution Policy contribute to protecting residential amenity.</p> <p style="text-align: center;"><b>Flooding</b></p> <p>3.4.8 A development will make buildings and places more resilient to flooding by, for example, raising the floor level, and adapting the internal materials, electrical circuits and plumbing to cope better with any flood event. These issues may be successfully incorporated in buildings that follow traditional or contemporary design in accordance with Building Regulations. In addition, owing to flood risk new activities may need to be deterred in certain areas based on their intrinsic hazard from water. The hazard may result from a combination of the activity type, its duration and the potential for failure of flood-control measures.</p> <p style="text-align: center;"><b>Monitoring</b></p> <p>Number of planning applications refused owing to inappropriate design</p>		
SA11	PMM005	Former Policy 5: Strategic Approach to Flood Risk. (renumbered as 4)	<p><del>3.5 Strategic Approach to Flood Risk</del></p> <p><del>3.5.1 Policy 5 serves two main purposes. The first is to explain how flood risk considerations have shaped the main proposals in the Local Plan, and how, as a strategic approach to flood risk the Local Plan may be reviewed in the future. The second is to provide a policy commitment by which strategic improvements to flood risk which may be brought forward during the Local Plan period can be assessed, and enhanced, where possible. Further details on the approach to site selection, including consideration of flood risk can be</del></p>	<p><i>(Replace deleted policy and text)</i></p> <p>The changes are made in order to aid clarity in the interests of the effectiveness of the policy.</p>	<p>No – introductory text to policy would affect the implementation of the policy. Proposed deletion of Flood Risk Assessment requirement is</p>

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			<p>found in the Site Allocations Flood Risk Sequential Test Report<sup>31</sup>, the Spatial Strategy Background Paper<sup>36</sup> and the Housing Papers<sup>30</sup> for each higher tier settlement. Sites allocated in this Local Plan are deemed to have passed the Sequential Test and no further evidence in respect of this will need to be submitted at planning application stage. Allocations will still need to demonstrate, through the submission of a site-specific Flood Risk Assessment, that the development will be safe for its lifetime.</p> <p><b>3.5 Strategic Approach to Flood Risk</b></p> <p>3.5.1 Much of the land within the Local Plan area is at significant risk of flooding and this will increase with climate change. It is important that the plan provides a robust response to this issue and at the same time facilitates appropriate development to continue in a way that is resilient to the potential consequences of flooding.</p>		covered within policy.
SA12	PMM005	Former Policy 5: Strategic Approach to Flood Risk. (renumbered as 4)	<p><del>Policy 5: Strategic Approach to Flood Risk</del></p> <p>Major development shall be located in areas at the lowest hazard or probability of flooding and shall not, in itself, increase flood risk. Where the development would be for uses defined as Essential Infrastructure, Highly Vulnerable or More Vulnerable, it will be a requirement to show why the need for the development is exceptional where the hazard or probability of flooding of the sequentially-selected areas is constrained. Development will be permitted following the satisfactory completion of the Sequential and Exception Test and through the submission of a site-specific Flood Risk Assessment that demonstrates appropriate flood risk mitigation measures for the protection of occupants. Mitigation for the identified flood risk, including appropriate allowances for climate change, required by such development to make it safe will be provided and maintained for the lifetime of the development.</p>	<p><i>(Replace deleted policy and text)</i></p> <p>More explanation was required to deal with flood risk, either with a new policy, or included in the flood risk policy, formerly policy 5. Also, the application of the sequential test on a district basis unless it can be shown there is a specific need for that development in the location that is being promoted should be included.</p>	Yes – The Local Plan policy is proposed to be substantially rewritten and requires further assessment of potential significant effects.

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			<p><del>Flood risk management infrastructure shall be provided at the strategic level, where development opportunities allow, to reduce the hazard and probability of flooding.</del></p> <p><b>Policy 4: Approach to Flood Risk</b></p> <p>Development proposed within an area at risk of flooding (Flood Zones 2 and 3 of the Environment Agency’s flood map or at risk during a breach or overtopping scenario as shown on the flood hazard and depths maps in the Strategic Flood Risk Assessment) will be permitted, where:</p> <ol style="list-style-type: none"> <li>1. It can be demonstrated that there are no other sites available at a lower risk of flooding (i.e. that the sequential test is passed). The sequential test will be based on a Borough or District wide search area of alternative sites within the defined settlement boundaries, unless local circumstances relating to the catchment area for the development justify a reduced search area, i.e. there is a specific need for the development in that location. The sequential test is not required for sites allocated in the Local Plan, minor development<sup>1</sup> or change of use (except for a change of use to a caravan, camping or chalet site, or to a mobile home or park home site).</li> <li>2. It can be demonstrated that essential infrastructure in FZ3a &amp; FZ3b, highly vulnerable development in FZ2 and more vulnerable development in FZ3 provide wider sustainability benefits to the community that outweigh flood risk.</li> <li>3. The application is supported with a site-specific flood risk assessment, covering risk from all sources of flooding including the impacts of climate change and which:               <ol style="list-style-type: none"> <li>a. demonstrate that the vulnerability of the proposed use is compatible</li> </ol> </li> </ol>	<p>Reference to restrictions on change of use should be in the policy. Draw from SFRA.</p> <p>Anglian Water [Respondent no. 474] considers it should be added to the number of bodies being responsible for flood risk listed in the policy</p> <p>The changes are made in order to aid clarity in the interests of the effectiveness of the policy.</p>	

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			<p>with the flood zone;</p> <ul style="list-style-type: none"> <li>b. identify the relevant predicted flood risk (breach/overtopping) level, and mitigation measures that demonstrate how the development will be made safe and that occupants will be protected from flooding from any source;</li> <li>c. propose appropriate flood resistance and resilience measures (following the guidance outlined in the Strategic Flood Risk Assessment), maximising the use of passive resistance measures (measures that do not require human intervention to be deployed), to ensure the development maintains an appropriate level of safety for its lifetime;</li> <li>d. include appropriate flood warning and evacuation procedures where necessary (referring to the County's evacuation routes plan), which have been undertaken in consultation with the authority's emergency planning staff;</li> <li>e. incorporates the use of Sustainable Drainage Systems (SuDS) (unless it is demonstrated that this is not technically feasible) and confirms how these will be maintained/managed for the lifetime of development (surface water connections to the public sewerage network will only be permitted in exceptional circumstances where it is demonstrated that there are no feasible alternatives);</li> <li>f. demonstrates that the proposal will not increase risk elsewhere and that opportunities through layout, form of development and green infrastructure has been considered as a way of providing flood betterment and reducing flood risk overall.</li> <li>g. demonstrates that adequate foul water treatment and disposal already exists or can be provided in time to serve the development.</li> <li>h. ensures suitable access is safeguarded for the maintenance of</li> </ul>		

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			<p>water resources, drainage and flood risk management infrastructure.</p> <p>Development in all flood zones, and development over 1 hectare in size in Flood Zone 1, will need to demonstrate that surface water from the development can be managed and will not increase the risk of flooding to third parties.</p> <p>Change of use of existing buildings will be supported providing they do not pose an increase in risk to people. Change of use that would result in self-contained ground floor residential accommodation in areas of hazard rating "danger to some", "danger to most" and "danger to all" will not be supported. In these areas unrestricted access to a habitable room above the flood level and an emergency evacuation plan will be required.</p> <p>Caravans, mobile homes and park homes intended for permanent residential use will not be permitted in areas at risk of flooding. Caravan, chalet, log cabin, camping and touring sites at risk of fluvial flooding where there is a "danger to most" and "danger to all" will not be permitted. Occupancy of caravan, chalet, log cabin, camping and touring sites at risk of tidal flooding will only be permitted to open between 1<sup>st</sup> March and 31<sup>st</sup> October in any one year.</p> <p>No development will be permitted within a 50m buffer from the toe of the raised Witham Haven Banks (flood defences), as shown on the indicative Plan contained in Appendix 10, to allow access for construction and maintenance.</p> <p>Flood risk management infrastructure shall be provided at the strategic level, where development opportunities allow, to reduce the hazard and probability of</p>		

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
SA13	PMM005	Former Policy 5: Strategic Approach to Flood Risk. (renumbered as 4)	<p><b>Reasoned Justification</b></p> <p><b>3.5.2</b> — The South East Lincolnshire Strategic Flood Risk Assessment (SFRA)<sup>34</sup> provides an overview of how flood risk has been considered in shaping the proposals of the Local Plan; including the spatial strategy and the assessment of housing and employment sites. The SFRA<sup>34</sup> provides detailed information about all types of flooding and risks based upon likely flood depths, velocity and categories of 'danger'. The NPPG10 defines the terms of 'Essential Infrastructure', 'Highly Vulnerable', or 'More Vulnerable' types of development.</p> <p><b>3.5.3</b> — The Local Plan area has a number of agencies with responsibilities for assessing and managing flood risk: Lincolnshire County Council as Lead Local Flood Authority, the Environment Agency, Internal Drainage Boards as well as the Local Authorities. In addition to their individual responsibilities, these agencies work in various partnerships in order to bring about betterment to flood risk whether by policy or by innovation and infrastructure. Policy 5 is a commitment to work within the partnerships and also helps realise opportunities to enhance strategic flood protection through development proposals where opportunities may arise.</p> <p><b>3.5.4</b> — Planning applications will, where required, be accompanied by a site-specific Flood Risk Assessment, appropriate to the scale, type and location of the development. It is expected that the Flood Risk Assessment will provide detailed proposals for any required flood mitigation for the protection of occupants (e.g. residents, workers, students and visitors) and for the lifetime of the development including expected outcomes of climate change. Such flood mitigation will be secured by planning conditions. Mitigation may also be incorporated in SuDS which are likely to be required irrespective of the flood risk. In certain circumstances, e.g. where a flood mitigation proposal might also be of a more strategic benefit it may also be appropriate to seek planning</p>	The changes are made in order to aid clarity in the interests of the effectiveness of the policy.	<p>No – the amendment of the supporting text discusses the evidence and partnership working utilised in preparing and implementing the policy, but would not have a significant effect on how the policy would be implemented. Some text relating to implementation of the policy can also be found within the policy.</p> <p>Amendment to monitoring indicator does not have a significant effect upon implementation of the Policy.</p>

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>obligations to support the benefits sought. The SFRA<sup>34</sup> provides further guidance on Flood Risk Assessments and also in respect of SuDS.</p> <p>3.5.5 The Boston Barrier is a strategic-level flood mitigation defence that is expected to be completed by 2020. It will be of significant benefit to the urban area of Boston and could shape future development patterns that will arise in the Local Plan period.</p> <p><b>Reasoned Justification</b></p> <p>3.5.2 The South East Lincolnshire Strategic Flood Risk Assessment (SFRA)<sup>34</sup> provides an overview of how flood risk has been considered in shaping the proposals of the Local Plan; including the spatial strategy and the assessment of housing and employment sites. The SFRA<sup>34</sup> provides detailed information about all types of flooding and risks based upon potential flood depths, velocity and categories of 'danger' over the lifetime of the development. In certain circumstances, e.g. where a flood-mitigation proposal might also be of a more strategic benefit it may also be appropriate to seek planning obligations to support the benefits sought.</p> <p>3.5.3 Sites selected for development in the plan have been considered using the mapping outputs contained in the Strategic Flood Risk Assessment. A range of options was considered and the sequential test was undertaken alongside the sustainability appraisal. As the area covered by the flood zones is extensive in the Local Plan area, it was not possible, consistent with wider sustainability objectives, for all development to be located in zones with a lower probability of flooding. Many of the areas of land at lowest risk of flooding are in isolated areas, unrelated to settlements. Satisfying housing need in the most sustainable existing communities has therefore necessitated the need for a different approach to the distribution of growth to meet housing need.</p>		

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>3.5.4 The proportion of growth allocated to settlements has therefore been distributed according to the sustainability of the settlement balanced against the risk of flooding. The sequential test was then undertaken within the settlement boundaries, as opposed to a district wide search, which is advocated in National Planning Guidance. Sites allocated in the Local Plan are deemed to have passed the sequential test and no further evidence in respect of this will need to be submitted at planning application stage. However, site specific flood risk assessments, will still need to demonstrate that the proposed development on allocated sites will be safe for its lifetime. This will include proposing mitigation measures to deal with the potential consequence of flooding, should flood defence infrastructure fail.</p> <p>3.5.5 The provisions of the Local Plan will ensure that housing need within settlements is met. However, going forward the steer of national policy will need to be applied and future speculative and windfall proposals will be required to use a Borough or District wide search area when undertaking the sequential test. This will ensure that development is directed to areas at the lowest risk of flooding and that development in the highest risk areas only proceeds by exception (i.e. meeting the Exceptions Test). Policy 5 facilitates this approach and provides a framework against which future development will be considered. Further guidance on all aspects of development and flood risk can be found in the South East Lincolnshire Strategic Flood Risk Assessment<sup>34</sup>. However, where development is proposed to satisfy an identified need it may be appropriate to reduce the search area to a particular catchment.</p> <p>3.5.6 The Local Plan area has a number of agencies with responsibilities for assessing and managing flood risk:- Lincolnshire County Council as Lead Local Flood Authority (and Highways Authority), the Environment Agency, Internal</p>		



SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>Drainage Boards, and Anglian Water as well as the Local Authorities. In addition to their individual responsibilities, these agencies work in various partnerships in order to bring about betterment to flood risk whether by policy or by innovation and infrastructure.</p> <p>3.5.7 Mitigation may also be incorporated in SuDS which are likely to be required irrespective of the flood risk. All major developments will be expected to incorporate Sustainable Drainage Systems (SuDs) as standard. SuDS can vary substantially in terms of what is required, from rain water harvesting to water retention and treatment (e.g. through reed beds). Some SuDS may be an adequate response to surface water flood issues. Surface water connections to the public sewerage network should only be made in exceptional circumstances where it can be shown where there are no feasible alternatives.</p> <p>3.5.8 The Boston Combined Strategy seeks to reduce the risk of tidal flooding to the town over the next 100 years. The Strategy includes the construction of a strategic-level flood mitigation defence, known as the Boston Barrier, which is expected to be completed by 2020. It will be of significant benefit to the urban area of Boston, reducing the likelihood of flooding and improving confidence to invest in the town. An integral part of the strategy includes the raising of the Witham Haven Banks. Future bank raising is likely to include the need for wider crest widths (for safer access/working) and flatter side slopes (for increased stability) and hence will require a wider overall footprint. It therefore necessary to safeguard an area of 50m from the toe of the existing defence in order to facilitate these works. This will enable access for plant and machinery required to construct the works, although the final footprint of the completed works will be less than 50m.</p> <p><b>Monitoring</b> Provision of new strategic flood mitigation infrastructure</p>		

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>No of planning permissions granted contrary to Environment Agency advice on the grounds of flooding or water quality</p> <p>No. of residential planning permissions granted in R0Y 'danger for some', 'danger for most' and 'danger for all' hazard zones</p>		
SA14	PMM006	Former Policy 6: Meeting Physical Infrastructure and Service Needs (renumbered as 5)	<p>3.6.2 The broad categories of physical infrastructure and service needs to be considered may change over time or in terms of how they might be delivered. In the short and medium-term, the Infrastructure Delivery Plan<sup>5</sup> has considered the needs of a wide range of infrastructure and services such as:</p> <ul style="list-style-type: none"> <li>• Water and drainage: supply and treatment, and flood-management infrastructure;</li> <li>• Energy: electricity and gas;</li> <li>• Communications: broadband;</li> <li>• Green infrastructure, leisure and community facilities;</li> <li>• Education;</li> <li>• Health care;</li> <li>• Transport: highways, cycling, pedestrian and public transport, and car/cycle parking.</li> </ul> <p>There are various active partnerships within the County and mostly lead by the Greater Lincolnshire Local Enterprise Partnership taking forward work on infrastructure (e.g. water management and also infrastructure provision). A proposal within the SELLP Infrastructure Delivery Plan is to augment this partnership working with a Utilities Forum to consider, in particular, arising energy needs and infrastructure provision. It is expected that the Utilities Forum will need to be held on an annual basis or more often as appropriate.</p>	<p><i>(Amend the supporting text)</i> The change was made to aid clarity in the interests of the effectiveness of the policy.</p>	No – supporting text discusses partnership working in the area. It would not have a significant effect on the implementation of the policy.
SA15	PMM006	Former Policy	<b>Policy 6 5: Meeting Physical Infrastructure and Service Needs</b>	<i>(Provide more clarity on</i>	Yes – The

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
		6: Meeting Physical Infrastructure and Service Needs (renumbered as 5)	<p>Planning permission will be granted for new development provided that developers can demonstrate that there is, or will be sufficient physical infrastructure and service needs capacity to support and meet the needs of the proposed development. A planning condition and/or legal agreement may be required to help secure the arising needs.</p> <p>The growth proposed by the Local Plan is likely to require an increase in the capacity of education provision which will need to be met in the following locations and settlements;</p> <ul style="list-style-type: none"> <li>• New secondary schools for Boston (to the west of the urban area) and for Spalding on the site, measuring 8.5Ha, identified south of housing site Mon008 on the Spalding Inset Map;</li> <li>• Extended secondary school capacity for Old Leake, Holbeach, Long Sutton and Donington;</li> <li>• New primary school provision for Boston serving SUE site Sou006 [Policy 13] and for Spalding serving the Vernatts SUE [Policy 15] and other committed housing developments and for Holbeach;</li> <li>• Extended primary school provision within; Boston, Spalding, Crowland, Donington, Holbeach, Long Sutton, Pinchbeck, Swineshead, Sutterton, Deeping St Nicholas, Gosberton, Quadring, Surfleet and Weston.</li> </ul> <p>Where development might take place over a period of time the provision of physical infrastructure and services will be phased. A master planning approach will be taken to aid the delivery of sites as appropriate. A piecemeal approach to applying for planning permission on a large site e.g. the Sustainable Urban Extensions (SUE's) or the underdevelopment of a site that seeks to undermine the need to meet the policy requirements of the Local Plan will not be permitted.</p>	<p><i>location and need for school improvements)</i></p> <p>The change was made to aid clarity in the interests of the effectiveness of the policy.</p>	<p>proposed amendments to Local Plan policy require further assessment of potential significant effects.</p>

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
SA16	PMM006	Former Policy 6: Meeting Physical Infrastructure and Service Needs (renumbered as 5)	3.6.6 Extensions to secondary schools elsewhere will be sought, as development comes forward, in; Old Leake, <del>Deeping St. Nicholas</del> , Holbeach, Long Sutton and Donington. The need for a new primary school has been identified for Boston (serving site Sou006), for Spalding and Holbeach but specific sites have yet to be finalised. Extensions to most existing primary schools will be sought as development proposals come forward for the particular settlement.	Correction of factual error	No - Deeping St. Nicholas was included in this paragraph in error and so its removal would not have a significant effect on the implementation of the Local Plan.
SA17	PMM007	Former Policy 7: Developer Contributions (renumbered as 6)	<p><b>Policy 7 6: Developer Contributions</b></p> <p>Developments of 11 or more dwellings, <del>and</del> or which have a combined gross floor space of more than 1,000 sqm, or non- residential development of 1,000sqm gross floor space or more will be expected to mitigate their impacts upon infrastructure, services and the environment to ensure that such developments are acceptable in planning terms. The Local Planning Authorities will not accept any proposals that artificially reduce capacity or floor space to circumvent the proper operation of this policy.</p> <p>Developer contributions will only be sought when they meet the tests set out in paragraph 204 of the NPPF<sup>9</sup>, or any successor.</p> <p>Developers will either make direct provision or will contribute towards the provision of local and strategic infrastructure <b>and services</b> required by the development, either alone or cumulatively with other developments.</p> <p><b>Contributions will be determined having regard to:</b></p> <ul style="list-style-type: none"> <li>the identified needs generated by the proposed development;</li> <li>the viability of the proposed development; and</li> <li>the priorities attached to meeting individual local and strategic</li> </ul>	The changes are made to aid clarity in the interests of the effectiveness of the policy.	Yes – These proposed amendments to Local Plan policy require further assessment of potential significant effects.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>infrastructure and service requirements.</p> <p>Contributions will be secured through section 106 (legal) agreements. Developer contributions will also be subject to the criteria set out in the Community Infrastructure Regulations (2010) 122 and 123 (or any successors) which require any financial contribution or contributions in kind towards infrastructure to meet a number of criteria.</p> <p>Developer contributions relating to the provision of:</p> <ul style="list-style-type: none"> <li>• affordable housing will be made in accordance with Local Plan Policy 18: Affordable Housing;</li> <li>• transport infrastructure will be made in accordance with Local Plan Policy 33: Delivering a More Sustainable Transport Network, and where appropriate:               <ul style="list-style-type: none"> <li>o Policy 13: South-West Quadrant Sustainable Urban Extension;</li> <li>o Policy 14: South of the North Forty Foot Sustainable Urban Extension;</li> <li>o Policy 15: Vernatts Sustainable Urban Extension;</li> <li>o Policy 16: Holbeach West Sustainable Urban Extension;</li> <li>o Policy 34: Delivering the Boston Distributor Road; and</li> <li>o Policy 35: Delivering the Spalding Transport Strategy;</li> </ul> </li> <li>• education facilities will be made in accordance with the requirements set out in Appendix 8: Developer Contributions for Education Facilities;</li> <li>• health facilities will be made in accordance with the requirements set out in Appendix 9: Developer Contributions for Health Facilities; and</li> <li>• sport facilities, recreational open space and other green infrastructure will be made in accordance with Local Plan Policy 32: Community, Health and Well-being.</li> </ul>		

SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>In addition, the provision of developer contributions should be in accordance with the relevant requirements of:</p> <ul style="list-style-type: none"> <li>The proposed Developer Contributions Supplementary Planning Document (SPD) and each Local Planning Authority's adopted Developer Contributions Prioritisation Framework (or successor);</li> <li>and the South East Lincolnshire Infrastructure Delivery Plan (IDP)<sup>5</sup>, and</li> <li>a Community Infrastructure Levy (CIL) charging schedule, if considered appropriate in the long-term.</li> </ul>		
SA18	PMM007	Former Policy 7: Developer Contributions (renumbered as 6)	<p>Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. They can be used to provide essential site-specific infrastructure to mitigate the impact of the development, such as a necessary road improvements, but can also secure developer contributions to support growth, including but not limited to affordable housing and other tariff-style contributions. Other policies in this plan set out more specific requirements on matters such as flood risk (Policy 5 4), affordable housing (Policy 15 18), open space and community facilities (Policy 28 32) and transport (Policies 29 33, and 30 34 and 35). Where known, infrastructure required as part of the development of the Sustainable Urban Extensions in Boston, Spalding and Holbeach are set out in Policies 13 to 16 respectively. Vernatts and Holbeach West Sustainable Urban Extensions is set out in Policies 12 and 13.</p> <p>The Local Planning Authorities will re-negotiate planning obligations where necessary consistent with national policy<sup>10</sup>. Appropriate developer evidence on viability information should be submitted to provide the basis of such negotiations.</p> <p>Where a developer can demonstrate that that the viability of a development affects the provision of developer contributions, the Local Planning Authorities</p>	<p><i>(Para 3.7.3 is amended)</i></p> <p><i>(Para 3.7.12 is amended)</i></p> <p><i>(Para 3.7.14 is amended)</i></p> <p><i>(Add two paragraphs from LCC to justification and renumber accordingly)</i></p> <p>The changes are made to aid clarity in the interests of the effectiveness of the policy.</p>	No - amendments to text provide clarity on the developer contributions process but would not change that process.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>will balance the adverse impact of permitting the scheme on the delivery of such provision, with any identified planning benefits of the scheme. <b>In this regard, careful consideration will need to be given to prioritising the provision of one or more items of infrastructure and/or service at the expense of others.</b></p> <p><b>3.7.15 As a major interested party in the consideration of developer contributions, Lincolnshire County Council (LCC) would expect to identify all the necessary S106 demands from an individual scheme through the consultation processes on individual planning applications. LCC recognises the potential impact of viability assessments on the ability to deliver all such demands and has an internal prioritisation process to enable, where necessary, choices to be made as to what contributions are prioritised. Provided that LCC are party to the viability negotiations these choices can be assessed accordingly and alternative funding sources pursued as required. LCC would envisage that the use of MOU's, as have been developed on other schemes between key parties including the District LPA and landowners or developers, would provide a mechanism for identifying and agreeing the most appropriate delivery mechanism for phases of particular schemes.</b></p> <p><b>3.7.16 The Councils will continue to consider, when determining planning applications, the restrictions of the Community Infrastructure Regulations on the use of planning obligations (section 106 of the Town and Country Planning Act 1990, as amended) and highways agreements (section 278 of the Highways Act 1980). The SWRR and BDR have long been regarded as requiring delivery in distinct sections – each an 'infrastructure project' in the words of regulation 123. Therefore, each project would have a pool of developments from which to secure contributions. This is reflected in the proposed Local Plan SUE policies for the two towns and will be considered through the relevant planning applications and in the wording of relevant agreements.</b></p>		
SA19	PMM008	Former Policy	South East Lincolnshire is located within both the Greater Lincolnshire Local	<i>(Add to para 4.0.1)</i>	No – additional

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
		8: Improving South East Lincolnshire's Employment Land Portfolio (renumbered as 7)	Enterprise Partnership (GLLEP) and the Greater Cambridge and Peterborough Local Enterprise Partnership which are committed to delivering sustainable economic growth in their areas over the Local Plan period. The GLLEP in particular has set ambitious targets in respect of key growth sectors; the aspiration is for agri-food, logistics, education, research and development, and the visitor economy to increase their economic value over the Local Plan period. Additionally, the aim is to diversify the local economy and jobs market to attract more highly-skilled and high-value employment to the area <sup>37</sup> . This Local Plan has a fundamental role to play in the delivery of these aspirations. <b>Appendix 5: 'Allocations – Infrastructure requirements, constraints and mitigation' of the Local Plan provides an assessment of constraints and infrastructure that may need to be met on the allocated employment sites. Whilst these considerations may change over the plan period they are a useful starting point in preparing development proposals.</b>	The change was made to aid clarity in the interests of the effectiveness of the policy.	text serves to direct readers to evidence relating to allocations and would not affect the implementation of the policy.



SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration										
SA20	PMM008	Former Policy 8: Improving South East Lincolnshire's Employment Land Portfolio (renumbered as 7)	<p><b>Policy &amp; 7: Improving South East Lincolnshire's Employment Land Portfolio</b></p> <p>The South East Lincolnshire authorities will, in principle, support proposals which assist in the delivery of economic prosperity and <b>some 17,600 jobs growth</b> in the area.</p> <p><b>Main Employment Areas</b></p> <p>The Policies Map identifies Main Employment Areas, as listed below, which are reserved for main employment in Classes B1, B2 and B8. <del>Any non-B development will only be supported where the applicant can show that it is ancillary to the effective functioning of the Main Employment Area.</del> <b>On Mixed-use development sites, which incorporate main employment uses under Class B as specified for each site, together with other identified appropriate employment- generating uses, non-Class-B uses will only be supported where the applicant can demonstrate they are ancillary to the effective functioning of the Mixed-Use Area identified #.</b> A master plan will be required for prestige sites identified*.</p> <p>Mixed-use developments, which incorporate main employment uses together with other identified appropriate employment-generating uses, will be supported in Mixed-Use Areas identified #.</p> <table border="1"> <thead> <tr> <th>Reference</th> <th>Main Employment Area</th> <th>Gross Site Area (Ha)</th> <th>B Class Employment Provision (Ha)</th> <th>Employment Class</th> </tr> </thead> <tbody> <tr> <td>BO001</td> <td>Boston Endeavour Park</td> <td>13.3</td> <td>4.3</td> <td>B1</td> </tr> </tbody> </table>	Reference	Main Employment Area	Gross Site Area (Ha)	B Class Employment Provision (Ha)	Employment Class	BO001	Boston Endeavour Park	13.3	4.3	B1	<p><i>(Set out the proposed number of jobs in the policy and update the policy to reflect the current situation.)</i></p> <p>The text has been amended to take account of ID Planning's hearing statement para2.9. [Contained in 'Examination Hearing Statements' for 'Matter 5']</p> <p>Mr C Massey [Respondent no. 341] reported part of the de-allocated site (formerly BO005 - now BO006) immediately to the south of the southern boundary of Pilgrim Frozen Foods has already been developed under Planning Application B/17/0014.</p> <p>The error is accepted to aid clarity in the interests of</p>	<p>Yes – These proposed amendments to Local Plan policy require further assessment of potential significant effects.</p>
Reference	Main Employment Area	Gross Site Area (Ha)	B Class Employment Provision (Ha)	Employment Class											
BO001	Boston Endeavour Park	13.3	4.3	B1											

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change				Reason for change	Potential significant effect requiring further consideration	
			BO006	Riverside Industrial Estate, Boston	89.67	18.0	B1, B2, B8	effectiveness.	
			BO03508	Q2: The Quadrant, Boston*#	63.3	2.5	B1, A2, A3, A4	Changes have been made to references to comply with the inset map and references in Employment Land Technical Paper and the SELLA to aid clarity and effectiveness.  CO002 and DO010 now have planning permission for residential development and therefore retaining the sites as an established employment site is no longer appropriate.  MO001 is now designated as a Housing allocation MOU035 – additional site and it is therefore no longer appropriate to retain its designation as an established employment site.	
			CRO01	Crease Drove Business Park, Crowland	6.09	1.9	B1, B2, B8		
			CRO097	Thorney Road, Crowland	1.7	1.7	B1, B2, B8		
			HO002	Holbeach Food Enterprise Zone*#	17.0	16.0	B1, B2, B8, D1		
			KI0041	Kirton Distribution Park*#	21.9	15.4	B1, B2, B8, sui generis		
			LO002	Bridge Road Industrial Estate, Long Sutton	2.10	0.4	B1, B2, B8		
			LO009	Bridge Road, Long Sutton*	4.8	4.8	B1, B2, B8		
			SP001	Wardentree Lane, Spalding	182.9	34.6	B1, B2, B8		
			SP002	Lincs Gateway, Spalding*#	18.1	3.7	B1, B2, B8, A3, A4, C1		
			SP012	Clay Lake, Spalding*	36.9	18.3	B1, B2, B8		
			SU001	Sutterton Enterprise Park	6.28	2.6	B2		
			SB002	Wingland, Sutton Bridge	24.4	2.3	B1, B2, B8		
				<b>TOTAL</b>		<b>126.5</b>			

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change					Reason for change	Potential significant effect requiring further consideration																														
			<p><b>Local Employment Areas</b></p> <p>The Policies Map identifies Local Employment Areas, as listed below, which are reserved for Class B1, B2 and B8 development. Any non-B uses will only be supported where the applicant can show that it is ancillary to the effective functioning of the Local Employment Area.</p> <table border="1"> <thead> <tr> <th>Reference</th> <th>Local Employment Area</th> <th>Gross Site Area (Ha)</th> <th>B Class Employment Provision (Ha)</th> <th>Employment Class</th> </tr> </thead> <tbody> <tr> <td>SU003</td> <td>Love Lane, Sutterton</td> <td>1.63</td> <td>0.2</td> <td>B1, B2, B8</td> </tr> <tr> <td>SB005</td> <td>Railway Lane Industrial Estate, Sutton Bridge</td> <td>0.60</td> <td>0.2</td> <td>B1, B2, B8</td> </tr> <tr> <td></td> <td><b>TOTAL</b></td> <td></td> <td><b>0.4</b></td> <td></td> </tr> </tbody> </table> <p><b>Restricted Use Employment Sites</b></p> <p>To encourage investment in port-related and power generation-related industries, the Policies Map identifies Restricted Use Employment Sites, as listed below, which are reserved for employment uses directly associated with either Boston or Sutton Bridge Ports or Spalding or Wingland Power Stations.</p> <table border="1"> <thead> <tr> <th>Reference</th> <th>Restricted Use Site</th> <th>Gross Site Area (Ha)</th> <th>B Class Employment Provision (Ha)</th> <th>Employment Class</th> </tr> </thead> <tbody> <tr> <td>BO009</td> <td>The Port Estate, Boston</td> <td>29.8</td> <td>-</td> <td>B1, B2, B8 – port related</td> </tr> </tbody> </table>					Reference	Local Employment Area	Gross Site Area (Ha)	B Class Employment Provision (Ha)	Employment Class	SU003	Love Lane, Sutterton	1.63	0.2	B1, B2, B8	SB005	Railway Lane Industrial Estate, Sutton Bridge	0.60	0.2	B1, B2, B8		<b>TOTAL</b>		<b>0.4</b>		Reference	Restricted Use Site	Gross Site Area (Ha)	B Class Employment Provision (Ha)	Employment Class	BO009	The Port Estate, Boston	29.8	-	B1, B2, B8 – port related	<p>KI002 and KI015 have been swapped to be in number order.</p> <p>FP Booth and Son has recently been taken over by Mason Bros.</p>	
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Reference	Restricted Use Site	Gross Site Area (Ha)	B Class Employment Provision (Ha)	Employment Class																																			
BO009	The Port Estate, Boston	29.8	-	B1, B2, B8 – port related																																			

SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change				Reason for change	Potential significant effect requiring further consideration
			SP037	Spalding Power Station	5.5	-	-	
			SP038	Spalding Power Station B	14.6	11.0	B1, B2, B8 – power generation	
			SB003	Sutton Bridge Port	24.6	9.6	B1, B2, B8 – port related	
			SB006 <sup>7</sup>	Wingland Power Station	8.0	-	-	
			SB014	Wingland Power Station B	14.4	14.2	B1, B2, B8 – power generation	
			<p><b>Established Employment Sites</b></p> <p>The following Established Employment Sites, as identified on the Policies Map, perform an important role in the local economy and will be protected for new B1, B2 or B8 development and/or redevelopment in Class B1, B2 or B8, provided the proposed development is of a scale that respects the character of the area and/or neighbouring land uses. Any non-B development will only be supported where the applicant can show that it is ancillary to the effective functioning of the Established Employment Site.</p>					
			<b>Reference</b>	<b>Established Employment Sites</b>	<b>Location</b>			
			BO002	Boston Trade Park	Boston			
			BO003	Nelson Way Industrial Estate	Boston			

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change			Reason for change	Potential significant effect requiring further consideration
			BO004	Broadfield Lane Industrial Estate	Boston		
			BO005	Redstone Industrial Estate	Boston		
			BO011	Metsawood/Fogarty's	Boston		
			BO012	Tulip Ltd	Boston		
			BO015	Station Street	Boston		
			BO034 <sup>56</sup>	Rolec Services Ltd	Boston		
			BI001	JDM Food Group	Bicker		
			BI003	Transflor Ltd	Bicker		
			BU001	Produce World	Butterwick		
			BU002	Pearson Packaging	Butterwick		
			CO002	Barrier Bank	Cowbit		
			CR003	Horseshoe Yard	Crowland		
			DO001	Millfield Road Industrial Estate	Donington		
			DO002	Mill Lane	Donington		
			DO003	High Street	Donington		
			DO007	Station Approach	Donington		
			DO010	Land to the north of Quadring Road	Donington		
			FL001	Intergreen	Fleet Hargate		
			FL004	Hallgate north	Fleet Hargate		
			FL006	Hallgate south	Fleet Hargate		
			FR001	Freiston Enterprise Park	Freiston		
			GO002	Morris Machinery	Gosberton		
			GO003	Prince Build	Gosberton		
			HO001	Fleet Road Industrial Estate	Holbeach		
			KI002	Manor Road	Kirton		
			KI015	Wash Road	Kirton		
			LO001	Hundreds Lane	Long Sutton		
			LO003	Canebuzo	Long Sutton		
			LO005	Hallgate Timber	Long Sutton		

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration																																																									
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SA21	PMM008	Former Policy 8: Improving South East Lincolnshire's Employment Land Portfolio (renumbered as 7)	The four Mixed-Use Areas are designated to incorporate employment-generating uses, such as for education and leisure; in most cases the mix of uses identified by Policy & 7 reflects that identified in the planning permission for the site, such as the development being constructed at KI001: Kirton Distribution Park. Elsewhere the mix of uses reflects the expected approach to be taken for the site through a master plan. However, promoting mixed-use development means that there is considerable overlap with the <del>town-centres</del> and visitor economy policies, <b>retail and town centre policies</b> (see Policies 9 and <del>21-23</del> , <b>24, 25 and 27</b> ). Therefore, in order to protect the town centres and to promote sustainable development, proposals within these allocations for any use not identified by	<i>(amend Para 4.2.7)</i>	No – text provides clarification. Text relating to Spalding Rail-Freight Interchange explains why it is not identified as a site in the Local Plan rather than																																																									

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>Policy &amp; 7 will be refused, unless clearly ancillary to the uses identified.</p> <p>The Restricted Use Employment Sites are either already operational or have planning permission on the site areas identified, apart from Sutton Bridge Port which is proposed for extension. They will contribute an additional 34ha of land.....</p> <p><b>Spalding Rail-Freight Interchange</b></p> <p>4.2.14 The Local Plan: Draft for Public Consultation (including site options for development), January 2016, contained a policy proposing the safeguarding of 112ha of land south of Spalding for the development of a Spalding Rail-Freight Interchange (RFI).</p> <p>4.2.15 This proposal had been informed by a significant amount of work (including public consultation) which was undertaken to identify a South Holland District Council-approved preferred site for a RFI in 2010. This site was subsequently promoted in the Local Plan: Combined Options and Sustainability Appraisal Report (May 2013) on the basis that it recognised the locational requirements for this type of facility, and the detailed findings of the 2009 consultant’s report titled ‘Rail-Freight Interchange Facilities for South Holland District’<sup>[i]</sup>. The Spalding RFI was promoted in the emerging Local Plan because of a known developer interest in the project. Unfortunately, the developer in question was unable to reconfirm its interest - and therefore evidence deliverability of the project - in time for the preparation of the Preferred Sites for Development document in 2016. Consequently, it has not been possible to continue to promote the proposal and its identified site through the Local Plan.</p> <p>4.2.16 Notwithstanding this situation, the Joint Committee remains supportive of the principle of developing a Spalding RFI on the previously-identified site.</p> <p><sup>[i]</sup> Rail-Freight Interchange Facilities for South Holland District – Intermodality</p>	<p><i>(Add to beginning of para 4.2.9)</i></p> <p><i>(Paragraphs added re the Spalding Rail Freight Interchange)</i></p> <p>The changes are made to aid clarity in the interests of the effectiveness of the policy.</p>	<p>adds or removes it.</p>

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<ul style="list-style-type: none"> <li>Amend 07 Long Sutton, 12 Butterwick, 16 Fleet Hargate, 22 Quadring to show the employment sites</li> <li>Amend 02 Spalding and Pinchbeck to modify the boundary of Lincs Gateway to conform with the planning permission.</li> <li>Amend 19 Moulton to delete Mo001</li> </ul>		
SA22	PMM009	New Policy 8 for prestige employment sites	<p><b>4.3 Prestige Sites Policy</b></p> <p>4.3.1 Policy 7 of the Local Plan identifies six prestige sites and the potential employment and other uses expected to be delivered. Policy 8 provides the overall requirements that apply to all the Prestige sites and further detailed parameters that must be considered in bringing forward development on each site.</p>	<p><i>(Produce a new policy on the 5 key (prestige employment sites)</i></p> <p>The change was made in order to aid clarity in the interests of the effectiveness of the policy.</p>	No – introductory text that would have no significant effect.
SA23	PMM009	New Policy 8 for prestige employment sites	<p><b>Policy 8 : Prestige Employment Sites</b></p> <p>The prestige sites identified in Policy 7 and on the Policies Map will each require a master plan. The following general principles will apply to the prestige sites:</p> <ol style="list-style-type: none"> <li>Delivery of a mix of employment opportunities that include the target sectors of agri-food, logistics, education, research and development, and the visitor economy as appropriate to each site;</li> <li>Well-designed schemes that deliver high quality development;</li> <li>Good access to the strategic highway network;</li> <li>Good connections into the local public transport, pedestrian and cycle network;</li> <li>The incorporation of landscaping schemes that contribute to a high quality development and where appropriate, mitigate the impacts of the prestige site with neighbouring developments and the open countryside.</li> <li>Ensure any flood risk issues are considered in line with Policy 4.</li> </ol>	<p><i>(Produce a new policy on the 5 key (prestige) employment sites)</i></p> <p>The change was made in order to aid clarity in the interests of the effectiveness of the policy.</p>	Yes – This is a proposed new policy that would require assessment of potential significant effects.

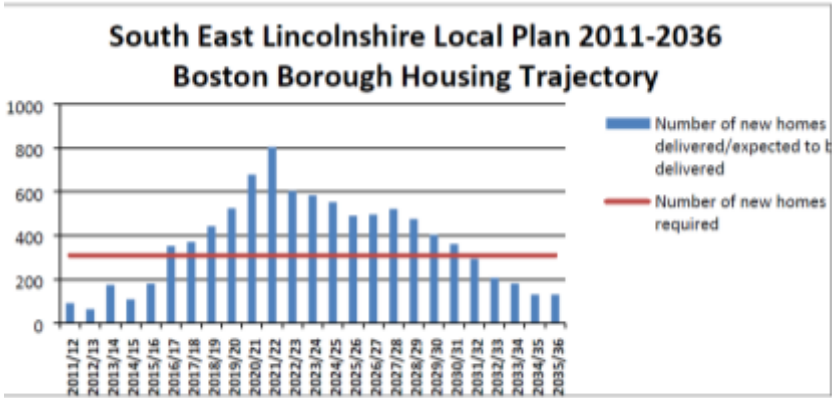


SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>The masterplans and any subsequent planning applications will need to take account of the following key parameters for each site.</p> <p><b>Q2: The Quadrant, Boston</b></p> <ul style="list-style-type: none"> <li>• The site forms part of the Sustainable Urban Extension (Sou006) to Boston (see Policy 13).</li> <li>• Development will comprise B1, A1, A2 and A3 uses associated with the community hub and marina hub as set out in Policy 13.</li> <li>• Access and internal road infrastructure will be delivered as part of an agreed comprehensive development of Sou006.</li> <li>• Provide a scheme that delivers utilities, water &amp; foul water, surface water drainage &amp; flood mitigation upgrades with reference to Policies 4 and 13.</li> <li>• Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.</li> <li>• Ensure a Heritage Impact Assessment is undertaken to identify any mitigation associated with the employment elements of the site with respect to the scheduled ancient monument to the north east of the site.</li> </ul> <p><b>Holbeach Food Enterprise Zone</b></p> <ul style="list-style-type: none"> <li>• The site will be subject to the production of a Local Development Order that will facilitate delivery of the site.</li> <li>• Development will comprise B1, B2, B8 and D1 uses.</li> <li>• Main access to be provided through improvements to the Peppermint Junction onto the A17 from the A151 and additional roundabout on the A151 to service the site.</li> <li>• Additional internal road infrastructure is required to service new development off the main access point to the site.</li> </ul>		

SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<ul style="list-style-type: none"> <li>• Provide a scheme that delivers utilities, water &amp; foul water, surface water drainage &amp; flood mitigation upgrades.</li> <li>• Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.</li> </ul> <p><b>Kirton Distribution Park</b></p> <ul style="list-style-type: none"> <li>• Development will comprise B1, B2 and B8 uses with some ancillary sui-generis use permitted.</li> <li>• Access to be provided by existing infrastructure via the junction to the A16 and the spine road that is present on the site.</li> <li>• Additional internal infrastructure is required to service new development off the existing spine road within the site.</li> <li>• Flood risk mitigation measures are already in place for the site but additional flood risk assessments will be required with individual applications.</li> <li>• Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.</li> </ul> <p><b>Bridge Road, Long Sutton</b></p> <ul style="list-style-type: none"> <li>• Development will comprise B1, B2 and B8 uses.</li> <li>• Access to be provided from Bridge Road.</li> <li>• Additional internal road infrastructure is required to service new development.</li> <li>• Provide a scheme that delivers utilities, water &amp; foul water, surface water drainage &amp; flood mitigation upgrades.</li> <li>• Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.</li> </ul> <p><b>Lincs Gateway, Spalding</b></p>		

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<ul style="list-style-type: none"> <li>• Development will comprise B1, B2 and B8 uses with some ancillary A3 and A4 uses permitted.</li> <li>• Access to be provided at two points off the B1173 and Barrier Bank from the A16/ A1175.</li> <li>• Additional internal road infrastructure is required to service new development off the two access points to the site.</li> <li>• Provide a scheme that delivers utilities, water &amp; foul water, surface water drainage &amp; flood mitigation upgrades.</li> <li>• Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.</li> </ul> <p><b>Clay Lake, Spalding</b></p> <ul style="list-style-type: none"> <li>• Development will comprise B1, B2 and B8 uses.</li> <li>• Access to be provided from the A16.</li> <li>• Additional internal road infrastructure is required to service new development off the main access to the site.</li> <li>• Provide a scheme that delivers utilities, water &amp; foul water, surface water drainage &amp; flood mitigation upgrades.</li> <li>• Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.</li> </ul>		
SA24	PMM009	New Policy 8 for prestige employment sites	<p>4.3.2 Further information is provided by the indicative layouts in Appendix 10 which illustrate in broad terms the expected layout of each site in terms of uses and the main constraints that need to be taken of account in bringing forward each site. The sites have a varied status at the point of adoption of the Local Plan with some benefiting from planning permission and a degree of development already in place; whilst others have no specific proposals worked up as yet. The site at Holbeach (Food Enterprise Zone) is subject to a Local Development Order process.</p> <p><b>Monitoring</b></p>	<p><i>(Produce a new policy on the 5 key (prestige employment sites)</i></p> <p>The change was made in order to aid clarity in the interests of the effectiveness of the policy.</p>	<p>No – this text providing further justification sets out information to inform users of the policy’s implementation assisting the performance and effectiveness of the</p>

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>For each site:            Completion of masterplan            Total amount of additional (net and gross) employment floor space by type            Available employment land with and without planning permission</p> <ul style="list-style-type: none"> <li>• Update: 01 Boston, 02 Spalding and Pinchbeck, 05 Holbeach, 06 Kirton, 07 Long Sutton Inset Maps to show these prestige Employment Sites</li> <li>• Show indicative layouts in Appendix 10</li> </ul>		policy.
SA25	PMM010	Policy 9: Promoting a Stronger Visitor Economy	<p>'Development, such as that related to the Fens Waterways Project, which concerns that relates to key assets will be supported, while respecting the sensitivity of some of the areas where such development may take place.'</p> <p>Locating most new visitor-related development, such as the proposed marina and related development at Q2: The Quadrant in Boston, within the settlements identified by Policy 2 will enable the potential wider community benefits to be realised whilst minimising the spread of development into the countryside.</p>	<p>(Amend Paragraph 4.4.2)</p> <p>(Amend Paragraph 4.4.3)</p> <p>The MIQ picks up Neil Kempster's comment (Response Number 420) and asked whether the policy should refer to the Fens Waterways Project. It is considered this would benefit the policy and make it more effective.</p>	No – proposed amendment would give examples of the tourism development being discussed to aid clarity. It would not have a significant effect on the implementation of the policy.

SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
SA26	PMM011	Policy 10: Meeting Objectively Assessed Housing Needs	<p>Figure 4: Boston Borough Housing Trajectory 2011-2036</p>  <p>Figure 5: South Holland District Housing Trajectory 2011-2036</p>	<p><i>(Delete Figure 4: South East Lincolnshire Housing Trajectory 2011-2036, and replace it with Figures 4 and 5 shown as below.)</i></p> <p>To improve the Plan’s clarity and effectiveness and reflect the fact that the two Councils remain separate local planning authorities for development management purposes and will consider 5-year housing land supply separately.</p>	<p>No – proposal for two separate graphs to be provided to provide clarity in the two authorities housing trajectory. The graphs in themselves would not affect the figures or change the implementation of the associated policy.</p>

SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
SA27	PMM011	Policy 10: Meeting Objectively Assessed Housing Needs	<p><b>5.2 Meeting Objectively Assessed Housing Needs</b></p> <p><b>Policy 10: Meeting Objectively Assessed Housing Needs Requirements</b></p> <p>Provision will be made for a net increase of at least <del>18,675</del> <b>19,425</b> dwellings in South East Lincolnshire. By Local Authority area over the Local Plan period (2011-2036) this is:</p> <ol style="list-style-type: none"> <li>Boston Borough: <del>7,550 at 300 per annum</del> <b>7,744 at 310 per annum</b></li> <li>South Holland: <del>11,125 at 445 per annum</del> <b>11,681 at 467 per annum</b></li> </ol>	<p><i>(Update housing targets and justification)</i></p> <p>To improve the Plan's clarity and effectiveness, and to apply a 5% uplift to the housing requirements (see ED127).</p>	Yes – amendments to housing requirements could have a potential significant effect.
SA28	PMM011	Policy 10: Meeting Objectively Assessed Housing Needs	<p><b>Reasoned Justification</b></p> <p>5.2.4 In terms of delivery, both Boston Borough and South Holland have a track record of meeting housing targets through completions over the long-term. Therefore, whilst completion rates have been significantly down <del>over</del> <b>for periods within</b> the last five years <b>and more</b> there is evidence that with more</p>	<p><i>(Update housing targets and justification)</i></p> <p>To improve the Plan's clarity and effectiveness, and to apply a 5% uplift to the</p>	No – The text explains the approach to housing delivery in the associated

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			<p>favourable economic conditions and an established, long-term, plan-led system, the higher housing need figures are not unachievable. <b>The Assessed Housing Requirement is derived from the Strategic Housing Market Assessment (SHMA) Update Report for the two HMA's (March 2017) with an uplift of 5% applied to increase the potential supply of affordable housing. The SHMA (March 2017) reports relatively low rates of vacant dwellings for the two HMA's (Boston Borough at 1.6% and South Holland at 1.9%).</b> The per annum figures in Policy 10 9 are indicative and are a result of the overall totals divided by the 25-year Local Plan period. The monitoring of completions and ongoing commitments through new planning permissions will provide a more detailed account of delivery, especially for the purposes of assessing 5-year housing land supplies.</p> <p>5.2.5 In recognising the under-delivery of housing completions over the last five years the Local Plan sets out expected trajectories for housing development for five-yearly intervals starting in 2016-17. This start date is chosen as many of the larger sites, such as the strategic urban extensions and sites requiring major infrastructure investment, are unlikely to start to contribute to completions until several years after the Local Plan is adopted. The housing trajectories below for the Local Plan area reflects <b>housing commitments (planning permissions minus an assumed lapse rate) the housing allocations identified in the Local Plan, and windfall allowances. The detailed calculations (and the assumptions which underpin them) which make up the trajectories are set out in Appendix 4 to the Plan.</b></p> <p>5.2.6 In the first six years of the Local Plan period (2011/12 to 2016/17), 1,860 dwellings should have been built in Boston Borough (310x6) and 2,802 in South Holland District (467x6). In fact, housing completions amounted to 971 in Boston Borough and 1,498 in South Holland, leaving a shortfall of 889 dwellings in Boston Borough and 1,304 in South Holland District. There are two well-established approaches for dealing with past shortfalls, which are known</p>	<p>housing requirements (see ED127).</p>	<p>policy but does not in itself have the potential for significant effect.</p>

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			<p>as the 'Sedgefield' and 'Liverpool' methods (the 'Sedgefield' method seeks to meet any shortfall over the following five years, whereas the 'Liverpool' method spreads it over all the remaining years of the plan period). The Local Plan's housing provisions (both commitments and allocations) rely heavily on Sustainable Urban Extensions, which will help to deliver important new infrastructure. As a consequence of their scale and complexity, these Sustainable Urban Extensions are not expected to deliver new dwellings until later in the Local Plan period. Thus, the provisions of the Local Plan are significantly 'back-loaded' and the shortfalls from the Local Plan's first six years will therefore be met over all the remaining years of the Plan period (i.e. the 'Liverpool' method will be used).</p>		
SA29	PMM012	Policy 11: Distribution of New Housing	<p>5.3.4 The Boston Borough Strategic Housing Market Assessment<sup>22, 24</sup> has assessed the housing needs for the whole market area, the Boston urban area and also for the rural area (north and south of the urban area). The housing site allocations are broadly proportionate to these three area assessments. <b>The Peterborough Sub-Region Strategic Housing Market Assessment Update Report (October 2015) does not provide assessments for sub-areas within South Holland District.</b></p> <p>5.3.5 It is acknowledged that incremental growth in housing supply will also come about through infill and 'speculative' applications both within the settlements identified in Policy 11 and also within the Other Service Centres and Settlements. <b>Policy 1: Spatial Strategy is the main supporting policy through which to assess infill development opportunities (with reference to the relevant Inset Map).</b> Within the defined settlement boundaries there will be numerous opportunities for infill and larger-scale housing development that will be available to the local builder, self-builder, custom-builder and larger house-building companies. It is not practical to identify or anticipate all such opportunities; however, the positive tone of the Local Plan encourages such development provided that the material considerations of the Local Plan and</p>	<p><i>(Update paragraphs and policy as follows)</i></p> <p>To improve the Plan's clarity and effectiveness.</p>	No – the text provides clarity and would not have a significant effect.



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			particular sites can be met. Housing need may also be met through Policy 16: Rural Exception Sites, where appropriate.		
SA30	PMM012	Policy 11: Distribution of New Housing	<p><b>Policy 11: Distribution of New Housing</b></p> <p>New housing site allocations will be made in the following settlements (<del>in accordance with the Policies Map</del>) to meet, <b>approximately</b>, the following housing numbers:</p> <p><b>A. Sub-Regional Centres</b></p> <p>Boston (incl. Parts of Fishtoft and Wyberton Parishes)* <del>5900</del> <b>6111</b></p> <p>Spalding <del>5255</del> <b>5510</b></p> <p><b>B. Main Service Centres</b></p> <p>Crowland 500 <del>524</del></p> <p>Pinchbeck 240 <del>252</del></p> <p>Donington 450 <del>472</del></p> <p>Sutterton* 300 <del>308</del></p> <p>Holbeach 2100 <del>2202</del></p> <p>Sutton Bridge 260 <del>273</del></p> <p>Kirton (incl. parts of Frampton Parish)* 500 <del>514</del></p> <p>Swineshead* 400 <del>411</del></p> <p>Long Sutton 580 <del>608</del></p> <p><b>C. Minor Service Centres</b></p> <p>Bicker* 50</p> <p>Old Leake* 100</p> <p>Butterwick* 70</p> <p>Quadring 130</p> <p>Cowbit 120</p> <p>Surfleet 180</p>	<p><i>(Update paragraphs and policy as follows)</i></p> <p>To correct errors and identify the Sustainable Urban Extension (SUE) sites.</p> <p>To improve the Plan's clarity and effectiveness.</p> <p>To apply a 5% uplift to the housing requirements (see ED127)</p> <p>To identify a new Housing Allocation in Boston (Fis017A), which offers significant sustainability advantages, and will contribute to meeting the increased housing target for the settlement.</p> <p>To identify a new Housing Allocation in Bicker (Bic004)</p>	Yes – amendments to housing numbers could have a potential significant effect.

# CAPITA

SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change	Reason for change	Potential significant effect requiring further consideration																												
			<table> <tr><td>Deeping St Nicholas</td><td>80</td></tr> <tr><td>Sutton St James</td><td>70</td></tr> <tr><td>Fishtoft*</td><td>50</td></tr> <tr><td>Tydd St Mary</td><td>40</td></tr> <tr><td>Fleet Hargate</td><td>70</td></tr> <tr><td>Weston</td><td>310</td></tr> <tr><td>Gedney Hill</td><td>120</td></tr> <tr><td>Whaplode</td><td>130</td></tr> <tr><td>Gosberton</td><td>270</td></tr> <tr><td>Wigtoft*</td><td>30</td></tr> <tr><td>Moulton</td><td><del>90</del> 190</td></tr> <tr><td>Wrangle*</td><td>100</td></tr> <tr><td>Moulton Chapel</td><td>130</td></tr> </table> <p>* Indicates a settlement in Boston Borough. Settlements with no asterisk are within South Holland District.</p> <p>Housing numbers are inclusive of extant planning permissions and dwellings built since April 2011.</p>	Deeping St Nicholas	80	Sutton St James	70	Fishtoft*	50	Tydd St Mary	40	Fleet Hargate	70	Weston	310	Gedney Hill	120	Whaplode	130	Gosberton	270	Wigtoft*	30	Moulton	<del>90</del> 190	Wrangle*	100	Moulton Chapel	130	<p>in replacement for a Housing Allocation (Bic005) which is no longer considered to be available.</p> <p>To identify a new Housing Allocation in Moulton (Mou035), which offers significant sustainability advantages and will contribute to meeting the increased housing target for the settlement.</p>			
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			Fis002	Land north-east of Fishtoft Road	0.41	12			
			Fis003	Land east of White House Lane	3.01	90			
			<b>Fis017a</b>	<b>Land south of Wainfleet Road</b>	<b>9.62</b>	<b>200</b>			
			Fis033	Land west of Toot Lane	7.39	222			
			Fis038	Land west of Church Green Road	1.76	53			
			Nor006	Land west of Horncastle Road	2.38	71			
			Pil002	Land south of Main Ridge East	0.32	13			
			Pil006	Boston Delivery Office, South End	0.48	19			
			Sou006	Land south of Chain Bridge Road <b>(SUE)</b>	63.31	1515			
			Wes001	Land west of Freshney Way	0.37	11			
			Wes002	Land south of North Forty Foot Bank <b>(SUE)</b>	45.92	1138			
			Wyb013	Land south of Swineshead Road	2.84	85			
			Wyb033	Land north of Tytton Lane East	8.33	250			
			Wyb041	291-293 London Road, Boston	1.38	41			
			<b>TOTAL</b>		<b><del>156.81</del></b>	<b>4080</b>			
					<b>166.45</b>	<b>4,290</b>			
			<b>Spalding</b>						
			Mon005	Land south of Horseshoe Road	2.93	88			

SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change				Reason for change	Potential significant effect requiring further consideration
			Mon008	Land north of Bourne Road	14.47	434		
			Pin024	Land north of the Vernatts Drain (SUE with Pin 045)	11.67	350		
			Pin025	Land east of Spalding Road	0.37	11		
			Pin045	Land west of Spalding Road (SUE with Pin024)	22.53	676		
			Pin050	Spalding Lifestyle, Spalding Road	1.68	50		
			Stm004	Land east of Spalding Common	4.66	140		
			Stm010	Land west of Spalding Common	2.09	63		
			Stm028	The Elders	3.6	108		
			<b>TOTAL</b>		<b>64.0</b>	<b>1,920</b>		
			<b>Crowland</b>					
			Cro011	Land north of Barbers Drove North	1.54	31		
			Cro036	18 Low Road	1.48	30		
			Cro043	Land east of Crease Drove	1.54	31		
			Cro044	Rear of 11 Barbers Drove North	1.47	29		
			Cro046	Former South View Community Primary School	0.68	14		
			Cro050	Land to the east of Normanton Road	3.50 <del>48</del>	70		
			<b>TOTAL</b>		<b>10.21</b>	<b>19</b>		
			<b>Donington</b>					
			Don001	Land south of Town Dam Lane	2.65	53		
			Don006	Land east of Town Dam Lane	5.49	110		

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change				Reason for change	Potential significant effect requiring further consideration	
			Don008	Land west of Maltings Lane	3.61	72			
			Don018	Land north of Quadring Road	2.62	52			
			Don030	Land east of Town Dam Lane	0.61	12			
			<b>TOTAL</b>		<b>14.98</b>	<b>299</b>			
			<b>Holbeach</b>						
			Hob004	Land east of Balmoral Way	5.85	109			
			Hob010	Land west of Fen Road	0.79	10			
			Hob032	Land off Battlefields Lane	6.27	185			
			Hob048	Land east of the A151 (SUE)	42.2	750			
			<b>TOTAL</b>		<b>55.11</b>	<b>1,054</b>			
			<b>Kirton</b>						
			Kir016	31-33 London Road	1.25	25	40		
			Kir034	Land east of Woodside Road	2.05	41			
			Kir041	Land to the west of London Road	5.1	102			
			<b>TOTAL</b>		<b>8.4</b>	<b>168</b>	<b>183</b>		
			<b>Long Sutton</b>						
			Los008	Land east of Lime Walk	1.72	34			
			Los015	Land east of Seagate Road	10.74	215			
			Los026	Land east of Lime Walk	2.29	46			
			Los046	Land east of Station Road	0.7	24	14		
			<b>TOTAL</b>		<b>15.45</b>	<b>319</b>	<b>309</b>		
			<b>Pinchbeck</b>						
			Pin002	Land north of Market Way	1.32	26			
			Pin019	Land east of Surfleet Road	1.69	34			
			Pin065	Birchgrove Garden Centre,	2.44	49			

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SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change				Reason for change	Potential significant effect requiring further consideration
				Surfleet Road				
			<b>TOTAL</b>		<b>5.45</b>		<b>109</b>	
			<b>Sutterton</b>					
			Sut009/Sut028	Land south of Spalding Road/west of Station Road	<del>12.44</del> <b>13.14</b>		263	
			<b>TOTAL</b>		<del>12.44</del> <b>13.14</b>		<b>263</b>	
			<b>Sutton Bridge</b>					
			Sub027	Land south of Bridge Road	10.25		210	
			<b>TOTAL</b>		<b>10.25</b>		<b>210</b>	
			<b>Swineshead</b>					
			Swi015	Land west of Station Road	5.81		116	
			Swi018	Land at North End	1.74		35	
			Swi037	Land west of High Street	2.94		59	
			Swi038	Land west of Station Road	3.77		75	
			<b>TOTAL</b>		<del>14.26</del> <b>10.49</b>		<del>285</del> <b>210</b>	
			<b>Bicker</b>					
			<del>Bic004</del>	<del>Land east of Donington Road</del>	<del>1.35</del>		<del>27</del>	
			<del>Bic005</del>	<del>Land west of Low Gate Lane</del>	<del>0.48</del>		<del>10</del>	
			Bic015	Land west of Drury Lane	0.51		10	
			Bic017	Land east of St Swithins Close	0.91		18	
			<b>TOTAL</b>		<del>1.90</del> <b>2.77</b>		<del>38</del> <b>55</b>	
			<b>Butterwick</b>					
			But002	Land east of Sea Lane	1.05		21	
			But004	Land east of Benington Road	1.03		21	
			But020	Land north of Peter Paine	0.77		<del>15</del> <b>23</b>	

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SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change			Reason for change	Potential significant effect requiring further consideration	
				Close				
			<b>TOTAL</b>		<b>2.85</b>	<b>57</b>	<b>65</b>	
			<b>Cowbit</b>					
			Cow004	Land west of Backgate	1.63	33		
			Cow009	Land west of Backgate	1.03	21		
			<b>TOTAL</b>		<b>2.66</b>	<b>54</b>		
			<b>Deeping St Nicholas</b>					
			Dsn007	Caulton's Field, Littleworth Drove	3.19	66		
			<b>TOTAL</b>		<b>3.19</b>	<b>66</b>		
			<b>Fishtoft</b>					
			Fis046	Land east of Gaysfield Road	2.69	45		
			<b>TOTAL</b>		<b>2.69</b>	<b>45</b>		
			<b>Fleet Hargate</b>					
			Fle003	Land south of Fleet Road	1.88	38		
			<b>TOTAL</b>		<b>1.88</b>	<b>38</b>		
			<b>Gedney Hill</b>					
			Geh003	Land west of Hillgate	3.34	67		
			Geh004	Land north of Mill Lane	0.82	16		
			Geh015	Land east of West Drove South	1.44	29		
			<b>TOTAL</b>		<b>5.60</b>	<b>112</b>		
			<b>Gosberton</b>					
			Gos001	Land east of York Gardens	3.80	76		
			Gos003	Land west of Quadring Road	4.05	81		
			Gos006	Land north of Westhorpe Road	0.50	10		
			Gos023	Bowgate Lane	3.49	70		

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			<b>TOTAL</b>		<b>11.84</b>	<b>237</b>			
			<b>Moulton</b>						
			Mou016	Land east of Broad Lane	0.86	17			
			Mou023	Land east of Church Lane	0.51	10			
			Mou035	Former Gardman Premises, High Street,	2.58	52			
			<b>TOTAL</b>		<del>1.37</del> <b>3.95</b>	<del>27</del> <b>79</b>			
			<b>Moulton Chapel</b>						
			Mou029	Land south of Roman Road	2.86	46			
			Mou042	Land north of Roman Road	3.90	78			
			<b>TOTAL</b>		<b>6.76</b>	<b>124</b>			
			<b>Old Leake</b>						
			-	-	-	-			
			<b>TOTAL</b>		-	-			
			<b>Quadring</b>						
			Qua002	Land south-west of Main Road	0.69	14			
			Qua003	Land north-east of Main Road	4.15	83			
			Qua004	Land east of Cresswell Drive	0.88	18			
			<b>TOTAL</b>		<b>5.72</b>	<b>115</b>			
			<b>Surfleet</b>						
			Sur003	Land north of Station Road	1.23	20			
			Sur006	Land south of Park Lane	1.30	26			
			Sur016	Land west of Coalbeach Lane South	2.18	44			
			<b>TOTAL</b>		<b>4.71</b>	<b>90</b>			
			<b>Sutton St James</b>						
			Suj007	Land south of Chapel Gate	0.53	11			
			Suj012	Land south of Chapel Gate	2.10	42			
			<b>TOTAL</b>		<b>2.63</b>	<b>53</b>			



SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change				Reason for change	Potential significant effect requiring further consideration
			<b>Tydd St Mary</b>					
			Tyd014	Land at Lowgate	1.54	31		
			<b>TOTAL</b>		<b>1.54</b>	<b>31</b>		
			<b>Weston</b>					
			Wsn003	Land north of High Road	6.11	135		
			Wsn022	Land east of Small Drove	3.88	60		
			Wsn029	Land off High Road	2.83	57		
			<b>TOTAL</b>		<b>12.82</b>	<b>252</b>		
			<b>Whaplode</b>					
			Wha002	Land east of Stockwell Gate	1.95	39		
			Wha019	Land south of Cobgate	1.37	27		
			<del>Wha029</del>	<del>Land off Main Road</del>	<del>1.61</del>	<del>33</del>		
			<b>TOTAL</b>		<del>4.93</del> <b>3.32</b>	<del>99</del> <b>66</b>		
			<b>Wigtoft</b>					
			Wig014	Land west of Asperton Road	0.94	19		
			<b>TOTAL</b>		<b>0.94</b>	<b>19</b>		
			<b>Wrangle</b>					
			Wra013	Land west of Tooley Lane/north of Main Road	2.25	45		
			<b>TOTAL</b>		<b>2.25</b>	<b>45</b>		
SA31	PMM012	Policy 11: Distribution of New Housing	<b>Reasoned Justification</b>					No – this text providing further justification sets out information to inform users of the policy’s implementation assisting the performance and
			<p>5.3.8 In the delivery of housing developments Policy 3 2: Development Management and Policy 4 3: Design of New Development will be key considerations in designing efficient and sustainable forms of housing.</p> <p>Appendix 5 of the Local Plan provides an assessment of constraints and infrastructure that may need to be met on the housing sites in Policy 11.</p> <p>Whilst these considerations may change over the plan period they are a useful starting point in preparing development proposals.</p>					

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p><b>5.3.9</b> The housing site allocations for each settlement identified by Policy 11 are set out in Table 3, and indicate the capacity of the sites shown on the Inset Maps.....</p> <p>Inset Map No. 1 – Boston</p> <ul style="list-style-type: none"> <li>• Extend The 'Housing Commitment' on the eastern side of Toot Lane to encompass all the land covered by permission B/15/0280</li> <li>• Identify a 'Housing Allocation' (Fis017A) off Wainfleet Road, Boston</li> </ul> <p>Inset Map No. 10 – Swineshead</p> <ul style="list-style-type: none"> <li>• Delete the northern third of the 'Housing Allocation' (Swi038) at Station Road, Swineshead</li> </ul> <p>Inset Map No. 11 – Bicker</p> <ul style="list-style-type: none"> <li>• Delete the 'Housing Allocation' (Bic005) at Low Gate Lane, Bicker</li> <li>• Identify a 'Housing Allocation' (Bic004) at Donington Road, Bicker</li> </ul> <p>Inset Map No. 19 – Moulton</p> <ul style="list-style-type: none"> <li>• Identify a 'Housing Allocation' (Mou035) at former Gardman premises, High Street, Moulton</li> </ul> <p>Inset Map No. 27 – Whaplode</p> <ul style="list-style-type: none"> <li>• Redesignate the 'Housing Allocation' (Wha029) at Main Road, Whaplode as a 'Housing Commitment'</li> </ul>	<p>To correct an error.</p> <p>To identify a new Housing Allocation in Boston (Fis017A), which offers significant sustainability advantages, and will contribute to meeting the increased housing target for the settlement.</p> <p>Part of Swi038 is no longer available. To identify a new Housing Allocation in Bicker (Bic004) in replacement for a Housing Allocation (Bic005) which is no longer considered to be available.</p> <p>To identify a new Housing Allocation in Moulton (Mou035),</p>	<p>effectiveness of the policy.</p>

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
				<p>which offers significant sustainability advantages and will contribute to meeting the increased housing target for the settlement.</p> <p>To reflect the fact that planning permission was outstanding for the development of Wha029 prior to 31<sup>st</sup> March 2017.</p>	
SA32	PMM013	New Policy 12 on release of reserve housing sites	<p><b>5.4 Release of Reserve Housing Sites</b></p> <p>5.4.1 The need to identify an alternative range of reserve sites for residential development is necessary to ensure that the strategy in the Local Plan provides sufficient flexibility in the event that development on allocated and existing commitments stalls. Appendix 5 of the Local Plan provides information with regard to the constraints and infrastructure requirements that may need to be met in bringing these sites forward.</p>	To provide flexibility to housing supply and to aid clarity in the interests of the effectiveness of the policy.	No – this is introductory text to the policy and would not impact upon how it would be implemented.

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SA33	PMM013	New Policy 12 on release of reserve housing sites	<p><b>Policy 12 - Reserve Sites</b></p> <p>The following sites in the table below are identified on the Policies Maps as Reserve Sites. These are sites that will be brought forward for development in the event that the allocated sites do not deliver housing development at the expected rate as expressed in the Housing Trajectory (Appendix 4).</p> <p>The trigger for releasing Reserve Sites will be determined by the application of the Housing Delivery Test set out in National Policy and Guidance.</p> <p>The decision to release reserve sites will be made by the appropriate local planning authority where it has been determined from the Housing Delivery Test that it is necessary to release reserve sites. All reserve sites within the appropriate local planning authority will be considered for release.</p> <table border="1"> <thead> <tr> <th>Settlement</th> <th>Site ref.</th> <th>Site Name</th> <th>Site Area (ha)</th> <th>Site Capacity</th> </tr> </thead> <tbody> <tr> <td>Donington</td> <td>Don035</td> <td>Land to the north of Town Dam Lane</td> <td>6.76</td> <td>135</td> </tr> <tr> <td>Holbeach</td> <td>Hob011</td> <td>Land to the south of Wignals Gate</td> <td>3.48</td> <td>70</td> </tr> <tr> <td>Kirton</td> <td>Kir036</td> <td>Land to the north of Craven Avenue</td> <td>3.84</td> <td>77</td> </tr> <tr> <td>Sutterton</td> <td>Sut034</td> <td>Land to the north of Wigtoft Road</td> <td>2.47</td> <td>49</td> </tr> <tr> <td>Deeping St Nicholas</td> <td>Dsn018</td> <td>Land off New Road</td> <td>1.90</td> <td>38</td> </tr> <tr> <td>Fishtoft</td> <td>Fis041</td> <td>Land to the east of Church Green Road</td> <td>1.97</td> <td>39</td> </tr> <tr> <td>Gosberton</td> <td>Gos01</td> <td>Land to the north-west of</td> <td>4.95</td> <td>99</td> </tr> </tbody> </table>	Settlement	Site ref.	Site Name	Site Area (ha)	Site Capacity	Donington	Don035	Land to the north of Town Dam Lane	6.76	135	Holbeach	Hob011	Land to the south of Wignals Gate	3.48	70	Kirton	Kir036	Land to the north of Craven Avenue	3.84	77	Sutterton	Sut034	Land to the north of Wigtoft Road	2.47	49	Deeping St Nicholas	Dsn018	Land off New Road	1.90	38	Fishtoft	Fis041	Land to the east of Church Green Road	1.97	39	Gosberton	Gos01	Land to the north-west of	4.95	99	To provide flexibility to housing supply and to aid clarity in the interests of the effectiveness of the policy.	Yes – the introduction of a new policy could have significant effects and so requires consideration.
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				1	Belchmire Lane			
			Moulton Chapel	Mou028	Land to the east of Roman Road	0.82	16	
			Old Leake	Old005	Land to the south and east of School Lane	0.66	10	
			Quadrang	Qua006	Land to the south of Watergate	1.90	38	
			Surfleet	Sur018	Land between Station Road and the A152	5.06	101	
			Weston	Wsn034	Land to the south of High Road	7.06	141	
			Wigtoft	Wig015	Land to the east of Asperton Road	0.52	10	
SA34	PMM013	New Policy 12 on release of reserve housing sites	<p>5.4.2 The SELLP identifies 13 reserve sites that are intended to be brought forward for development if the delivery of allocated sites and other housing commitments fails to meet the threshold of delivery set out in the Housing Delivery Test defined by Government policy.</p> <p>5.4.3 The policy makes it clear that the Housing Delivery Test will be applied at an individual local authority scale. This is consistent with the approach to five year land supply that is set out for Boston and South Holland. A failure to meet the Housing Delivery Test in either Boston or South Holland Council areas will therefore trigger the release of all reserve sites within that authority's area. If both local authorities do not meet the Housing Delivery Test then the reserve sites will be released in both Councils' areas.</p> <p>5.4.4 Specific attention will need to be paid to any consideration of the release of site Dsn018 in Deeping St Nicholas. Appendix 5 of the Local Plan notes that Deeping St Nicholas has existing challenges with respect to its capacity to deal with the treatment of wastewater and sewerage from any</p>				To provide flexibility to housing supply and to aid clarity in the interests of the effectiveness of the policy.	No –this text providing additional justification discusses the situations in which the policy would be implemented and provides specific details relating to site Dsn018. This will assist in implementing the Local Plan policy and support the sustainability assessment of the

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>further new developments in the village. A suitable solution will need to be agreed with the Environment Agency and Anglian Water before planning permission is granted for development at the site.</p> <p><b>Monitoring</b></p> <p>No. of housing completions per annum by LPA</p> <p>No. of housing completions on released Reserve Sites</p> <ul style="list-style-type: none"> <li>Update : 04 Donington, 05 Holbeach, 06 Kirton, 08 Sutterton, 14 Deeping St Nicholas, 15 Fishtoft, 18 Gosberton, 20 Moulton Chapel, 21 Old Leake, 22 Quadring, 23 Surfleet, 26 Weston, 28 Wigtoft Inset Maps to show these Reserve Sites.</li> </ul>		allocation.
SA35	PMM014	New Policy 13 for Sou006	<p><b>5.5 South West Quadrant (Sou006) Sustainable Urban Extension</b></p> <p>5.5.1 The Sustainable Urban Extension (SUE) site identified as Sou006 on the Boston Inset Map is a large mixed development predominantly led by meeting housing needs but also incorporating significant highway infrastructure (part of the Boston Distributor Road), employment opportunities and tourist leisure attractions. An indicative layout plan (for illustrative purposes) can be found in an appendix to the Local Plan.</p>	This is done to aid clarity in the interests of the effectiveness of the policy.	No – this is introductory text to the policy and would not impact upon how it would be implemented.
SA36	PMM014	New Policy 13 for Sou006	<p><b>Policy 13: South West Quadrant Sustainable Urban Extension (Sou006)</b></p> <p>Land to the south west of the existing urban area of Boston is allocated as a mixed use development and will be developed in accordance with a Masterplan for the area, to be agreed with Boston Borough Council, so as to deliver the following:-</p> <p>1.Approximately 1515 new homes (of which about 1276 will be built in the plan</p>	This is done to aid clarity in the interests of the effectiveness of the policy.	Yes – a new policy and SUE has the potential for significant effect and requires further consideration.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>period);</p> <p>2. Approximately 2.5 ha of employment comprising of B1, A2, A3 and A4 uses;</p> <p>3. Open space comprising equipped play space, informal play space and space of ecological value combined with Sustainable Urban Drainage systems and linked with integrated footpaths and, where possible, providing wider access to the existing permissive footpath/cycleway network;</p> <p>4. A marina hub linked to the South Forty Foot Drainage channel and inland waterways incorporating moorings and associated marina facilities together with residential, commercial and leisure/tourist uses.;</p> <p>5. Community Hub incorporating a site for a new Primary School, local shopping and community facilities;</p> <p>6. A section of the Boston Distributor Road from London Road to the site and West End Road;</p> <p>7. Satisfactory mitigation of flood risk;</p> <p>8. Satisfactory mitigation for impact upon adjacent Scheduled Ancient Monument.</p>		
SA37	PMM014	New Policy 13 for Sou006	<p>5.5.2 Site Sou006 is a large sustainable urban extension of about 63 ha. that is expected to deliver housing, employment and community infrastructure (through the mixed uses on BO008 and a site for a new Primary School), a marina linked to the inland waterways and a network of open space. The primary means of access will be via a proposed section of the Boston Distributor Road. It is expected that the majority of development will be completed within the plan period.</p>	This is done to aid clarity in the interests of the effectiveness of the policy.	No – this text providing further justification sets out information to inform users of the policy’s implementation assisting the

SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>5.5.3 The 1515 new homes (approximately) will provide a wide range of house types meeting affordable housing needs as identified in Policy 17 and a mix of housing as identified in Policy 16. Inclusive living with definable and distinctive neighbourhoods will be provided through good design and well integrated access and open space. Footpath and cycle access to community facilities and play space will also be integral to the residential areas. The provision of an integrated footpath network is particularly important to give options for dog walking and offset the likelihood of impacts upon the Wash coastal footpaths and areas of habitat importance (see Policy 24: The Natural Environment).</p> <p>5.5.4 In addition to the residential uses, the Masterplan will be evolved around both a Marina and Community "Hub" to provide a unique mixed use development for the town. Further traffic modelling will be undertaken to inform the development of the Masterplan, design of the Distributor Road and the phased delivery of the development and associated transport infrastructure.</p> <p>5.5.5 The Marina Hub will be a major focal point for the development, providing a prestigious location for a tourist/leisure attraction linked to the development of the regional inland waterways network. The Community Hub will provide a site for a new primary school, alongside local shopping and other community facilities.</p> <p>5.5.6 A Heritage Impact Assessment as part of a wider archaeological assessment of the site will be required to ensure that the scheduled ancient monument located immediately adjacent to the north eastern extent of the site is appropriately considered with suitable mitigation measures as part of the Masterplan.</p> <p>5.5.7 The site is identified as being vulnerable to the severest flood risk with a failure in tidal defences providing a threat of "danger for all" and so</p>		<p>performance and effectiveness of the policy.</p>



SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>flood mitigation will be an essential requirement to ensure safety for residents now and for the expected lifetime of the homes. Sustainable urban drainage systems will also be necessary and these might work in combination with informal open space provision, ecological habitat creation and opportunities for drainage and water retention provided by the marina.</p> <p><b>Monitoring</b></p> <p><u>Number of housing completions within the sustainable urban extension per annum</u></p> <p><u>Area of land in B1, B2 and B8 use within the sustainable urban extension per annum</u></p> <p><u>Area of land in open space use (by type) within the sustainable urban extension per annum</u></p> <p><u>Length (Kilometres) of the Boston Distributor Road delivered within each five-year period (by phase)</u></p> <ul style="list-style-type: none"> <li>Show indicative layout in Appendix 10</li> </ul>		
SA38	PMM015	New Policy 14 for Wes002	<p><b>5.6 South of North Forty Foot (Wes002) Sustainable Urban Extension</b></p> <p>5.6.1 The Sustainable Urban Extension (SUE) site identified as Wes002 on the Boston Inset Map is a large residential development providing access to nearby existing employment opportunities and community infrastructure namely; a Primary School, Princess Royal Sports Area and sports pitches, and extensive retailing. The development also provides the opportunity for a local centre and is accessed, primarily, by part of the Boston Distributor Road. An indicative layout plan (for illustrative purposes) can be found in an appendix to the Local Plan.</p>	This is done to aid clarity in the interests of the effectiveness of the policy.	No – this is introductory text to the policy and would not impact upon how it would be implemented.
SA39	PMM015	New Policy 14 for Wes002	<p><b>Policy 14: South of the North Forty Foot Sustainable Urban Extension (Wes002)</b></p> <p>Land to the south of the North Forty Foot and adjoining the existing</p>	<p>Ensure main constraints are listed in SUE policies.</p> <p>This is done to aid clarity in</p>	Yes – a new policy and SUE has the potential for significant effect

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>urban area of Boston is allocated as a, predominantly, residential development and will provide:</p> <ol style="list-style-type: none"> <li>1. Approximately 1138 new homes;</li> <li>2. Approximately 10 ha of public open space and space of ecological value combined with Sustainable urban Drainage systems linked with integrated footpaths and where possible providing access to the wider permissive footpath network;</li> <li>3. A 0.5.ha site for a Local Centre;</li> <li>4. A Distributor Road (with landscaping) extending south to north to the North Forty Foot Drain;</li> <li>5. Good pedestrian and cycle access to nearby employment and community facilities will be integral to the development;</li> <li>6. Satisfactory mitigation of flood risk.</li> </ol>	the interests of the effectiveness of the policy.	and requires further consideration.
SA40	PMM015	New Policy 14 for Wes002	<p>5.6.2 Site Wes002 is a large sustainable urban extension of about 46 ha. which is expected to deliver housing, community infrastructure, a network of open space and good access to nearby primary school provision (existing). Employment opportunities lie immediately to the south and a wide range of shopping facilities within a mile. The primary means of access will be via the Boston Distributor Road joining the existing access on Gilbert Drive and then going northwards to the North Forty Foot Drain. The development is expected to be completed in the plan period.</p> <p>5.6.3 The 1138 new homes (approximately) will provide a range of house types meeting affordable housing needs as identified in Policy 17 and a mix of housing as identified in Policy 16. Inclusive living with definable and distinctive neighbourhoods will be provided through good design and well integrated access and open space. Footpath and cycle access to community facilities and play space will also be integral to the residential areas. The provision of an integrated footpath network is also particularly important to give options for dog walking and offset the likelihood of impacts upon the Wash coastal</p>	This is done to aid clarity in the interests of the effectiveness of the policy.	No – this text providing further justification sets out information to inform users of the policy’s implementation assisting the performance and effectiveness of the policy.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>footpaths and areas of habitat importance (see Policy 24: The Natural Environment).</p> <p>5.6.4 The site is identified as being vulnerable to severe flood risk with a failure in tidal defences providing a threat of “danger for all” or “danger for most” and so flood mitigation will be an essential requirement to ensure safety for residents now and for the expected lifetime of the homes. Sustainable urban drainage systems will also be necessary and these might work in combination with informal open space provision and ecological habitat creation.</p> <p><b>Monitoring</b></p> <p><u>Number of housing completions within the sustainable urban extension per annum</u></p> <p><u>Area of land in open space use (by type) within the sustainable urban extension per annum</u></p> <p><u>Length (Kilometres) of the Boston Distributor Road delivered within each five-year period (by phase)</u></p> <ul style="list-style-type: none"> <li>Show indicative layout in Appendix 10</li> </ul>		
SA41	PMM016	Former Policy 12: Vernatts Sustainable Urban Extension (renumbered as 15)	<p><b>5.7 Vernatts Sustainable Urban Extension</b> <b>Policy 12 15: Vernatts Sustainable Urban Extension</b></p> <p>Land to the north of the Vernatt’s Drain, as identified on the Policies Map <del>Inset for Spalding and (Pinchbeck and Spalding Inset)</del>, will provide approximately 4,000 dwellings and supporting community infrastructure, <del>the Northern Sections 4 and 5 and part of the Central Section</del> of the Spalding Western Relief Road (SWRR) and significant open space.</p> <p>The Vernatts sustainable urban extension (SUE) will be delivered in several phases as follows, the completion of which is expected to extend beyond the Local Plan period:</p>	<p><i>(In response to comments made by Historic England (Response Number 363), Pedals (Response Number 363), Anglian Water (Response Number 477), Broadgate Homes Ltd. (Response Number 451) and discussions at the examination the policy and justification has been amended as follows)</i> This is done to aid clarity in</p>	Yes – the proposed amendments to the policy have the potential for significant effect and require further consideration.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>A. <b>Phase 1</b> will include:</p> <ol style="list-style-type: none"> <li>1. the creation of a five-spur roundabout at the junction of Spalding Road with Enterprise Way (Roundabout 1, which will form the first part of <b>Section 5</b> of the <del>Northern Section of the SWRR</del>), and the Local Highway Authority's acquisition of the land required for the SWRR through to Blue Gowt Lane;</li> <li>2. the development of approximately 500 dwellings on land to the east of the Joint Line railway and north of the proposed <del>Northern</del> Section 5 of the SWRR, accessed off the five-spur roundabout;</li> <li>3. land lying to the east of the Joint Line railway and south of the proposed <del>Northern</del> Section 5 of the SWRR to be designated as Recreational Open Space which will be protected from built development;</li> <li>4. 4 ha of land adjoining Market Way to be designated as Recreational Open Space which will be protected from built development;</li> </ol> <p>B. <b>Phase 2</b> will include:</p> <ol style="list-style-type: none"> <li>1. the south-westward continuation of <b>Section 5</b> of the <del>Northern Section of the SWRR from its spur on Roundabout 1, via a bridge crossing of the Joint Line railway to its end point at</del> to a roundabout junction (Roundabout 2) situated to the west of Two Plank Bridge; and</li> <li>2. the development of approximately 500 dwellings and appropriate community infrastructure accessed off Roundabout 2, which are expected to be completed within the Local Plan period.</li> </ol> <p>C. <b>Phase 3</b> will include:</p> <ol style="list-style-type: none"> <li>1. <del>the first stage of the Central Section 4 of the SWRR, which involves its south-westward continuation in parallel with the Vernatt's Drain up to a bridge crossing of it to the west of Wygate Park, and then leaving the urban extension and progressing southwards to a roundabout junction with the A151 Bourne Road; and</del></li> <li>2. <del>following the completion of the SWRR to its junction with the A151 Bourne Road,</del> the development of approximately 3000 dwellings and appropriate</li> </ol>	<p>the interests of the effectiveness of the policy.</p>	

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>community infrastructure beyond the Local Plan period, accessed off a combination of Roundabout 2, and one or more junctions on that part of the SWRR lying within the urban extension.</p> <p>The provision of new or enhanced physical and community infrastructure will be required to mitigate the impact of development across the three phases of the urban extension and contribute to the creation of a sustainable community. Some of this will be provided within the urban extension and some outside, as appropriate. It will be secured via s106 agreements and relate to the provision of:</p> <ol style="list-style-type: none"> <li>1. a local centre within the urban extension to west of the Joint Line railway;</li> <li>2. nursery, primary and secondary school places;</li> <li>3. health care facilities; and</li> <li>4. open space, and sports and recreational facilities; and</li> <li>5. mitigation and/or enhancement measures in respect of the historic environment</li> </ol> <p>Development proposals will be expected to:</p> <ol style="list-style-type: none"> <li>i. undertake a heritage impact assessment to inform the master planning of the site. The heritage impact assessment will identify heritage assets including non-designated archaeology, assess their significance, and assess the impact of the development on their significance. Appropriate measures for mitigation and enhancement will be identified and set out in the assessment;</li> <li>ii. the heritage impact assessment results should inform the approaches to the layout and design of development across the site. Planning applications for the site should accord with the heritage impact assessment;</li> <li>iii. provide an element of affordable housing in accordance with Policy</li> </ol>		

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			<p><del>15 18;</del></p> <ul style="list-style-type: none"> <li>iv. provide a range of dwelling types and sizes to deliver a balanced community over the lifetime of the development;</li> <li>v. take account of agreed Design Codes (or other mechanisms employed) to ensure high-quality and locally-distinctive design;</li> <li>vi. make appropriate provision of on-site open space, including any specific requirements identified to mitigate any impacts identified by project-level HRA;</li> <li>vii. maximise opportunities for safe and convenient walking and cycling by giving careful consideration to the location of key uses <b>within the sustainable urban extension and by providing links to neighbouring areas;</b></li> <li>viii. integrate sufficient car and cycle parking in accordance with the standards set out in Policy <del>31</del> <b>36;</b></li> <li>ix. demonstrate that potential noise and visual impacts arising from the SWRR and the Joint Line railway can be adequately mitigated; <del>and</del></li> <li>x. <b>incorporate a foul drainage strategy for the sustainable urban extension as a whole, and for each phase;</b> <del>and</del></li> <li>xi. incorporate a comprehensive Sustainable Drainage System to manage surface water drainage and safeguard against any increased flood risk.</li> </ul> <p><del>Further detail relating to the delivery of this proposal will be set out in separate master plans for the individual phases to be agreed with South Holland District Council and its partners.</del></p> <p><del>In order to assist the delivery of this proposal, the land accommodating the route of the Northern and Central (first stage) Sections of the SWRR will be</del></p>		

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p><del>protected, and in association with the grant of planning permission for any particular phase of the urban extension, schemes secured by either planning condition or legal agreement for its transfer to, or adoption by, the relevant public body shall be agreed.</del></p> <p>Phases 1 and 2 of development will be required to contribute to the delivery of Section 5 of the SWRR, and Phase 3 will be required to contribute to the delivery of Sections 3 and 4 of the SWRR. These contributions will be in accordance with the Local Highway Authority's approved SWRR Delivery Strategy<sup>70</sup>;</p> <p>In respect of all three Phases, South Holland District Council and the Local Highway Authority will seek to secure formal agreements with relevant developers/landowners on financial and other contributions. However, if necessary, the authorities will also consider the use of statutory powers, including compulsory purchase, to ensure delivery of the SWRR.</p> <p>Notwithstanding the provisions of other policies in this Local Plan, all proposals for development within the designated area of this SUE will be subject to developer contributions.</p> <p>Development proposals for these three Phases which do not meet the detailed requirements set out in the SWRR Delivery Strategy or which compromise the strategic role of the road will not be permitted. Specifically, housing development cannot commence on:</p> <ul style="list-style-type: none"> <li>• Phase 1, until such time as the land required for the route of Section 5 to Blue Gowt Lane is acquired by the Local Highway Authority; and</li> <li>• Phase 3, until South Holland District Council, as local planning authority, has approved the number of dwellings that could be provided in advance of the completion of Section 3 of the SWRR (which links the Vernatts SUE with the A151 Bourne Road should there be a delay in its delivery.</li> </ul>		

SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>Further detail relating to the delivery of this proposal will be set out in separate master plans for the individual phases to be agreed with South Holland District Council and its partners, which must conform to the approved SWRR Delivery Strategy. The preparation of master plans should have regard to the key constraints outlined below.</p> <p>In respect of the whole of the proposed development:</p> <ul style="list-style-type: none"> <li>● water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required; and</li> <li>● foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> </ul> <p>In respect of Site Pin045 (covering Phase 1 and part of Phase 2):</p> <ul style="list-style-type: none"> <li>● it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for most' and 'danger for some', and flood depth in 2115 as up to 1m. Development will be required to include appropriate mitigation;</li> <li>● gas mains cross the site;</li> <li>● water mains and sewers cross the site; and</li> <li>● the South Holland District Council (SHDC) contaminated land register refers to the railway line and to filled land near this site.</li> </ul> <p>In respect of Site Pin024 (covering part of Phase 2 and Phase 3):</p> <ul style="list-style-type: none"> <li>● it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115</li> </ul>		



SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>as a combination of 'danger for some', 'low hazard and 'no hazard' and flood depth in 2115 as up to 0.5m. Development will be required to include appropriate mitigation.</p> <ul style="list-style-type: none"> <li>• water mains cross the site; and</li> <li>• it wraps around a pottery which is identified on the SHDC contaminated land register.</li> </ul>		
SA42	PMM016	Former Policy 12: Vernatts Sustainable Urban Extension (renumbered as 15)	<p><b>Reasoned Justification</b></p> <p>5.7.3 The provision of an additional 4,000 new homes is expected to require significant supporting community infrastructure to meet the needs of future residents in the Local Plan period and beyond. This could include education, healthcare and sports facilities as well as affordable homes. Infrastructure requirements for the urban extension will be developed through the Infrastructure Delivery Plan<sup>5</sup> and Whole Plan Viability Assessment<sup>4</sup>, and through negotiations with developers and partners. <del>A green infrastructure strategy will show how the extent and mix of open space functions will be managed, in the long term, and should incorporate the findings of the project level HRA required for this site (see Policy 24). All provision should also be identified on the respective master plans for each phase.</del></p> <p>5.7.4 <del>The rationale that has informed the evolution of the policy from that set out in the Preferred Options report<sup>6</sup> to that now detailed in Policy 12 is explained in 'A strategy for the delivery of a further phase of the Spalding Western Relief Road and major housing growth in Spalding' Background Paper<sup>46</sup>.</del></p> <p>5.7.4 A heritage impact assessment will ensure that, in addition to potential archaeology, the various land drains and field patterns forming part of the historic landscape character of the area, and associated with the Vernatt's Drain, are taken into account in preparing the master plans.</p>	<p><i>(In response to comments made by Historic England (Response Number 363), Pedals (Response Number 363), Anglian Water (Response Number 477), Broadgate Homes Ltd. (Response Number 451) and discussions at the examination the policy and justification has been amended as follows)</i></p> <p>This is done to aid clarity in the interests of the effectiveness of the policy.</p>	<p>No – this text providing further justification sets out information to inform users of the policy's implementation assisting the performance and effectiveness of the policy. In itself the supporting justification would not have a significant effect.</p>

SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>5.7.5 A green infrastructure strategy will show how the extent and mix of open space functions will be managed, in the long-term, and should incorporate the findings of the project-level HRA required for this site (see Policy 28). All provision should also be identified on the respective master plans for each phase.</p> <p>5.7.6 To support the delivery of the proposed urban extension and the strategic SWRR, the policy seeks to ensure that land required to deliver the SWRR through each phase of the development is secured. South Holland District Council's expectation is that this should be through acquisition of the required land by the Local Highway Authority. The precise details of the mechanism for the securing of the land will be identified in the approved SWRR Delivery Strategy. As part of the Local Highway Authority's approach to supporting the delivery of the SWRR, the County Council has confirmed that it will seek to utilise its statutory powers to secure the land if necessary. This approach seeks to ensure that the phases of development and their respective timing align with the delivery of the strategic highway infrastructure.</p> <p>5.7.7 South Holland District Council and the County Council will utilise their best endeavours to secure the completion of Section 3 of the SWRR in advance of the commencement of development on Phase 3 of the SUE, in order to create two principal points of vehicular access into the urban extension as soon as possible, and thereby help to spread the impact of traffic arising from the proposal. However, there might be unavoidable delays associated with the road's construction which should not unduly delay the commencement of housing development on Phase 3 if market circumstances are favourable. Accordingly, careful consideration would be given to identifying the number of dwellings that could be accommodated on Phase 3, in traffic-management terms, should there be a delay in providing the second point of access.</p>		

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			<p>5.7.8 Further background in respect of the provision of the SWRR is set out in Policy 35: Delivering the Spalding Transport Strategy.</p> <p><b>Monitoring</b>  <u>Number of housing completions within the sustainable urban extension per annum</u>  <u>Amount Length (kilometres) of the northern phase of the SWRR delivered within each five year period</u></p> <ul style="list-style-type: none"> <li>Show indicative layout in Appendix 10</li> </ul>		
SA43	PMM017	Former Policy 13: Holbeach West Sustainable Urban Extension (renumbered as 16)	<p>an overall housing mix to include housing designed to meet the national space standards<sup>10</sup>, <b>be</b> capable of being readily adapted to meet a range of needs and/or housing to meet specific needs;</p> <p>4.i. 'green corridors alongside the New River Drain and other drains crossing the site to provide a well-connected green network for access and recreation <b>and to enhance the historic environment;</b>'</p>	<p>Delete National space standards from bullet point 3 of policy</p> <p><i>(Amend bullet point 4.i. of policy)</i>                      Historic England's comments (Response Number 364) on the need to promote the interests of the historic environment in planning for the development of the Holbeach West Sustainable Urban</p>	<p>Yes – the proposed amendments to the policy have the potential for significant effect and require further consideration. Indicative layout requires further consideration.</p>

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>'7. a foul drainage strategy for the Holbeach West Sustainable Urban Extension as a whole, and for each phase;'</p> <p>Notwithstanding the provisions of other policies in this Local Plan, all proposals for development within the designated area of this SUE will be subject to developer contributions.</p> <p>The preparation of a master plan should have regard to the key constraints outlined below:</p> <p>1. the site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for most' and 'danger for some' and flood</p>	<p>Extension are accepted.</p> <p><i>(Add new criterion 7 (as below) and renumber existing criterion 7 and subsequent criteria accordingly)</i></p> <p>Anglian Water's comments (Response Number 478) on the need to take account of foul drainage issues as well as managing the risk of surface-water flooding in planning for the development of the Holbeach West Sustainable Urban Extension are accepted.</p> <p><i>(Insert the following paragraph)</i></p> <p>Include provision in the policy to ensure that no residential proposals for residential development on the SUE, regardless of number of dwellings, can avoid making developer contributions</p>	

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>depth in 2115 as 0m-1.0m. Development will be required to include appropriate mitigation;</p> <p>2. the site has considerable heritage significance as it comprises the immediate and wider setting of a Grade II listed building (The Old Cottage);</p> <p>3. a sewer pipe crosses the site; and</p> <p>4. the site lies within the encroachment zone for Holbeach Water Recycling Centre.</p> <ul style="list-style-type: none"> <li>Show indicative layout in Appendix 10</li> </ul>	<p><i>(At end of policy insert)</i> Ensure main constraints are listed in SUE policies.</p>	
SA44	PMM017	Former Policy 13: Holbeach West Sustainable Urban Extension (renumbered as 16)	<p>5.8.6 The development will be expected to include a range of house types and sizes. This area is particularly suitable for three and four bedroom family homes, smaller family homes to support newly formed families and bungalows for older people, addressing a shortfall in the stock compared to demand<sup>23, 24</sup>. An appropriate amount, type and mix of affordable housing will also be required on site; this should be 25% of the planned development, unless a viability statement indicates otherwise. All should be designed to meet the appropriate national space standards<sup>10</sup>, be safe and accessible to a range of shops and services.</p> <p>5.8.11 A Heritage Impact Assessment will ensure that the significance of the Grade II listed building adjoining the site and any associated archaeological remains are identified, and addressed in the master plan. <i>Meanwhile the promotion of green infrastructure alongside the drainage channels will help reflect the distinctive historic landscape character of the area in the design of any new development.</i></p>	<p>Delete National space standards from justification</p> <p><i>(Add the following sentence to the end of paragraph 5.8.11)</i> Historic England's comments (Response Number 364) on the need to promote the interests of the historic environment in planning for the development of the Holbeach West</p>	<p>No – the proposed amendments to the supporting text do not add to how the policy would be implemented and would not give rise to significant effects.</p>

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>and the foul drainage system' should....</p> <ul style="list-style-type: none"> <li>point out that access from food enterprise centre and residential is from Peppermint Junction</li> <li>support the provision of the roundabouts on the A151 and at the A151/A17 junction which will enable access to the residential site and the proposed Holbeach Food Enterprise Zone;</li> </ul>	<p>Sustainable Urban Extension are accepted.</p> <p><i>(In paragraph 5.8.4, second sentence, insert the following after 'internal road network')</i></p> <p>Anglian Water's comments (Response Number 478) on the need to take account of foul drainage issues as well as managing the risk of surface-water flooding in planning for the development of the Holbeach West Sustainable Urban Extension are accepted.</p>	
SA45	PMM018	Former Policy 14: Providing a Mix of Housing (renumbered as 17)	<p><b>5.9 Providing a Mix of Housing</b>  <b>Policy 14 17: Providing a Mix of Housing</b></p> <p><del>In residential developments of 10 or more dwellings the Local Planning Authorities will seek to secure a mix of property types to meet the housing needs of the Local Plan area for both market and affordable housing.</del></p> <p><del>1. In Boston Borough the following needs have been identified:</del></p> <ul style="list-style-type: none"> <li><del>One bedroom homes: About 5% of market and 33% of affordable</del></li> </ul>	To aid clarity in the interests of effectiveness.	Yes – amendments to the policy could give rise to significant effects and require further consideration.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<ul style="list-style-type: none"> <li>•Two bedroom homes: About 33% of market and 40% of affordable</li> <li>•Three bedroom homes: About 48% of market and 26% of affordable</li> <li>•Four or more bedroom homes: About 12% of market and 1% of affordable</li> </ul> <p>2. In South Holland the following needs have been identified:</p> <ul style="list-style-type: none"> <li>•One bedroom homes: 0-5% of market housing and 20-25% of affordable</li> <li>•Two bedroom homes: 30-35% of market and 35-40% of affordable</li> <li>•Three bedroom homes: 45-50% of market and 30-35% of affordable</li> <li>•Four or more bedroom homes: 15-20% of market and 5-10% of affordable</li> </ul> <p>Where specific site constraints may lead to proposals that vary substantially from the indicative range of house sizes the applicant will need to provide evidence to justify this.</p> <p>The provision of new houses will seek to meet the long term needs of the plan area in order to maintain and provide mixed, inclusive and sustainable communities. Family homes of two or three bedrooms are in highest demand for both the market and affordable housing sectors and one bedroom homes are also required to meet affordable needs.</p> <p>A growing ageing population with the increasing likelihood of mobility and disability needs to be met also make up over 10% of housing needs over the plan period and these should be met through provision of homes capable of adaption and also through specialist care home provision. With a decreasing ability to access everyday facilities independently and an increasing need for healthcare, specialist care home provision should be located in the most sustainable settlements e.g. Sub-Regional Centres and Main Service Centres.</p> <p>The Local Plan will also seek to meet the housing needs of non travelling Gypsy and Traveller households and also custom and self builders as they may come forward.</p>		

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SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
SA46	PMM018	Former Policy 14: Providing a Mix of Housing (renumbered as 17)	<p><b>Reasoned Justification</b></p> <p>5.9.2 <del>Housing needs and house types will change over time but by aiming for a mix of development on all sites of 10 or more dwellings it is expected that such developments will not only bring about better overall design but will remain, sustainable, viable and attractive residential environments in the long-term. The percentages shown in Policy 14 do not add up to 100%, and for South Holland an indicative range is shown. The differences in approach are a consequence of the different approaches taken in the Strategic Housing Market Assessments<sup>22,23,24</sup>. The Strategic Housing Market Assessments for both Boston and South Holland identify that over 80% of new homes (for market houses) should provide two or three bedrooms (about 30% two bedrooms and 50% three bedrooms). The need for four or more bedrooms as market housing is above 15% for South Holland but in Boston Borough this need is less (at about 12%). To meet affordable housing the needs in both areas are also for one bedroom accommodation (about 30% in Boston Borough and about 25% in South Holland). In general, the mix of housing should be applied with some flexibility; the size and shape of each site, the type and tenure of housing proposed, such as sheltered housing for older people or specialist housing for those with disabilities, as well as site-specific constraints and viability may inform the housing mix. This may include provision of affordable housing (see Policy 15). Planning conditions or a Section 106 agreement will be used to secure the appropriate mix of housing.</del></p> <p>5.9.3 In consideration of the mix of house types it will also be important for developers to provide housing units <b>homes</b> that are fit for purpose. Outside Building Regulations, the Local Planning Authorities will advise developers to, at least, meet the minimum space standards in national guidance<sup>10</sup>. <b>Homes that are capable of adaption over time (e.g. through Part M of the Building Regulations) will help to meet the evolving needs of people</b></p>	To aid clarity in the interests of effectiveness.	No – this text providing further justification sets out information to inform users of the policy’s implementation assisting the performance and effectiveness of the policy. In itself the supporting justification would not have a significant effect.



SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>with disabilities and the ageing population. South East Lincolnshire has a growing ageing population with an increasing likelihood of mobility and care support needs to increase over the plan period. The delivery of specialist housing is complex whether provided by the private or public sector, and partnership working with all relevant stakeholders will be paramount to the delivery of such schemes. When considering planning applications for sheltered and specialist housing schemes for older and disabled people the relevant Council will favour schemes where; the site is well served by passenger transport; there is good access to local services and facilities and the proposal is appropriate to its locality e.g. Sub-Regional Centres and Main Service Centres.</p> <p>5.9.4 The Strategic Housing Market Assessment for the two Housing Market Areas considers arising housing needs irrespective of ethnic origin or lifestyle preferences e.g. non-travelling Gypsy and Travellers or Houseboat Dwellers. Boston Borough and South Holland District have existing boat mooring opportunities and also a very small number of boat dwellers (less than 5 in the two Council areas). There are also proposals for additional marina facilities and longer term improvements to waterway access and use. The Local Plan provides significant opportunities by which a large variety of arising housing needs can be met through; small to large allocated sites, infill opportunities and rural exception sites plus criteria based policies providing a positive assessment of unforeseen arising needs and proposals. As noted under Policy 9 (Distribution of New Housing), opportunities for infill development within Settlement Boundaries can also meet the known interest registered by self and custom house builders. Neither the Boston Borough or South Holland District Council areas have significant populations of further education students with specific housing requirements to be met nor do they border other plan areas where further education establishments are in close proximity. Former and existing RAF and Army bases lie outside the plan area but there are no known proposals for closure or evidence that the specific</p>		

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			<p>housing needs of personal will need to be met in the plan area.</p> <p>5.9.5 Applicants are strongly encouraged to discuss the housing mix and requirements, including affordable housing requirements (in terms of percentage, tenure mix, types and sizes) with the relevant planning authority at pre-application stage.</p> <p><b>Monitoring</b>  <u>Number of homes completed by size to meet market and affordable housing needs per annum</u></p>		
SA47	PMM019	Former Policy 15: Affordable Housing (renumbered as 18)	<p><b>5.6 Affordable Housing</b>  <b>Policy <del>15</del> 18: Affordable Housing</b></p> <p>In South East Lincolnshire the following need for affordable housing has been identified:</p> <p>A. In Boston Borough about <del>100</del> <b>263</b> new affordable dwellings per annum, equating to over <del>80%</del><del>one-third</del> of the overall annual housing need; and</p> <p>B. In South Holland about <del>280</del> <b>282</b> new affordable dwellings per annum, equating to about <del>half</del> <b>60%</b> of the overall annual housing need.</p> <p>The affordable housing need will be <del>met</del> <b>sought</b> on:</p> <ol style="list-style-type: none"> <li>1. market housing sites of 11 or more dwellings (or residential developments with an internal floor area of 1,000sqm or more with a requirement of:               <ol style="list-style-type: none"> <li>i. <b>about</b> 20% being affordable housing on sites in Boston Borough; and</li> <li>ii. <b>about</b> 25% being affordable housing on sites in South Holland;</li> </ol> </li> <li>2. through sites proposed by developers specifically for affordable housing; and</li> </ol>	<p>The policy has changed Boston Borough figure from 100 to 263, South Holland District figure from 280 to 282 with the justification amended accordingly. The wording is amended to be more flexible regarding affordable housing and to avoid narrow prescriptive interpretation. The Intermediate housing text needs reviewing. Redraft to have positive approach to reflect:</p> <ul style="list-style-type: none"> <li>• how much from registered social landlords</li> <li>• how much through</li> </ul>	<p>Yes – amendments to the policy have the potential for significant effects and require further consideration.</p>

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SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>3. through Rural Exceptions Sites.</p> <p>The proportion of affordable housing that can be provided on market housing sites may vary according to the site specific considerations such as viability, other infrastructure requirements and the type of affordable housing need to be met. The following <del>requirement</del> <b>provision</b> will be sought in each Local Planning Area:</p> <p>4. on sites in Boston Borough a mix of <b>about</b> 75% affordable rented and <b>about</b> 25% intermediate housing; and</p> <p>5. on sites in South Holland District a mix of <b>about</b> 70% affordable rented and <b>about</b> 30% intermediate housing. <b>Affordable rented may include social rented or affordable rented etc. and intermediate housing may include shared equity or starter homes etc.</b></p> <p>On site provision will be required. Where circumstances relating to the delivery of affordable housing make it impractical to deliver the affordable housing on site, developers will provide sound evidence to the Local Authority why on site provision cannot be achieved. Where such evidence is accepted by the Local Authority the developer will be expected to make equivalent off-site provision or a financial contribution to enable the need to be met elsewhere. In Boston Borough this will be elsewhere in the sub area in which the site is located (either: Boston, North/East Parishes or South/West Parishes). In South Holland elsewhere is anywhere within the District.</p>	<p>planning permissions</p> <ul style="list-style-type: none"> <li>• how many are buy to let</li> <li>• how many are SHDC building as council housing</li> </ul>	
SA48	PMM019	Former Policy 15: Affordable Housing (renumbered as 18)	<p><b>Reasoned Justification</b></p> <p>5.10.5 With changes brought through by The Housing and Planning Act 2016 the definition of affordable housing now includes 'Starter Homes'. Evidence from the Strategic Housing Market Assessments<sup>22, 23</sup> for the Local Plan area suggest that starter homes provided at 20% below market value will only be of marginal</p>	The policy has changed Boston Borough figure from 100 to 263, South Holland District figure from 280 to 282 with the justification amended accordingly.	No – supporting text provides a background to affordable housing delivery but would not impact upon

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>benefit in meeting overall affordable housing needs. This is because income levels for the majority of those in need of affordable housing would still be below the market level with the 20% reduction. It is also the case that to commit to a Starter Home and a mortgage requires job security and a steady income. Policy 14 indicates a flexible approach towards the proportion of affordable housing that might be met on any one site. This is necessary as a single type of affordable housing product (social-rented, <b>affordable rented, shared equity products or</b> Starter Homes) are unlikely to meet the overall need on any one site and also the viability of individual sites in relation to land values and the profitability of developments will vary, especially over the Local Plan period. The Local Planning Authorities will ask for site-specific viability assessments where there is uncertainty that a submitted scheme will meet overall housing needs.</p> <p><b>5.10.6 Since April 2015 there have been 327 affordable homes completed within the South East Lincolnshire area. Of these 78% have been Registered Provider (RP) led all affordable housing schemes with support from Homes and Communities Agency (HCA) grant, and in Boston they were supporting RPs with their own grant, as opposed to planning gain through s.106 obligations. These were delivered, at a time when RPs were scaling back their development programmes in response to a number of Government austerity measures, including:</b></p> <ul style="list-style-type: none"> <li><b>• The 1% rent reduction imposed on all Affordable Housing Providers</b></li> <li><b>• Lower HCA grant allocations, available for Shared Ownership tenures only</b></li> <li><b>• Introduction of Universal Credit, Benefit Cap, 'Bedroom Tax', Local Housing Allowance freezes, shared room rate for under 35s and uncertainty over supported housing rent rates</b></li> <li><b>• Introduction of Starter Homes in affordable housing definitions.</b></li> </ul> <p><b>5.10.7 Recently there has been a change in emphasis in national policy with RPs and Councils being encouraged to build more affordable homes through a</b></p>	<p>The wording is amended to be more flexible regarding affordable housing and to avoid narrow prescriptive interpretation. The Intermediate housing text needs reviewing. Redraft to have positive approach to reflect:</p> <ul style="list-style-type: none"> <li><b>• how much from registered social landlords</b></li> <li><b>• how much through planning permissions</b></li> <li><b>• how many are buy to let</b></li> <li><b>• how many are SHDC building as council housing</b></li> </ul>	<p>how the policy would be implemented and would not give rise to significant effects.</p>

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			<p>variety of initiatives including: an end to the rent reduction from 2020, greater HCA grant available for Social and Affordable Rent, greater certainty for higher rent levels for supported housing and a relaxation of borrowing rules. Historical lower levels of affordable housing RP led delivery can be attributed to the confusion that has gone before (especially around revenue) of the Government measures. However, it is considered that we are moving in a direction where the environment for investment through RPs and Councils is going to be more favourable.</p> <p>5.10.8 Many of the local RPs to South East Lincolnshire have good working relationships with both Councils and Accent Nene, Longhurst, LACE Housing and Waterloo Housing Group are all exploring developing all affordable schemes in the area. Westleigh Homes and Kaplan Property Group are both looking for land opportunities in the area to develop all affordable schemes in partnership with the Registered Providers listed above. RPs are increasingly preferring developing all affordable schemes to acquiring s.106 affordable stock, therefore it is presenting more of a challenge in the area to ensure that all of the affordable housing delivered through planning gain is acquired by RPs at the preferred tenure mix to best meet local needs.</p> <p>5.10.9 It is difficult to predict exactly when housing will be delivered as to some extent it depends on how the market is performing. However for South Holland there are projected to be 390 affordable housing completions up to March 2020. Over 60% of which are all affordable RP or Council led schemes. SHDC has £18 million budgeted for the delivery of new affordable housing and has two schemes at advanced stages. For Boston there are projected to be 319 affordable completions up to March 2019, 60% of which are all affordable RP led schemes. These schemes will be funded partly by HCA grant through the Affordable Homes Programme 2016-21, for which Continuous Market Engagement is operating at present.</p>		

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			<p>5.10.10 Homes England, formerly 'The Homes and Communities Agency' operate funding rounds e.g. the Affordable Homes Programme 2015-18 and the Shared Ownership and Affordable Homes Programme 2016- 2021 by issuing prospectus and inviting bids from qualified investment partners. In addition they also operate Continuous Market Engagement for new schemes coming forward during these programmes. Programmes and schemes with partners are selected on a number of factors including track record of partners, deliverability of individual schemes and local authority support. The information above demonstrates that RPs have contributed significantly to past affordable housing completions and are expected to be a major source of affordable housing delivery within the next few years but because policy at national level is evolving and funding availability uncertain for more than a few years in advance these levels of delivery are difficult to predict. Both Councils will continue to work in partnership with the RPs to maximise all opportunities for an increase in the supply of affordable housing.</p> <p>5.10.11 Where there is evidence that the proportion of affordable housing cannot be met on-site, Policy 14 would enable off-site provision or a financial contribution to be made to enable provision elsewhere. This might be on an allocated site through Policy <del>10</del> <b>11: Distribution of New Housing</b> or through Policy <del>15</del> <b>19: rural Exception Sites</b> . Planning conditions or a Section 106 agreement will be used in the implementation of Policy <del>14</del> <b>18</b> or where off-site provision or financial contributions are sought.</p> <p>5.10.12 As part of the mix of affordable housing, developments should also consider needs for specialist accommodation and how a site could contribute towards delivering them. This may include provision for affordable Gypsy, Traveller and Travelling Showpersons pitches and plots in line with any needs identified in the latest Gypsy and Traveller Accommodation Assessment or Strategic Housing Market Assessment. This would include the needs of those communities who are identified either within or outside the Government's</p>		

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>definition set out in Planning Policy for Traveller Sites.</p> <p><b>Monitoring</b> The number of affordable homes completed per annum</p>		
SA49	PMM020	Former Policy 17: Accommodation for Gypsies, Travellers and Travelling Show People. (renumbered as 20)	<p><b>Policy 17 20: Accommodation for Gypsies, Travellers and Travelling Showpeople</b></p> <p>The redevelopment or change of use of an Existing Residential Gypsy/Traveller Site or Existing Residential Travelling Showperson's Site (as identified on the Policies Map) will be permitted only if an assessment has been undertaken which has clearly shown that the site is no longer required to meet the accommodation needs of the Gypsy/Traveller or Travelling Showpersons communities.</p> <p>Between 2011 and 2036, evidence suggests that, in South East Lincolnshire, there will be a need for the provision of:</p> <ul style="list-style-type: none"> <li>• 4 new permanent residential pitches for gypsies and travellers; and</li> <li>• 1 new permanent residential plot for travelling showpeople.</li> </ul> <p>This need will be met through the development of the sites identified on the Policies Map and listed below:</p> <ul style="list-style-type: none"> <li>• <b>Land at The Stables, Baulkins Drove, Sutton St James</b> allocated as a 'Proposed Residential Travelling Showperson's Site', to provide accommodation for one additional household; and</li> <li>• <b>Land at Bleu Raye Farm, Mill Gate, Whaplode Fen</b> allocated as a 'Proposed Residential Gypsy/Traveller Site', to provide accommodation for four households.</li> </ul> <p>Planning permission will be granted for the development of these sites, provided that proposals:</p> <ol style="list-style-type: none"> <li>1. will be adequately provided with appropriate infrastructure such as</li> </ol>	To improve the policy's clarity and effectiveness.	Yes – amendments to policy have the potential for significant effects and require further consideration.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>electricity, drinking-water, waste-water treatment and recycling/waste management;</p> <p>2. will not have a significant adverse effect on the amenities of existing local residents or adjoining land users (and proposals must therefore give careful consideration to layout, landscaping, external lighting schemes, and the type of business uses that would be appropriate (if mixed residential and business use is proposed)); and</p> <p>3. will be successfully assimilated into both their immediate environs and the wider landscape.</p> <p>Additional needs which may arise during the Local Plan period will be met through the determination of planning applications on other, unallocated sites. Planning permission will be granted for proposals on such sites, provided that they meet criteria 1 to 3 above, and they:</p> <p><del>Planning permission will be granted for proposals on allocated and unallocated sites provided that they:</del></p> <p>a. provide occupants with an acceptable standard of amenity;            are not located adjacent to uses likely to endanger the health of occupants, such as a refuse tip, water recycling centres or contaminated land;            c. respect the scale of the nearest settled community;            d. will not place undue pressure on local infrastructure;            e. will not adversely affect heritage assets or areas of importance to nature conservation; and            f. will not prejudice highway safety or give rise to problems of parking or highway access;  <del>Planning permission will be granted</del>            g. for sites for permanent residential use, if they:            provide occupants with access to education, health care and recreational facilities, shops and employment within reasonable travelling distances,</p>		



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			<p>preferably by walking, cycling or public transport;</p> <p>ii. are suitable (or capable of being made suitable) for mixed residential and business use;</p> <p>iii. are not located within Flood Zone 3a or 3b; <del>or</del> <b>and, if</b> are located in Flood Zone 2, and the Sequential and Exception Tests have been passed; and</p> <p>h. for sites for transit or stopping place use, <del>if they</del> are not located within Flood Zone 3b; <del>or</del> <b>and, if</b> are located within Flood Zone 3a, and the Sequential and Exception Tests have been passed.</p>		
SA50	PMM020	Former Policy 17: Accommodation for Gypsies, Travellers and Travelling Show People. (renumbered as 20)	<p>The Local Plan identifies two areas of land to meet these needs, namely:</p> <ul style="list-style-type: none"> <li><del>Land at The Stables, Baulkins Drove, Sutton St James:</del> allocated as a 'Proposed Residential Travelling Showperson's Site', to provide accommodation for one additional household (see Inset Map No. 24); and</li> <li><del>Land at Bleu Raye Farm, Mill Gate, Whaplode Fen:</del> allocated as a 'Proposed Residential Gypsy/Traveller Site', to provide accommodation for four households (see Inset Map No. 72).</li> </ul> <p>Sites must:</p> <ol style="list-style-type: none"> <li>be safe -- in terms of flood risk (caravans are potentially more vulnerable in a flood event), vehicular access and 'bad neighbour' uses that might threaten the health of occupants;</li> <li>provide occupants with an acceptable quality of life -- access to essential services and facilities, and reasonable environmental quality; and</li> </ol> <p>not harm their surroundings or the amenities of neighbours.</p> <p>Inset Map No. 1 – Boston</p> <ul style="list-style-type: none"> <li>Identify an 'Existing Residential Gypsy/Traveller Site' at Redstone Road, Boston</li> </ul>	<p><i>(Delete paragraph 5.8.4)</i></p> <p><i>(Delete paragraph 5.8.6)</i></p> <p>To improve clarity and remove duplication.</p>	No – this text and inclusion of inset maps sets out information to inform users of the policy's implementation assisting the performance and effectiveness of the policy. In itself the supporting justification would not have a significant effect.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>Inset Map No. 2 – Spalding &amp; Pinchbeck</p> <ul style="list-style-type: none"> <li>•Identify an 'Existing Residential Gypsy/Traveller Site' at South Drove, Spalding Common, Spalding</li> <li>•Identify an 'Existing Residential Gypsy/Traveller Site' at A16 and Drain Bank North junction, Spalding</li> <li>•Identify an 'Existing Residential Gypsy/Traveller Site' at Pecks Drove East, Spalding</li> </ul> <p>Inset Map No. 5 – Holbeach</p> <ul style="list-style-type: none"> <li>•Identify an 'Existing Residential Gypsy/Traveller Site' at Rose View Drive, Holbeach</li> </ul> <p>Inset Map No. 18 – Gosberton</p> <ul style="list-style-type: none"> <li>•Identify an 'Existing Residential Travelling Showperson's Site' at Westhorpe Road, Gosberton</li> </ul> <p>Inset Map No. 24 – Sutton St James</p> <ul style="list-style-type: none"> <li>•Identify an 'Existing Residential Travelling Showperson's Site' at Baulkins Drove, Sutton St James</li> </ul> <p>Inset Map No. 38 – Gedney Church End &amp; Black Lion End</p> <ul style="list-style-type: none"> <li>• Identify an 'Existing Residential Gypsy/Traveller Site' at Ropers Gate, Gedney</li> </ul> <p>Inset Map No. 42 – Gosberton Risegate &amp; Clough</p> <ul style="list-style-type: none"> <li>•Identify an 'Existing Residential Gypsy/Traveller Site' at Beck Bank, Gosberton Clough</li> <li>•Identify an 'Existing Residential Gypsy/Traveller Site' at Short Drove, Gosberton Clough</li> </ul>	<p>To improve the policy's effectiveness.</p>	

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			Inset Map No. 69 – Whaplode St Catherine •Identify an 'Existing Residential Gypsy/Traveller Site' at Cranesgate North/Hurdletree Bank, Whaplode St Catherine		
SA51	PMM021	Former Policy 18: Houses in Multiple Occupation and the Sub-Division of Dwellings (renumbered as 21)	<p>1. it would not result in the loss of family-sized dwellings in high density residential areas and streets of predominantly terraced and/or semi-detached properties;</p> <p><del>Where appropriate for licensing purposes, proposals for the creation of a HMO should be in accordance with DASH space standards (or any successor).</del></p> <p>In applying this policy, 'family-sized dwellings' means houses with 3 or more bedrooms and 'high density residential streets' should be taken as meaning streets of predominantly terraced and/or semi-detached properties.</p> <p>5.13.9 Proposals for the creation of HMOs and the sub-division of existing properties into flats should provide satisfactory standards of living accommodation and amenity. This means that the property should be of an adequate size for the proposed use and the layout, range of facilities and external amenity space should ensure an adequate standard of residential amenity for future occupiers. One step in achieving an adequate standard of accommodation is to ensure that there is adequate living space which complies with Nationally Described Space Standards set out in national policy<sup>10</sup>. Furthermore, for some large HMOs, a licence is required. Where this is the case, the proposal should be in accordance with DASH space standards (or any successor).</p>	<p><i>(Reword first numbered bullet point in the policy)</i></p> <p><i>(Delete the following sentence from the end of the policy)</i></p> <p><i>(Amend final sentence of paragraph 5.13.4)</i></p> <p><i>(Amend paragraph 5.13.9 and delete reference to DASH standards)</i></p> <p>The question asked "what is meant by 'high density residential areas?'" The changes proposed would make it clearer as to the meaning through reference to 'predominantly terraced and/or semi-</p>	Yes – amendments to policy have the potential for significant effect and require further consideration.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
				detached properties'.  The question asked "what is meant by 'an adequate standard of residential accommodation/amenity?'" The changes proposed would make it clearer as to the meaning.	
SA52	PMM022	Former Policy 19: Replacement Dwellings in the Countryside (renumbered as 22)	<p>3. the original building is not of architectural or historic merit and is not capable of repair, <del>restoration would be preferred to replacement;</del></p> <p>'The replacement building is positioned on a similar footprint to the original building unless it can be demonstrated that the re-positioning would <b>have beneficial impacts such as benefit improving</b> the character and appearance of the site and its locality; and.'</p> <p>5.14.6 'The replacement dwelling should be located on a similar footprint to the dwelling which it replaces, unless it can be shown that a more appropriate location within the existing residential curtilage exists. For instance, relocation elsewhere within the existing residential curtilage may <b>make the replacement dwelling less intrusive in the rural landscape or enable it to achieve safer access to the highway. It may also have other beneficial environmental impacts such as the reduction of reduce flood risk, the remediation of contaminated land or the promotion of nature conservation and biodiversity.</b> <del>make the replacement dwelling less intrusive in the rural landscape or achieve safer access to the highway.</del></p>	<p><i>(Amend point 3)</i></p> <p><i>(Amend point 5)</i></p> <p><i>(Amend paragraph 5.14.6)</i></p> <p>To improve flow and sense.</p> <p>To ensure that point 5 is not construed as being restricted purely to the character and appearance of the site and its locality. There are other beneficial impacts that should also be considered.</p>	Yes – amendments to policy have the potential for significant effect and require further consideration.
SA53	PMM023	Former Policy	<b>Policy 21 24: The Retail Hierarchy</b>	<i>(Divide into A, B, C, delete</i>	Yes – amendments

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
		21: The Retail Hierarchy (renumbered as 24)	<p>Retail and other main town centre uses should be located in accordance with the following hierarchy, as defined on the Policies</p> <p>Map:</p> <p><b>A. Sub-Regional Centres</b> The town centres of Boston and Spalding (as defined by the Town Centre Boundaries) will be the locational focus for the development of town centre uses; planning permission will be granted for retail, food and drink outlets, financial and professional services, leisure and tourist-related uses (Classes A1-A5, B1, D1 and D2) and residential development. <b>The provision of markets and other appropriate initiatives that would enhance the vitality and viability of Boston and Spalding town centres will be supported.</b></p> <p><b>B. District and Local Centres</b> In the District Centre of Holbeach and the Local Centres of Crowland, Donington, Kirton, Long Sutton and Sutton Bridge, town centre uses will be permitted where they, on their own or cumulatively with other permitted development, will generate no significant harm upon the vitality and viability of that centre or any other centre within the hierarchy, particularly with regard to their role for food shopping. <b>The provision of markets and other appropriate initiatives that would enhance the vitality and viability of such centres will be supported.</b></p> <p>New development within the Sub-Regional, District and Local Centres will be expected to:</p> <ol style="list-style-type: none"> <li>1. be of an appropriate scale taking into account the role of the centre;</li> <li>2. 1. be physically integrated and have good pedestrian and cycle links, with the rest of the centre;</li> <li>3. 2. generate a reasonable level of footfall and be open to the public;</li> </ol>	<p><i>criteria B1)</i> <i>(Amend section 'B. District and Local Centres' by including a reference expressing support for markets and other initiatives which would enhance the vitality and viability of such centres.)</i> <i>(amend criteria 2 (in relation to assessments of impact))</i></p> <p>The United Lincolnshire Hospitals NHS Trust's comments (Response Number 543) in respect of 'scale' of development are accepted.</p> <p>The UBS Triton Property Fund's comments (Response Number 331) in respect of Policy 23 are accepted.</p> <p>To improve clarity, justification and effectiveness.</p>	to policy have the potential for significant effect and require further consideration.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>4- 3. contribute to an appropriate balance of uses;                      5- 4. achieve an acceptable level of amenity, including provision of refuse and recycling facilities; and                      6- 5. achieve an acceptable level of highway access, parking and servicing.</p> <p><b>C. Outside the retail hierarchy</b></p> <p>Outside the retail hierarchy, individual local shops and small neighbourhood clusters of them within a settlement boundary, which meet the day-to-day needs of nearby residents, will be promoted. Wherever possible such new uses should be located in close proximity to each other, unless serving very local catchments e.g. corner shops.</p> <p>Outside the defined town centre boundaries, development proposals for the change of use or loss of any premises or land currently or last used as a local shop (Class A1) will be permitted where it can be demonstrated that:</p> <ol style="list-style-type: none"> <li>1. there is sufficient provision in the catchment area; and</li> <li>2. the applicant has provided clear evidence that the property has been openly marketed without a successful conclusion for a period of not less than 12 months on terms that reflect the lawful use and condition of the premises.</li> </ol> <p>The vitality and viability of centres in the retail hierarchy will be maintained and enhanced. Proposals for retail use outside the Primary Shopping Areas as identified on the Policies Map, or for other main town centre uses, outside the town centre boundaries and where not provided for under Policy 23 27, will be required to demonstrate their suitability through a sequential test in line with the National Planning Policy Framework<sup>9</sup>.</p> <p>In addition, and other than for provision under Policy 23 27, a robust assessment of impact on nearby town centres will be required for any retail proposal that:</p>		

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>1. provides a retail floor space of 500sqm (net) or more outside Boston town centre <b>boundary</b> (but within Boston Borough); <b>and</b></p> <p>2. provides a retail floor space of 250sqm (net) or more outside Spalding <b>town centre boundary</b> and the District and Local Centres (for Kirton within Boston Borough and for all other town centres within South Holland District).</p> <p>If planning permission is granted for retail development in an out-of-centre or edge-of-centre location (as defined by national policy<sup>9</sup>), the range of goods sold may be restricted either through planning conditions or legal agreement.</p> <p><b>New Local Centres</b></p> <p>Three new Local Centres will be required in the Sustainable Urban Extensions at Holland Park, Spalding; at Pin024/Pin045: Vernatts Sustainable Urban Extension; and at Sou006: Q2: The Quadrant, Boston. Such provision should provide for local food shopping (up to 500sqm net) and additional small shops, community facilities, and other local services to meet local residents' day-to-day needs. The development of new centres will be required to consolidate and enhance the existing network and hierarchy of centres and not harm their vitality and viability. Such provision should be agreed with the relevant Local Planning Authority in a master plan for each site.</p>		
SA54	PMM023	Former Policy 21: The Retail Hierarchy (renumbered as 24)	<p>6.2.7 Accordingly, a balanced approach to new development in town centres will be undertaken to promote an attractive customer experience; new uses will be permitted as long as the level of new development promoted is <del>of a scale and intensity</del> appropriate to its location, and does not undermine that centre's position in the hierarchy or the role of any other centre identified. Uses which attract a reasonable level of customers and therefore footfall will be supported, as these can generate passing trade for other shops and facilities in that part of a town centre thereby aiding the prosperity of the centre overall.</p>	<i>(remove reference to scale from paragraph 6.2.7.)</i>	No – the proposed amendments are for clarity and cross-referencing purposes and would not give rise to significant effects.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>'provides a retail floor space of 250 sq. m (net) or more outside Spalding town centre boundary and the District and Local Centres...'</p> <ul style="list-style-type: none"> <li>Amend first sentence of paragraph 6.2.11 to: 'Additionally, for retail development, an impact assessment may be required (unless justified by Policy 27)...'</li> </ul>		
SA55	PMM024	New policy titled: 25 Ensuring Viable Town Centres	<p><b>6.3 Ensuring viable town centres</b></p> <p>6.3.1 Policy 25 is an enabling Policy to encourage the Boston and Spalding Town Centres to evolve. It could be seen as a building block to ensure that the Town Centres remain in the spotlight for opportunities for retail, entertainment, commerce and activity where shops, businesses, restaurants and events continue to attract significant numbers of people.</p> <p>6.3.2 A large number of public and voluntary agencies, interest groups and stakeholders (including town centre residents) have an interest in vital and viable futures for Boston and Spalding. These include the Local Councils, County Council, infrastructure providers, Historic England, Civic Societies, traders and, essentially, the town centre users themselves. Bringing about an improving, functional and attractive place in which people want to live, visit and use is the basic rationale for the Policy.</p>	To improve clarity, justification and effectiveness.	No – this is introductory text to the policy and does not have the potential for significant effects.
SA56	PMM024	New policy titled: 25 Ensuring Viable Town Centres	<p><b>Policy 25: Supporting the Vitality and Viability of Boston and Spalding Town Centres</b></p> <p>Boston and Spalding town centres will continue to be the primary destinations for retail, entertainment, markets and events and where their rich environmental qualities can be promoted, enhanced and appreciated.</p> <p>The Councils, will promote appropriate opportunities to support and extend the offer of the town centres as destinations through the following:</p>	To improve clarity, justification and effectiveness.	Yes – new policy requires further consideration to assess for potential significant effects.



SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>1. Supporting the redevelopment of land within the town centre boundary that can provide for retail and other town centre uses in accordance with the sequential test;</p> <p>2. Enhancing existing sites and ensuring changes to premises having regard to the significance of heritage assets and the special interests of the Conservation Areas and their settings;</p> <p>3. Enhancing the public realm through improvements to public spaces, accessibility and signage;</p> <p>4. Promoting town centre events;</p> <p>5. Providing interpretation and promotional information;</p> <p>6. Supporting proposals that seek to maintain the viability and attractiveness of the weekly markets;</p> <p>7. Encouraging opportunities to support temporary uses in vacant premises in the primary shopping areas.</p> <p>The Councils, in conjunction with other partners will develop partnership working to ensure the vitality and viability of the Boston and Spalding town centres. A review of The Town Centres and Retail Capacity Study will be commenced within one year of the adoption of the Local Plan to review retail capacity, town centre boundaries, primary shopping frontages etc. This will advise the most appropriate actions for the partnership to take, e.g. masterplans, site specific development briefs, town centre boundary reviews etc.</p>		
SA57	PMM024	New policy titled: 25 Ensuring Viable Town Centres	6.3.3 Policy 25: Supporting the Vitality and Viability of Boston and Spalding Town Centres provides a framework policy to encourage progressive and collaborative working that looks to ensure that the opportunities to enhance the town centres in the forthcoming years is coordinated and effective. The Town Centres are multi-functional environments; places of work, commerce, residence, entertainment (during the day and into the evening) and also places	To improve clarity, justification and effectiveness.	No – text provides background information and justification for policy but would not give rise to

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>of historical and architectural significance. Town centres, in general, are also evolving all the time and their primary role as centres for retail, in particular, is not as significant as once was the case. However, both Boston and Spalding Town Centres retain their prominence in terms of retail, entertainment and business and have actually seen minimal change in terms of vacant retail premises over the last ten years. But in the preceding years (before economic recession starting in 2008) retail vacancies were fewer.</p> <p>6.3.4 Policy 25 will help provide an approach for stimulating renewed interest in potential development sites and seeking changes to and enhancing existing sites. Whilst provisions for new retail have been the main focus of discussions in the preparation of this Local Plan the Town Centres are open for all types of business and can be great places to live (e.g. at first and second floor level). Joint working through Policy 25 is hoped to enhance and realise new opportunities.</p> <p>6.3.5 In addition the Policy aims to bring about improvements to the public realm; the use and enhancement of public spaces, car parks, access routes and signage. Public bodies such as the Borough and District Councils, Lincolnshire County Council (e.g. Highways Authority) can bring forward improvements, seek wider ownership, and agree ways to deliver them through collaborative working. Some improvements may also be proposed and brought about through local interest groups and specific projects.</p> <p>6.3.6 The Town Centres are not just about buildings and spaces but also about activity. Twice weekly markets are held in Spalding and Boston as well as specially arranged market days and events. Hotels, pubs, restaurants, theatres, cinemas and sundry meeting places also add to the mix of activities the Town Centres support. Annual events and fairs bring in significant numbers of people and visitors.</p>		significant effects.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>6.3.7 These living environments are also historic environments which bring about a unique context for all the activity taking place. Interpretation and promotional information to enhance the experience of living in, and using, the Town Centres extend the viability of commercial activities and also the vitality of Boston and Spalding as places to visit.</p> <p>6.3.8 Policy 25 may also help to bring about temporary solutions to problems such as unused spaces that may be untidy or unsightly or vacant premises where temporary window displays may enhance the overall appearance of the area.</p> <p><b>Monitoring</b>  <u>Amount of floor space for town centre uses within the town centre boundaries</u>  <u>Vacancy rates for retail uses in the town centre boundaries</u>  <u>Amount of floor space completed for town centre uses by type, and by centre</u></p>		
SA58	PMM025	Former Policy 22: Primary Shopping Frontages (renumbered as 26)	<p><del>'The Primary Shopping Frontages of Boston and Spalding are designated on the Policies Map ,are where the majority of A1 uses will be focussed over the Local Plan period.'</del></p> <p>However, as non-A1 uses are playing a much greater role in modern town centres, Policy <del>22</del> 26 will need to ensure an appropriate mix of uses can be achieved over time to ensure the offer remains attractive. <b>Appropriate non-A1 uses (e.g. banks....restaurants) will be supported where it remains subsidiary to the retail offer. A loss of A1 frontage of a scale that undermines the retail function of the frontage would be considered to have occurred where uses would, individually or cumulatively, change the A1 function of that part of the frontage.</b> <del>Appropriate non-A1 uses (e.g. banks, estate agents, bars, cafes and restaurants) will be supported where it remains subsidiary to the retail offer; a significant break in the frontage will be considered to have occurred where uses would, individually or cumulatively, change the A1 function of that part of the</del></p>	<p><i>(Amend paragraph 6.4.6)</i></p> <p>In response to Indigo Planning (Response Number 545) it is considered the change would improve clarity and effectiveness.</p> <p>The MIQ queried the definition and justification of 'significant break in the frontage'. As a consequence it is considered the paragraph could be improved to clarity and</p>	Yes – proposed amendment to policy could have significant effects and requires further consideration.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p><del>frontage away from one primarily associated with shopping.</del> For the purposes of calculating the proportion of retail in any given Primary Shopping Frontage, any building operating under a permitted temporary 'flexible use' at the time of assessment will be considered on the basis of the Use Class it had prior to the temporary change of use (in accordance with Class D2 (d) of the GPDO amendment). For example, a retail shop (A1) which has temporarily changed its use to a cafe (A3) under Permitted Development Rights would still be considered as an A1 unit for the purposes of determining the overall percentage of retailing. The impact of any break will be assessed having regard to its extent, location and potential impact on shopper footfall at that location and in other parts of the centre.</p>	effectiveness.	
SA59	PMM026	Former Policy 23: Additional Retail Provision (renumbered as 27)	<p><b>A. Comparison goods floor space</b></p> <p>Up to 17,294 sqm (net) of additional comparison goods floor space is expected to be needed within Boston town centre by 2031. All provision should be consistent with the centre's scale, function and physical capacity to integrate extensions.</p> <p>Up to 10,810 sqm (net) of additional comparison goods floor space is expected to be required in Spalding by 2031. Approximately <del>5,400</del> <b>3,700</b> sqm (net) will be allocated at Site SHR010: Springfields Shopping and Festival Gardens <b>and developed in the period up to 2022 to meet the estimated need at this date.</b> <del>on the following basis:</del></p> <ol style="list-style-type: none"> <li><del>1. 2,508 sqm (net) floor space in the period 2016-2021; and</del></li> <li><del>2. a further 2,892 sqm (net) floor space in the period 2021-2026.</del></li> </ol> <p>Any non-A1 uses within Site SHR010 will only be supported where the applicant can show that it is ancillary to the effective functioning of the retail allocation. A master plan will be required for the site identified.</p>	<p>United Lincolnshire Hospitals NHS Trust [Respondent no. 542] reported an error in Table 5. The 895 sq.m (net) of convenience floorspace required in Spalding up to 2021 is incorrect. The 'Spalding Convenience Goods Need Analysis' in the 2013 Retail Study defines a need for 1,519 sq.m (net) of convenience goods floorspace in Spalding up to 2021 (Table 18, Technical Appendix).</p> <p>The error is accepted and</p>	Yes – proposed amendment to policy could have significant effects and requires further consideration.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change			Reason for change	Potential significant effect requiring further consideration																			
			<p>Any application at Site SHR010 to meet the allocated comparison floor space need will be required to propose measures to enhance the site's connections to Spalding town centre and promote the attractiveness of the town centre as a place to visit</p> <p>After 2026 <del>2022</del> the outstanding requirement for <del>5,410</del> <b>7,110</b> sqm (net) floor space should only be met by development in Spalding town- centre or an edge-of centre location.</p> <table border="1"> <thead> <tr> <th>Sub-Regional Centre</th> <th colspan="2">Convenience sqm (net)</th> <th>Comparison sqm (net)</th> </tr> <tr> <td></td> <th>2021</th> <th>2021</th> <th>2031</th> </tr> </thead> <tbody> <tr> <td><b>Boston</b></td> <td><b>131</b></td> <td><b>131</b></td> <td><b>1,079</b></td> </tr> <tr> <td><b>Spalding</b></td> <td><b>895 1,519</b></td> <td><b>895 1,519</b></td> <td><b>2,286</b></td> </tr> </tbody> </table>			Sub-Regional Centre	Convenience sqm (net)		Comparison sqm (net)		2021	2021	2031	<b>Boston</b>	<b>131</b>	<b>131</b>	<b>1,079</b>	<b>Spalding</b>	<b>895 1,519</b>	<b>895 1,519</b>	<b>2,286</b>	<p>the table is amended in the interests of effectiveness and justification.</p> <p><i>(Update former Table 5 and move into the policy regarding Spalding 2021 convenience floor space)</i></p>				
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SA60	PMM027	Former Policy 24: Natural Environment (renumbered as 28)	<table border="1"> <thead> <tr> <th>Site Designation</th> <th>Within South East Lincolnshire</th> <th>Within 15km of the Local Plan area</th> </tr> </thead> <tbody> <tr> <td>Ramsar</td> <td>1-</td> <td>4</td> </tr> <tr> <td>Special Area of Conservation (SAC)</td> <td>2-</td> <td>7</td> </tr> <tr> <td>Special Protection Area (SPA)</td> <td>1-</td> <td>3</td> </tr> <tr> <td>Site of Special Scientific Importance (SSSI)</td> <td><del>2</del>3</td> <td><del>4</del>50</td> </tr> <tr> <td>National Nature Reserve (NNR)</td> <td>1</td> <td>45</td> </tr> <tr> <td>Local Nature Reserve (LNR)</td> <td>3</td> <td><del>2</del>15</td> </tr> </tbody> </table>	Site Designation	Within South East Lincolnshire	Within 15km of the Local Plan area	Ramsar	1-	4	Special Area of Conservation (SAC)	2-	7	Special Protection Area (SPA)	1-	3	Site of Special Scientific Importance (SSSI)	<del>2</del> 3	<del>4</del> 50	National Nature Reserve (NNR)	1	45	Local Nature Reserve (LNR)	3	<del>2</del> 15	<p>The MIQ asked if the plan correctly identified the number of RAMSAR, SPA, SAC, SSSI. Natural England [Respondent no. 368] also queried the contents of this table. These have been checked and the table has been updated. The plan also now has improved justification in the interests of effectiveness and justification.</p>	<p>No – this is background information that required updating and would not affect how the associated policy would be implemented.</p>
Site Designation	Within South East Lincolnshire	Within 15km of the Local Plan area																								
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			<table border="1"> <tr> <td>RSPB managed/owned site</td> <td>2</td> <td>3</td> </tr> <tr> <td>Local Wildlife Sites (LWS)</td> <td><del>81</del>80</td> <td><del>332</del>320</td> </tr> </table> <p>Table 6 4: Nature Conservation Sites within the Plan Area and within 15km of the Local Plan area boundary</p>	RSPB managed/owned site	2	3	Local Wildlife Sites (LWS)	<del>81</del> 80	<del>332</del> 320		
RSPB managed/owned site	2	3									
Local Wildlife Sites (LWS)	<del>81</del> 80	<del>332</del> 320									
SA61	PMM027	Former Policy 24: Natural Environment (renumbered as 28)	<p>'development proposals that would cause harm to these assets will not be permitted, except in exceptional circumstances, <b>where imperative reasons and overriding public interest exist</b>, and the loss will be compensated by the creation of sites of equal or greater nature conservation value.'</p> <p>b. all major housing proposals within 10km of The Wash and the North Norfolk Coast European Marine Site, including the Sustainable Urban Extensions in Boston (site Sou006 &amp; <b>Wes 002</b>), Spalding (site Pin024/Pin045) and Holbeach West (site Hob048), will be the subject of a project-level Habitats Regulations Assessment (HRA) to assess the impact of recreational pressure on The Wash and North Norfolk Coast European Marine Site. This should include:</p> <p>i. locally-specific information relating to access and site sensitivities;</p> <p>Where the project-level HRA concludes that avoidance and/or mitigation measures are required, it is expected that:</p> <p><b>ii</b> Suitable Alternative Natural Greenspace (SANGs) should be provided on site Sou006 and <b>Wes002</b>, site Pin024/Pin045 and site Hob048 as part of their package of mitigation measures; or</p> <p><b>iii</b> all other major housing proposals should provide SANGs on-site and/or through a financial contribution to provide and/or enhance natural greenspace in the locality</p>	<p><i>(Amend section A.1a)</i></p> <p>The MIQ asked if IROPI should be referred to in the policy. It is considered that this would improve its consistency with national policy.</p> <p><i>(Add Wes002 to policy)</i></p> <p>The MIQ asked if Wes002 should be added to the policy. It should and has been added to ensure the plan it is positively prepared.</p>	Yes – the proposed amendments have to potential for significant effect and require further consideration.						

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>iii:      iv Suitable Alternative Natural Greenspaces should be designed in accordance with capacity and facility requirements in relation to the developments they mitigate for, best practice elsewhere and relevant evidence.</p>		
SA62	PMM027	Former Policy 24: Natural Environment (renumbered as 28)	<p>The HRA<sup>3</sup> therefore identifies measures that allow for a preventative approach whilst being proportionate and informed by available information. Its recommendations for project-level assessment and mitigation provision have been incorporated into Policy 24, with the focus being the areas where new housing growth will be concentrated. A project-level Habitats Regulations Assessment shall be undertaken for all housing development within the Sustainable Urban Extensions of Boston (site Sou006 and Wes002), Spalding (site Pin024/Pin045) and Holbeach West (site Hob048). <b>Additionally, major developments elsewhere, but within 10km of The Wash and the North Norfolk Coast European Marine Site should ensure that adequate measures are in place to ensure its protection. Although such development is expected to be very low, there is a risk that a large development in close proximity to a sensitive part of the site could increase recreation pressure.</b> <del>The housing shall be designed and delivered with adequate avoidance and mitigation measures; Suitable Alternative Natural Greenspace (SANGs) should provide a natural greenspace experience: their design, size and location should seek to provide recreational facilities that attract residents for their primary daily walking and dog walking, drawing on best practice from strategic mitigation schemes and their monitoring in relation to dog walking facilities, route length, car parking and toilets.</del></p> <p><del>Additionally, major developments elsewhere, but within 10km of The Wash and the North Norfolk Coast European Marine Site should ensure that adequate measures are in place to ensure its protection. Although such development is expected to be very low, there is a risk that a large development in close proximity to a sensitive part of the site could increase recreation pressure. At project level, the HRA should identify locations where there are sensitive</del></p>	<p><i>(Amend paragraph 7.2.6)</i></p> <p><i>(Amend paragraph 7.2.7)</i></p> <p>The MIQ asked if there was a clearly identified and justified mechanism for the provision and design of SANGs. These were addressed in the answer and in so doing it was felt that the paragraphs in the justification for the policy could be amended to improve justification and effectiveness.</p>	<p>Yes – the proposed amendments provide further detail on how the policy should be implemented and have the potential for significant effect.</p>

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>features, such as bird roost sites and key feeding areas, and ensure there are no risks from increased access and disturbance. This should include all access points and footpaths leading from the access points, current measures to manage access and sensitive features. Avoidance and mitigation measures should be designed in response to the project level HRA. <b>The housing shall be designed and delivered with adequate avoidance and mitigation measures; Suitable Alternative Natural Greenspace (SANGs) should provide a natural greenspace experience: their design, size and location should seek to provide recreational facilities that attract residents for their primary daily walking and dog walking, drawing on best practice from strategic mitigation schemes and their monitoring in relation to dog walking facilities, route length, car parking and toilets.</b> For example, provision of open space at 4.5h/1,000 (see Policy 28 32: Community Health and Well-Being) that links with existing open space and provides new footpaths that link with the existing footpath network allowing residents to walk for about 2– 5km. This is the common distance for dog walking found by the visitor survey and could help encourage residents to visit The Wash and the North Norfolk Coast European Marine Site less often, minimising pressure on the site. <b>The former Wash Estuary Strategy Group produced a Green Infrastructure Master Plan which contains maps and documentation covering South East Lincolnshire. The maps show what is recorded although there may be unrecorded sites that are beneficial as well. They are a starting point in identifying what is available and what Green Infrastructure gaps may be usefully closed as part of any HRA undertaken for Sustainable Urban Extensions and Major planning applications. They also show links to the Wash on the Linear Public Access Maps.</b></p> <p>'protecting the biodiversity value of land, and buildings and trees (including veteran trees) minimising the fragmentation of habitats.'</p>	<p><i>(Amend section 3.a.i.)</i></p> <p>The MIQ asked if appropriate account had been made of Ancient Woodland and veteran trees. In relation to aged or veteran trees The definition in the NPPF is: A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally. There could be</p>	



SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change	Reason for change	Potential significant effect requiring further consideration								
				some veteran trees in parks and grounds of large dwellings. As a result it is considered the change makes the policy consistent with national policy.									
SA63	PMM028	Former Policy 25: The Historic Environment (renumbered as 29)	<p><b>7.3 The Historic Environment</b></p> <p>Much of the land in South East Lincolnshire is drained marsh and fen. It is characterised by flat, open landscape, divided by drainage features and highways. There are relatively few trees and as a consequence tall buildings such as old windmills, and church towers/spires are visible in the landscape over large distances.</p> <p>However, within the marsh and fen there were areas of higher land where the older market town and other settlements in South East Lincolnshire were founded. Once the marsh and fen was drained, from the 17th century onwards, a strong mercantile economy grew up. As a result, the area has a diverse historic environment with a rich variety of heritage assets: Archaeology, Scheduled Monuments, Listed Buildings and Conservation Areas which contribute to local identity and character. In addition there are non designated heritage assets and potential for new archaeological remains to be found during development, that add to the local context. Table 6 5 identifies the number of registered Parks and Gardens, Conservation Areas, Scheduled Monuments, Listed Buildings in South East Lincolnshire.</p> <table border="1"> <thead> <tr> <th>Site Designation</th> <th>Number</th> </tr> </thead> <tbody> <tr> <td>Registered Park and Garden</td> <td>2</td> </tr> <tr> <td>Conservation Areas</td> <td>24</td> </tr> <tr> <td>Scheduled Ancient Monuments</td> <td>43</td> </tr> </tbody> </table>	Site Designation	Number	Registered Park and Garden	2	Conservation Areas	24	Scheduled Ancient Monuments	43	<p>(Update policy and reasoned justification)</p> <p>Historic England objected to this policy in March 2017 [Response Number 366] and said it was not sound in its current form. The policy and justification has been rewritten and Historic England is content the policy is now consistent with national policy.</p>	No - this is background information that required updating and would not affect how the associated policy would be implemented.
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SA64	PMM028	Former Policy 25: The Historic Environment (renumbered as 29)	<p><b>Policy 25 29: The Historic Environment</b>  <b>Distinctive elements of the South East Lincolnshire historic environment will be conserved and, where appropriate, enhanced. Opportunities to identify a heritage asset's contribution to the economy, tourism, education and the local community will be utilised including:</b></p> <ul style="list-style-type: none"> <li>• The historic archaeological and drainage landscape of the Fens;</li> </ul>	<p>(Update policy and reasoned justification)</p> <p>Historic England objected to this policy in March 2017 [Response Number 366] and said it was not</p>	Yes – the proposed amendments to the policy have the potential for significant effect.																																	

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			<ul style="list-style-type: none"> <li>• The distinctive character of South East Lincolnshire market towns and villages;</li> <li>• The dominance within the landscape of church towers, spires and historic windmills;</li> </ul> <p>To respect the historical legacy, varied character and appearance of South East Lincolnshire’s historic environment, development proposals will conserve and enhance the character and appearance of designated and non-designated heritage assets, such as important <b>known</b> archaeology <b>or that found during development</b>, historic buildings, conservation areas, <b>scheduled</b> monuments, street patterns, streetscapes, landscapes, parks (<b>including Registered Parks and Gardens</b>), river frontages, structures and their settings through high-quality sensitive design.</p> <p><b>A. Listed Buildings</b></p> <p>1. Proposals to change the use of a Listed Building or to alter or extend such a building will be granted where the local planning authority is satisfied that the proposal is in the interest of the building’s preservation and does not involve activities or alterations prejudicial to the special architectural or historic interest of the Listed Building or its setting.</p> <p>2. Proposals involving the demolition of Listed Buildings will not be permitted, unless in an exceptional case, <b>or wholly exceptional case (depending on their grade)</b> where a clear and convincing justification is made in line with national policy<sup>9</sup>.</p> <p>Proposals that affect the setting of a Listed Building will be supported where they preserve or better reveal the significance of the Listed Building.</p> <p><b>B. Conservation Areas</b></p> <p>1. Proposals for the demolition of buildings or structures in a Conservation Area will not normally be permitted if the <del>building makes a positive contribution to the character or appearance of a</del></p>	<p>sound in its current form. The policy and justification has been rewritten and Historic England is content the policy is now consistent with national policy.</p>	

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>Conservation Area, or the setting of a Listed Building. Suitable detailed plans for any redevelopment or reuse will need to be submitted as part of any application for demolition.</p> <p>Proposals within, affecting the setting of, or affecting views into or out of, a Conservation Area should preserve (and enhance or reinforce it, as appropriate) features that contribute positively to the area's character, appearance and setting. Proposals should:</p> <ol style="list-style-type: none"> <li>1. Retain buildings/groups of buildings, existing street patterns, historic building lines and ground surfaces;</li> <li>2. Retain architectural details that contribute to the character and appearance of the area;</li> <li>3. Where relevant and practical, remove features which are incompatible with the Conservation Area;</li> <li>4. Retain and reinforce local distinctiveness with reference to height, massing, scale, form, materials and plot widths of the existing built environment;</li> <li>5. Assess, and mitigate against, any negative impact the proposal might have on the townscape, roofscape, skyline and landscape;</li> <li>6. Aim to protect trees, or where losses are proposed, demonstrate how such losses are appropriately mitigated against.</li> </ol> <p><b>C. Archaeology and Scheduled Monuments</b></p> <ol style="list-style-type: none"> <li>1. Proposals that affect archaeological remains, whether known or potential, designated or non-designated, should take every reasonable step to protect and, where possible, enhance their significance.</li> <li>2. Planning applications for such development should be accompanied by an appropriate and proportionate assessment to understand the potential for and significance of remains, and the impact of development upon them.</li> </ol>		

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			<p>3. If initial assessment does not provide sufficient information, developers will be required to undertake field evaluation in advance of determination of the application. This may include a range of techniques for both intrusive and non-intrusive evaluation, as appropriate to the site.</p> <p>4. Wherever possible and appropriate, mitigation strategies should ensure the preservation of archaeological remains in-situ. Where this is either not possible or not desirable, provision must be made for preservation by record according to an agreed written scheme of investigation submitted by the developer, undertaken by a suitably qualified person, and approved by the planning authority.</p> <p>5. Any work undertaken as part of the planning process must be appropriately archived in a way agreed with the local planning authority.</p> <p><b>D. Registered Parks and Gardens</b></p> <p>Proposals that cause substantial harm to a Registered Park or Garden, or its setting will not be permitted, unless in an exceptional case, where a clear and convincing justification is made in line with national policy.</p> <p><b>E. Enabling Development</b></p> <p>Proposals for enabling development adjacent to, or within the setting of, a heritage asset and used to secure the future of a heritage asset through repair, conservation, restoration or enhancement will only be permitted where:-</p> <p>1. it will not materially harm the heritage values of a heritage asset or its setting;</p>		

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			<p>2. it avoids detrimental fragmentation of management of the heritage asset;            3. it will secure the long-term future of the place and, where applicable, its continued use for a sympathetic purpose;            4. it is necessary to resolve problems arising from the inherent needs of the heritage asset rather than the circumstances of the present owner or the purchase price paid            5. sufficient subsidy is not available from any other source;            6. it is demonstrated that the amount of enabling development is the minimum necessary to secure the future of the heritage asset and that its form minimises harm to other public interests; and            7. the public benefit of securing the future of the heritage asset through such enabling development decisively outweighs the dis-benefits of breaching other policies within the Local Plan <b>and national policy</b></p> <p><b>F. Development Proposals</b>            Where a development proposal would affect the significance of a heritage asset (whether designated or non- designated), including any contribution made to its setting, it should be informed by proportionate historic environment assessments 7 and evaluations (such as heritage impact assessments, desk-based appraisals, field evaluation and historic building reports) that:</p> <p>1. identify all heritage assets likely to be affected by the proposal;            2. explain the nature and degree of any effect on elements that contribute to their significance and demonstrating how, in order of preference, any harm will be avoided, minimised or mitigated;</p> <p>3. provide a clear explanation and justification for the proposal in order for the harm to be weighed against public benefits; and,</p> <p>4. demonstrate that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the</p>		

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			significance of the asset; and whether the works proposed are the minimum required to secure the long term use of the asset.		
SA65	PMM028	Former Policy 25: The Historic Environment (renumbered as 29)	<p><b>Reasoned Justification</b></p> <p>7.3.5 Boston, Spalding and older settlements within the Local Plan area were founded on higher ground within the fens with a network of public rights of way. Boston Borough has an important trading history that can be seen in the fabric and layout of the town. The town had strong trade links, which still exist today through the modern port operation, with Europe that resulted in the town, at one time, being the second port to London. Spalding's early industries were salt making and fishing.</p> <p>7.3.6 The River Witham and River Welland are important to Boston and Spalding respectively, as they are the reason for the towns' existence, being located at the lowest bridging point of fertile land in the fens. The second important aspect is the drainage of the land which provided the fertile land upon which the agricultural industry grew. This drove the development of Boston and Spalding and other smaller settlements on the drained fens and marshes.</p> <p>7.3.7 The areas of the towns adjacent to the rivers have a number of large dwellings that were originally owned by wealthy merchants and warehouse buildings. There were also riverside wharves where trading occurred. Many are now listed and/or form part of Conservation Areas within the centres of Boston and Spalding as well as within other parts of the smaller towns and villages.</p> <p>7.3.8 Development in the Conservation Areas is important in order to maintain their vitality and to preserve their distinctiveness and history. However, it is very important that new buildings respect the form and character of the location and the reuse of buildings respect the building's character. Listed building and Conservation Area applications must show an understanding of the significance of the location, or building, which can be assisted by consulting the National Heritage List for England and the local Historic Environment Record,</p>	<p><i>(Update policy and reasoned justification)</i></p> <p>Historic England objected to this policy in March 2017 [Response Number 366] and said it was not sound in its current form. The policy and justification has been rewritten and Historic England is content the policy is now consistent with national policy.</p>	<p>No – this text providing further justification sets out information to inform users of the policy's implementation assisting the performance and effectiveness of the policy. In itself the supporting justification would not have a significant effect.</p>

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			<p>held by Lincolnshire County Council.</p> <p><b>Listed Buildings and their Setting</b></p> <p>7.3.8 A proposal to demolish a listed building, or to alter or extend it in a way that would affect its special character, requires Listed Building Consent. If the proposal also involves 'development', planning permission is required and, in that case, the Local Planning Authority will wish to consider applications for Listed Building Consent and planning applications concurrently.</p> <p>7.3.9 Proposals to alter or extend any Listed Building will be assessed against the need to preserve the special architectural or historic interest which led to the building being listed. There is a general presumption in favour of the preservation of Listed Buildings, and consent to demolish or partly demolish such buildings will only be granted in exceptional circumstances.</p> <p>7.3.10 The setting of a Listed Building may be affected by development. It is important that applications for planning permission for development affecting Listed Buildings, or their settings, include full details of the proposal so that an informed decision can be reached.</p> <p><b>Conservation Areas</b></p> <p>7.3.11 The effect of a proposed development on the character or appearance of a Conservation Area is always a material consideration in the determination of planning applications. All development should preserve or enhance that character or appearance. It is also important that the spaces around and within the conservation area are retained, where they add to its character.</p> <p>7.3.12 Demolition within a conservation area should only be allowed in exceptional circumstances, and will normally be permitted only if the Council is satisfied that the proposal for redevelopment is acceptable and there is an</p>		



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			<p>undertaking to implement it within a specified period.</p> <p>7.3.13 Development within conservation areas must respect the local character and be carefully designed to respect the setting, through consideration of scale, height, massing, alignment, and use of appropriate materials. Keeping valued historic buildings in active and viable use is important for both the maintenance of the building concerned and the overall character of the conservation area. Proposals to change the use of a building might therefore be supported, where features essential to the special interest of the individual building are not lost or altered to facilitate the change of use.</p> <p>7.3.14 The Local Planning Authorities will continue to keep under review Conservation Areas in the Local Plan area, and where appropriate, designate new areas. <b>New or updated</b> Conservation Areas Appraisals will define the boundaries and analyse the special character and appearance of the area. The Local Planning Authorities will seek to target areas and properties which are identified through Appraisals and influence change in a proactive way, wherever opportunities arise. In some cases, where the status of a Conservation Area has become inappropriate or ineffective, designation may be removed. Management plans and other guidance will be used to help guide the future of a Conservation Area, particularly in areas experiencing development pressure, to supplement Historic England advice.</p> <p><b>Archaeology</b></p> <p>7.3.15 Local Planning Authorities may require developers to assess the potential impacts of their proposal on archaeological remains in order to reach a decision on a development proposal. Where archaeological impacts are indicated, developers are expected to work with the local planning authority to devise a scheme for mitigating such impacts, which may form part of a planning condition or a planning obligation. Such conditions are designed to ensure that such remains are either preserved in situ or recorded.</p>		

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			<p>7.3.16 All archaeological work should be based on a thorough understanding of the available evidence, and of the local, regional and national contribution it makes. The known and potential archaeological heritage of the area is recorded by the Lincolnshire Historic Environment Record. This and other sources, such as the Lincolnshire Archives, The Lincolnshire Archaeological Handbook and the Lincolnshire Historic Landscape Characterisation should be used to inform all proposals and decisions.</p> <p><b>Registered Parks and Gardens</b></p> <p>7.3.17 The Register includes sites of particular significance that are gardens, grounds and other planned open spaces. The emphasis of the Register is on 'designed' landscapes, rather than on planting or botanical importance. Historic parks and gardens are a fragile and finite resource: they can easily be damaged beyond repair or lost forever. Registration is a 'material consideration' in the planning process, meaning that planning authorities must consider the impact of any proposed development on the landscapes' special character.</p> <p><b>Enabling Development</b></p> <p>7.3.18 'Heritage at Risk' includes grade I and II* Listed Buildings, Listed places of worship, Conservation Areas, Archaeology and Scheduled Monuments, Registered Parks and Gardens and Conservation Areas, and as well as other buildings, structures and sites who are known to be at risk as a result of neglect, decay or inappropriate development. Proposals that either secure the future of heritage 'at risk' (on the regional Heritage at Risk Register<sup>28</sup>), or prevent assets from becoming 'at risk' in the first place will be encouraged where the significance of the asset can be adequately protected in line with section 5 of the policy.</p> <p><b>Development Proposals</b></p>		

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			<p>7.3.19 In addition to the advice outlined above this part of the policy outlines the information that is required to support applications.</p> <p>7.3.20 Development <del>These can</del> that complements initiatives being actioned or prepared to enhance the quality of heritage assets; for example, the shop front grant scheme for properties around the Market Place and surrounding streets in Boston and <del>the implemented scheme</del> for shops in Spalding, Crowland, Holbeach and Long Sutton. <del>has benefitted</del> Several assets and the overall street- scenes <del>have benefitted</del>. <del>While</del> In addition schemes to restore and adapt the buildings at St Botolph's Church, Boston and Algarkirk and Benington parish churches have improved community and heritage tourism facilities. The construction of the Boston Barrier, near to Boston Port, will allow better use of the river for leisure purposes and the development of existing heritage assets to tell the drainage and trade stories of the town.</p> <p>7.3.21 The Local Planning Authorities will encourage other proposals that either secure greater public access to local heritage assets or provide interpretation relating to assets and/or new development that promotes the educational, recreational and/or tourism potential of local agricultural and cultural heritage, through sensitive management and enhancement of heritage assets. Particular support will be given to schemes that conserve and enhance the setting of heritage assets and archaeological remains most 'at risk' through neglect, decay or other threats. Opportunities for heritage assets to mitigate, and adapt to, the effects of climate change will be <del>promoted through maintenance, and sensitive and energy-efficient adaptation and reuse.</del> <b>assessed against the impact of the proposal on the significance of the heritage asset.</b></p> <p>7.3.22 Owing to the flat landscape church towers and spires and the remaining traditional wind mills are dominant in the landscape. It is important that new development respects these buildings by not undermining their dominance in the</p>		

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			<p>landscape and also maintains views of them.</p> <p><b>Monitoring</b>            Number of planning applications refused for not conserving or enhancing designated or <u>undesigned assets</u>            Number of planning applications refused for having an adverse impact on listed buildings or sites of <u>special historic or archaeological interest</u>            Number of planning permissions granted for the demolition of listed buildings/buildings in <u>conservation areas</u>            Number of planning applications refused for having an adverse impact upon the dominance of <u>church towers, spires and traditional windmills</u></p>		
SA66	PMM029	Former Policy 26: Pollution (renumbered as 30)	<p><b>7.4 Pollution</b></p> <p>7.4.1 All new development must take into account the potential environmental impacts on people, buildings, land, air and water arising from the development itself, <b>existing land uses</b> and any former use of the site, including, in particular, adverse effects arising from pollution.</p>	Amended introduction to Policy 26 (Now 30)	No – the text is introductory and the proposed addition is covered within the policy itself.
SA67	PMM029	Former Policy 26: Pollution (renumbered as 30)	<p><b>Policy 26 30: Pollution</b></p> <p><b>Development</b> Pproposals will not be permitted where, <b>taking account of any proposed mitigation measures</b>, <del>individually or cumulatively, there are adverse impacts on light, noise, odour, fumes, vibration and waste materials and as a consequence have</del> <b>they would lead to unacceptable</b> adverse impacts upon:</p> <ol style="list-style-type: none"> <li>1. health and safety of the public;</li> <li>2. the amenities of the area; <del>and</del> <b>or</b></li> <li>3. the natural, historic and built environment;</li> </ol> <p>by way of:</p> <p><del>±</del> <b>4. air quality, including fumes and odour;</b></p>	<p>The MIQ asked if the policy was justified and effective and clearly identified how a decision maker is likely to respond to an application. In considering this it was felt the justification could be amended by augmenting, including reference to new documents, and rearranging the existing text to improve clarity and effectiveness.</p> <p>The MIQ asked if the policy</p>	Yes – the proposed amendments to the policy have the potential for significant effect.

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			<p>2. background 5. noise including vibration;  <del>3. and 6.</del> light levels;            4. 7. land quality and condition; <del>and or</del>            5. 8. surface and groundwater quality.</p> <p>Major <del>p</del> Planning applications <del>will be accompanied by an Air Quality A</del>, except for development within the curtilage of a dwelling house as specified within Schedule 2, Part 1 of The Town and Country Planning (General Permitted Development)(England) Order 2015, or successor statutory instrument, must include an assessment of:</p> <p><del>1.</del> 9. impact on the proposed development from poor air quality from identified sources;  <del>2.</del> 10. impact on air quality from the proposed development; and  <del>3.</del> 11. impact on amenity from existing uses.</p> <p><del>which will illustrate the significance of the proposed development's effect on air quality and s</del> Suitable mitigation measures <b>will be provided</b>, if required. Exceptions will be made where it can be clearly demonstrated that the wider social and economic benefits of the development outweigh the adverse environmental impact. <b>Proposals will be refused if impacts cannot be suitably mitigated or avoided.</b></p> <p>Development proposals on contaminated land, or where there is reason to suspect contamination, must include an assessment of the extent of contamination and any possible risks. Proposals will not be considered favourably unless the land is, or can be made, suitable for the proposed use.</p>	<p>should refer to mitigation and to green space and trees as potential mitigation measures. It was considered that the first part of the policy could be amended to assist effectiveness.</p> <p>And also to improve clarity, justification and effectiveness.</p>	
SA67	PMM029	Former Policy 26: Pollution (renumbered	<p><b>Reasoned Justification</b>            7.4.2 There are a number of contaminated sites across South East Lincolnshire, which, if remediated, could reduce the pressure on greenfield land,</p>	The MIQ asked if the policy was justified and effective and clearly identified how a	No – this text providing further justification sets

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
		as 30)	<p>which is mostly Grade 1 and 2 agricultural land. Land affected by contamination may pose an unacceptable risk to human health, the natural environment, including groundwater, the built environment and economic activities, through its impacts on the users of the land, and on neighbouring users. Land contamination, or the possibility of it, is therefore a material planning consideration in taking decisions on planning applications. Where development is proposed on a site which is known, or has the potential to be affected by contamination, a preliminary risk assessment shall be undertaken as the first stage in assessing the risk. Preliminary risk assessments and any subsequent additional information shall be carried out in accordance with the Environment Agency's Model Procedures for the Management of Land Contamination<sup>54</sup> and Guiding Principles for Land Contamination<sup>55</sup>.</p> <p>7.4.3—New activities need to be deterred in certain areas based on their intrinsic hazard to groundwater. The hazard may result from a combination of the activity type, its duration and the potential for failure of controls. Additionally, new development should not pose an unacceptable risk of pollution to groundwater from sewage effluent, trade effluent or contaminated surface water. This also applies where the discharge will cause pollution by mobilising contaminants already in the ground. The Environment Agency's Groundwater Protection: Principles and Practice (GP3)<sup>56</sup> highlights best practice.</p> <p>7.4.4—There are two Air Quality Management Areas (AQMAs) in Boston, at Haven Bridge and Bargate Bridge, owing to traffic emissions. Car ownership levels are high in South East Lincolnshire and therefore traffic levels are likely to grow with more development. This will have an impact on air quality levels, if unmitigated. There is now a strong base of scientific evidence that particulates from traffic pollution are a contributor to premature death (29,000 in the UK in 2008, 25,000 of these in England<sup>57</sup>), with Nitrogen Dioxide also strongly linked. Consequently, there is a strong need to avoid increasing traffic pollution at other</p>	<p>decision maker is likely to respond to an application. In considering this it was felt the justification could be amended by augmenting, including reference to new documents, and rearranging the existing text to improve clarity and effectiveness.</p> <p>In addition in the response to Q193 above, the wording was adapted to refer to include 'Visual issues can benefit from screening, including the use of existing and augmented landscaping belts' to improve clarity and effectiveness.</p> <p>And also to improve clarity, justification and effectiveness.</p>	<p>out information to inform users of the policy's implementation assisting the performance and effectiveness of the policy. In itself the supporting justification would not have a significant effect.</p>

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			<p>locations that fall below the threshold for a declared AQMA, but which could potentially reach this threshold in the future if unchecked. In a location where there is the potential for a negative impact upon air quality, such as; where there could be impact on a particular street, or combination of streets, or where the air quality objective for a particular pollutant is not being met, or could fail to be met in the future, it may be necessary to agree a threshold for the number of properties being developed, or the scale of non-residential developments. Such considerations may vary to reflect changes in the levels of pollutants and the pollutants themselves, as published as national air quality objectives.</p> <p>7.4.5—In these circumstances, an air quality assessment may be required to accompany applications for major development. Mitigation will be site-specific but could include the installation of electric vehicle charge points, provision of cycle/safe pedestrian routes, bus interchanges, contributions to road improvement schemes (or combinations of), to ensure air quality is controlled appropriately in the future (see Policy 29). 'Land Use Planning &amp; Development Control: Planning For Air Quality'<sup>57</sup> provides further guidance.</p> <p>7.4.6—Development of new sites will impact on the soil, existing vegetation and trees on or around the site, change the appearance of the site and may cause extra light pollution for those who live near it. In combination with the requirements of Policy 4, there is a need to carefully consider how best to resolve these issues; visual and light pollution can be ameliorated by careful design and layout of the scheme, including the use and positioning of suitable lighting fittings which prevent light spilling upwards and outwards from the area to be lit, and screening, including the use of existing and augmented landscaping belts. Measures to address impacts upon soil can be found in A Construction Code of Practice for the Sustainable Use of Soils on Construction Sites<sup>58</sup>.</p>		

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>7.4.2 Development will impact local amenities, and could, depending on the use, impact on a wider area. Development may be also impacted by the area immediately around the site. For instance uses that emit fumes, noise and odours have the ability to detrimentally impact on neighbouring uses, and if carried on the wind, those further afield. New sources of noise can also raise overall noise levels. Similarly new or upgraded lighting may cause extra light pollution for those who are near to the site. In some cases very bright flood lighting can be seen well away from the site, which adds to the sense of urbanising the countryside.</p> <p>7.4.3 In conjunction with Policy 3 it is important to assess proposed new uses to prevent, or minimise impact on amenities by way of: air quality, light levels, noise, odour and vibration. Air quality and odour issues should be discussed with Environmental Health Officers. Noise assessments will be required where it is considered there is a risk of noise disturbance, following advice from Environmental Health Officers. Solutions may require, in combination with the requirements of Policy 4, careful design of buildings, layout of the site and suitable plant or machinery to remove or reduce impacts and should be discussed with Environmental Health and Planning Officers. In addition for lighting, the visual impact of the lanterns and light pollution can be ameliorated by careful design and layout of the lighting scheme, including the use and positioning of suitable lighting fittings which prevent light spilling upwards and outwards from the area to be lit. Visual issues can benefit from screening, including the use of existing and augmented landscaping belts. If planning permission is granted, the suggested solutions may require conditioning to ensure continued protection of amenities. Where impacts cannot be suitably mitigated, planning permission will be refused as in some cases the only solution may be identifying a better site with fewer constraints.</p> <p>7.4.4 Measures to address impacts upon soil can be found in 'A Construction Code of Practice for the Sustainable Use of Soils on Construction Sites'<sup>58</sup> or</p>		



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			<p>successor local or national guidance. There are also a number of contaminated sites across South East Lincolnshire, which, if remediated, could reduce the pressure on green field land, which is mostly Grade 1 and 2 agricultural land. Land affected by contamination may pose an unacceptable risk to human health, the natural environment, including groundwater, the built environment and economic activities, through its impacts on the users of the land, and on neighbouring users. Land contamination, or the possibility of it, is therefore a material planning consideration in taking decisions on planning applications. Where development is proposed on a site which is known, or has the potential to be affected by contamination, a preliminary risk assessment shall be undertaken as the first stage in assessing the risk. Preliminary risk assessments and any subsequent additional information shall be carried out in accordance with the Yorkshire and Lincolnshire Pollution Advisory Group (YALPAG) Document 'Development on Land Affected by Contamination'<sup>54</sup> supported by YALPAG 'Verification Requirements for Cover Systems'<sup>55</sup> and YALPAG 'Verification Requirements for Gas Protections Systems'<sup>56</sup>, or successor local or national guidance.</p> <p>7.4.5 New activities need to be deterred in certain areas based on their intrinsic hazard to groundwater. The hazard may result from a combination of the activity type, its duration and the potential for failure of controls. Additionally, new development should not pose an unacceptable risk of pollution to groundwater from sewage effluent, trade effluent or contaminated surface water. This also applies where the discharge will cause pollution by mobilising contaminants already in the ground. The Environment Agency's, 'Approach to Groundwater Protection'<sup>57</sup>, or successor local or national guidance, highlights best practice.</p> <p>7.4.6 There are two Air Quality Management Areas (AQMAs) in Boston, at Haven Bridge and Bargate Bridge, owing to traffic emissions. Car ownership</p>		

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			<p>levels are high in South East Lincolnshire and therefore traffic levels are likely to grow with more development. This will have an impact on air-quality levels, if unmitigated. There is now a strong base of scientific evidence that particulate air pollution, of which vehicle emissions form part, is a contributor to premature death<sup>58</sup>. The report shows an annual attributable death rate of 25,002 in England, 387 in Lincolnshire and 87 in South East Lincolnshire. For South East Lincolnshire this amounts to 843 life years lost. Consequently, there is a strong need to mitigate the impact of poor air quality on new development and avoid new development increasing air pollution at locations inside or outside a declared AQMA.</p> <p>7.4.7 The East Midlands Air Quality Network has prepared 'Air Quality and Emissions Mitigation – Guidance for Developers June 2017'<sup>59</sup>. It provides a methodology for assessing all forms of development and potential air pollution mitigation. It achieves this by dividing proposed developments into three categories, minor, medium and major, using the Department for Transport Threshold Criteria for Transport Assessments. Minor and Medium sized development consider the impact from exposure to poor air quality from identified sources and how this can be mitigated by the design of the development and also mitigate worsening air quality by the incorporation of suggested suitable building services and construction protocols. Major development will be required to undertake a full Air Quality Assessment and will need to undertake additional measures that may be required by planning condition or Planning Obligation. Therefore, all applications, except residential (C3) extensions, shall consider the implications of this, or successor local or national guidance, on the proposed development and in consultation with Environmental Health, Highways and Planning Officers provide the relevant level of mitigation, briefly explained in a mitigation statement.</p> <p>7.4.78 Waste disposal is a Lincolnshire County Council function and will be managed by the Lincolnshire Minerals and Waste Local Plan<sup>1</sup>. The proportion of</p>		

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			<p>waste that is being diverted to composting and recycling in South East Lincolnshire is increasing.</p> <p><b>Monitoring</b>  <u>Number of applications refused owing to environmental impact</u>  <u>Noof AQMAs in South East Lincolnshire</u>            Number of contaminated sites developed</p>		
SA68	PMM030	Former Policy 27: Climate Change and Renewable and Low Carbon Energy (renumbered as 31)	<p>'the adoption of the sequential approach and Exception Test to flood-risk and the incorporation of flood-mitigation measures in design and construction to reduce the effects of flooding, <b>including SuDS schemes for all 'Major' applications'</b>.</p> <p>'the protection of the quality, quantity and availability of water resources, <b>including for residential developments, complying with the Building Regulation water efficiency standard of 110 litres per person per day;</b>'</p> <p><b>B. Renewable Energy</b></p>	<p><i>(Amend A.2)</i>            The MIQ queried the inclusion of SUDs in the policy and their use and requirements in development. It was considered that the policy and the justification could be amended to improve effectiveness and justification</p> <p><i>(Amend A.3)</i>            The MIQ asked if the lower water consumption standard should be required. We have signed a Statement of Common Ground with Anglian Water and the Environment Agency covering these changes.</p> <p>Also amend the Renewable Energy part of the policy.</p>	Yes – the proposed amendments to the policy have the potential for significant effect.

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>The development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies on existing or proposed structures will be permitted provided, individually, or cumulatively, there would be no significant harm to:</p> <ol style="list-style-type: none"> <li>1. visual amenity; , <b>landscape character or quality, or skyscape considerations;</b></li> <li>2. residential amenity in respect of: noise, fumes, odour, vibration, shadow flicker, sunlight reflection, broadcast interference, traffic;</li> <li>3. highway safety (including public rights of way);</li> <li>4. agricultural land take, <del>landscape character or quality, or skyscape considerations;</del></li> <li>5. aviation and radar safety;</li> <li>6. heritage assets <b>including their setting;</b> and</li> <li>7. the natural environment.</li> </ol>	<p>The MIQ asked if the criteria were clearly justified and takes sufficient account of heritage assets.</p> <p>In so doing 'landscape character or quality, or skyscape considerations' should be removed from bullet 4 and added to bullet 1. In addition bullet 6 is amended to: 'heritage assets, including their setting'.</p>	
SA69	PMM030	Former Policy 27: Climate Change and Renewable and Low Carbon Energy (renumbered as 31)	<p>'The site-specific Flood Risk Assessment will identify the flood risk and whether different parts of the site have more or less potential flood depth. This information should be used to influence the layout of the scheme and position of the buildings, open space and Sustainable Drainage Systems (SuDS), if employed. <b>Lincolnshire County Council as Lead Local Flood Authority are implementing the Ministerial Statement on Sustainable drainage systems of 18 December 2014.</b> By providing storm-water storage to reduce the risk from surface-water flooding to the development and its neighbours, SuDS have the twin effect of slowing water discharge, and allowing some recharge of groundwater levels.'</p> <p>Water supply has been improved with new infrastructure to the Local Plan area.</p>	<p><i>(Amend para 7.5.3)</i> The MIQ queried the inclusion of SUDs in the policy and their use and requirements in development. It was considered that the policy and the justification could be amended to improve effectiveness and justification.</p> <p><i>(amend paragraph 7.5.4)</i></p>	No – this text providing further justification sets out information to inform users of the policy's implementation assisting the performance and effectiveness of the policy. In itself the supporting justification would not have a

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			<p>and <b>However</b>, the Environment Agency indicates that South East Lincolnshire is not a Water Stressed Area<sup>61</sup>. Therefore, it is not <b>considered</b> necessary to require a reduced standard of wholesome water use from the current Building Regulation standard of 125 litres/per person/per day to <b>the optional water efficiency standard of 110 litres/per person/per day</b>. <del>However, should these circumstances change the relevant reduced standard will be required<sup>10</sup>. Water stress can be helped by employing rainwater and grey water conservation and recycling measures in new development to reduce the consumption of wholesome water.</del></p> <p>7.5.7 South East Lincolnshire <b>Lincolnshire's progress in relation to</b> <del>is close to providing the Government target for 30% of electricity used from renewable sources. , However, achieving the national 15% target of all energy used from renewable sources is some way off. New development can help meet the targets set out in the Climate Change Act 2008; a</del> <b>and the 34% cut in greenhouse gases by 2020 is achievable with more effort on residential improvements, but an and 80% cut in greenhouse gases would require a shift to electric vehicles supplied by renewable and nuclear energy. by 2050 is contained within the 'South East Lincolnshire's Carbon Challenge'.</b></p> <p>7.5.8 <b>The Low Carbon Energy Opportunities mapping for onshore wind undertaken in March 2011 by 'Land Use Consultants', shows some potential along the Wash shoreline and along the western and southern boundary of the plan area. However, the Landscape Character Assessments undertaken for Boston BC and South Holland DC indicate the Wash shoreline as moderately or highly sensitive to change or highly unsuitable for wind development respectively. In addition a recent application in this location was not determined owing to radar issues not been resolved. The Wash contains an RAF bombing range and there are RAF stations outside, but close to the plan area. The potential along the western and southern boundary of the plan area is also restricted by a windfarm which has consent at East Heckington, but not yet</b></p>	<p>The MIQ asked if the lower water consumption standard should be required. We have signed a Statement of Common Ground with Anglian Water and the Environment Agency covering these changes.</p> <p>Amend paragraphs 7.5.7 to 7.5.10 and set out reasoning for not designating/identifying suitable areas for wind turbines.</p> <p>Paragraphs 7.5.7 to 7.5.11 have been updated to more clearly justify the criteria in the policy.</p> <p>The MIQ also asked if the plan took account of a written ministerial statement on wind energy and PPG advice. It is considered that paragraph 7.5.8 can be amended to explain there is little capacity beyond what has been developed.</p>	<p>significant effect.</p>

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			<p>implemented, which with Bicker Fen will produce 35 wind turbines in close proximity to each other. Along with Tritton Knoll and Viking Link they connect to Bicker Fen Substation, which raises unknown capacity issues. Cumulative landscape impact is also likely with further wind farm development between Deeping St Nicholas and Wryde Croft wind farms as well as impact on the setting of Crowland Abbey, which is Grade 1 listed and a Scheduled Monument. Also nearby an application at West Pinchbeck was not determined owing to unresolved impact on bio diversity. Historically Boston BC has only received one application, which was approved at Bicker Fen, and South Holland has received three wind farm proposals which have been constructed at Deeping St Nicholas, Gedney Marsh and Tydd St Mary in addition to the two referred to above which have not been determined owing to unresolved issues. Therefore, for these reasons the 'Suitable Area of Search' for wind farm development, referred to in the Ministerial Statement of 18 June 2015, has not been identified owing to the evidence showing little potential beyond what has been developed.</p> <p>7.5.9 South East Lincolnshire is within The Fens National Character Area. The Local Plan area is notable for its large-scale, flat, open landscape with extensive vistas to level horizons. The level, open topography shapes the impression of huge skies which convey a strong sense of place, tranquillity and inspiration. Planning proposals shall assess their implications against the information contained in the:- Landscape Character Assessment of Boston Borough<sup>62</sup> or the Strategic Landscape Capacity Study for South Holland<sup>63</sup>, as well as the Lincolnshire Historic Landscape Characterisation Project<sup>64</sup>, the Lincolnshire Historic Environment Record (HER), the Boston Town and Rural Historic Environment Baseline Studies and the Conservation Area appraisals (see Policy 25)to protect landscape character and quality, skyscape and visual amenity.</p> <p>7.5.10 In addition proposals can cause changes to visual outlook, emit noise, fumes, odour and vibration; produce shadow flicker, sun light reflection and broadcast interference; and traffic issues on highways of unsuitable width and</p>	<p>These changes are made to aid clarity and effectiveness of the policy.</p>	

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			<p>construction. Therefore, it is important that proposals assess their impact individually and in combination with other similar developments on: residential amenity; highway safety, aviation and radar safety, and heritage assets. In addition all proposals use land and so lower quality agricultural land should be used and the natural environment / biodiversity shall be protected and enhanced. <del>to schemes that do not require planning permission South East Lincolnshire have a number of wind farms, solar photovoltaic farms and anaerobic digestion plants as well as traditional gas fired power station. A balance has to be struck between providing these large schemes and their impact on biodiversity, the landscape, residential and visual amenity and the loss of agricultural land.</del></p>		
SA70	PMM031	Former Policy 28: Community, Health and Well-being (renumbered as 32)	<p><b>Policy 28 32: Community, Health and Well-being</b></p> <p>Development shall contribute to: the creation of socially-cohesive and inclusive communities; reducing health inequalities; and improving the community's health and well-being. To this end, development will not be permitted unless it (where possible and appropriate):</p> <ol style="list-style-type: none"> <li>1. protects and enhances existing public rights of way, and creates new links to the rights of way network; and</li> <li>2. creates environments which:             <ol style="list-style-type: none"> <li>i. discourage crime and disorder, and do not create the fear of crime;</li> <li>ii. encourage healthy eating and local food growing;</li> <li>iii. are accessible to all sections of the community;</li> <li>iv. facilitate walking, cycling and public transport use; and</li> <li>v. encourage community use.</li> </ol> </li> </ol>	To improve the policy's clarity and effectiveness; ensure that the policy plans positively for the provision of community facilities as is required by national guidance; and ensure the provision of the cemetery and open space extensions which were offered to be provided in conjunction with the development of Housing Reserve Site Gos011.	Yes – the proposed amendments to the policy have the potential for significant effect.





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			<table border="1"> <tr> <td data-bbox="640 376 1122 411">Adult Football Pitch (1.2h)</td> <td data-bbox="1122 376 1603 411">1/4,650</td> </tr> <tr> <td data-bbox="640 411 1122 446">Junior Football Pitch (0.75h)</td> <td data-bbox="1122 411 1603 446">1/4,000</td> </tr> <tr> <td data-bbox="640 446 1122 481">Mini Football Pitch (0.2h)</td> <td data-bbox="1122 446 1603 481">1/10,000</td> </tr> <tr> <td data-bbox="640 481 1122 517">Rugby Pitch (1.25h)</td> <td data-bbox="1122 481 1603 517">1/9,000</td> </tr> <tr> <td data-bbox="640 517 1122 552">Cricket Pitch (1.2h)</td> <td data-bbox="1122 517 1603 552">1/10,000</td> </tr> <tr> <td data-bbox="640 552 1122 587">Golf Course (18 holes)</td> <td data-bbox="1122 552 1603 587">1/30,000</td> </tr> </table> <p data-bbox="640 587 1603 782">As first preference, this provision should be made in a suitable location on-site. Where on-site provision is not feasible or suitable, consideration will be given to a financial contribution towards the creation of a new facility nearby, or the improvement of an existing nearby facility. Whenever new provision is made, appropriate mechanisms must be put in place to ensure its satisfactory maintenance and management.'</p> <p data-bbox="640 782 1603 893">The redevelopment or change of use of an existing community facility will be permitted only if:</p> <ol data-bbox="640 893 1603 1324" style="list-style-type: none"> <li data-bbox="640 893 1603 1101">1. an assessment has been undertaken which has clearly shown that the facility is: <ul data-bbox="640 957 1603 1101" style="list-style-type: none"> <li data-bbox="640 957 1603 997">a. surplus to requirements; or</li> <li data-bbox="640 997 1603 1037">b. not economically viable; or c. unfit for purpose; and</li> <li data-bbox="640 1037 1603 1101">d. in the case of recreational open space, <del>that</del> it does not make an important contribution in amenity, visual or nature conservation terms; or</li> </ul> </li> <li data-bbox="640 1117 1603 1212">2. the loss resulting from the proposed redevelopment or change of use will be replaced by equivalent or better provision (in terms of quantity and quality) in a suitable nearby location; or</li> <li data-bbox="640 1212 1603 1324">3. (in the case of sports facilities or recreational open space) the redevelopment or change of use is for alternative sports or recreational provision, the need for which clearly outweighs the loss.</li> </ol> <p data-bbox="640 1324 1603 1383">The development of new community facilities will be supported, provided that</p>	Adult Football Pitch (1.2h)	1/4,650	Junior Football Pitch (0.75h)	1/4,000	Mini Football Pitch (0.2h)	1/10,000	Rugby Pitch (1.25h)	1/9,000	Cricket Pitch (1.2h)	1/10,000	Golf Course (18 holes)	1/30,000		
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			<p><del>they are</del> shall be located so as to be;</p> <ol style="list-style-type: none"> <li>1. as close as possible to the community they will serve;</li> <li>2. readily accessible by public transport, on foot, and by bicycle;</li> <li>3. compatible with nearby uses and the character and appearance of the neighbourhood; and</li> <li>4. located and designed to enable (where possible) shared use with other services/facilities.</li> </ol> <p>The Proposed Cemetery/Playing Field Extension shown on the Policies map (Inset Map No.18 – Gosberton) will be developed as a 1.26-hectare extension to the neighbouring playing field and a 0.64-hectare extension to the neighbouring cemetery in conjunction with the development of Housing Reserve Site Gos011.</p>		
SA71	PMM032	Former Policy 29: Delivering a More Sustainable Transport Network (renumbered as 33)	<p>identifying safeguarding routes on the Policies Map, within which <del>the Central</del> sections 2 and 3 of the Spalding Western Relief Road and Phase 3 of the Boston Distributor Road will be delivered (outside this plan period). Any development that would prejudice the design of this infrastructure will not be permitted;</p> <p>Add '<i>vi. Along West Elloe Avenue and Enterprise Way, Spalding</i>' to Policy.</p>	<p>(Amend criteria A6)</p> <p>Pedals [Respondent no. 335] reported errors on Inset Map 2 and Policy 29.</p> <p>The errors are accepted.</p> <p>Other changes are required owing to changes to the Vernatts SUE Policy.</p> <p>The changes are made to aid clarity in the interests of effectiveness.</p>	Yes, amendments to the policy have the potential for significant effect and require further consideration.
SA72	PM033	New Policy 34 Delivering the Boston	<p><b>8.3 Delivering the Boston Distributor Road</b></p> <p>8.3.1 The Boston Distributor Road (BDR) is a long term highway</p>	To improve clarity, justification and effectiveness.	No – the introductory text provides

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
		Distributor Road	<p>development programme, in the main, led by, and facilitated by, development opportunities. Its completion is likely to extend well beyond the 2036 end date of this Local Plan but a significant section is expected to be completed within the plan period.</p> <p>8.3.2 An alternative route around Boston has been a long held aspiration and the opportunity to bring such a route to the fore through this Local Plan has been a significant factor in assessing development opportunities. The 4<sup>th</sup> Lincolnshire Local Transport Plan (LLTP) provides the statutory context for this approach in proposing that the Local Plan be prepared by assessing whether development opportunities to meet development needs might also support the delivery of a Distributor Road for Boston. A western route for the Distributor Road is shown to be the best option as it is better integrated with the existing highway network. The eastern route also has more constraints with marginally better agricultural land and marginally worst flood risk (e.g. hazard in terms of rapid inundation from the Haven). The land development options being submitted through the Strategic Housing Land Availability Assessment process have also been far fewer and less comprehensive on the eastern side of the urban area than to the west.</p> <p>8.3.3 The BDR is also one of many proposals in the Boston Transport Strategy (BTS) (2017) linked with improving accessibility and better use of the strategic highway network. The BTS was updated in 2017 to have the same time frame as the Local Plan. Many of its proposals are at the option stage with delivery mechanisms yet to be determined. However the Local Plan can assist in several ways, e.g. helping to deliver a secondary school on the western side of the urban area (and so reducing cross town traffic), incorporating improvements to accessibility in new development (e.g. through Policy 29: Delivering a More Sustainable Transport Network) and by helping to deliver part of the BDR. Also linked to the improvements to the strategic highway network is the need to address poor air quality at the two Air Quality Management Areas in Boston.</p>		background information and would not in itself give rise to significant effects.

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SA73	PM033	New Policy 34 Delivering the Boston Distributor Road	<p><b>Policy 34: Delivering the Boston Distributor Road</b></p> <p>The Boston Distributor Road (BDR) will be delivered in three phases (as shown on the Plan: Indicative Layout Boston Distributor Road). The first two phases are expected to happen in the plan period up until 2036. The three phases are as follows:</p> <p>Phase 1: A16 to London Road through the development known as Q1;</p> <p>Phase 2: London Road to West End Road (on the southern perimeter of the SUE site known as Sou006) and from Gilbert Drive to the North Forty Foot Drain (through the SUE site known as Wes002);</p> <p>Phase 3: North Forty Foot Drain to the A16 north of Boston. Part 3 also includes highway improvement options from West End Road which may include new infrastructure to the A52 and beyond to the North Forty Foot section of highway.</p> <p>Highway design for the BDR will be in accordance with the Design Manual for Roads and Bridges as required by the Highways Authority.</p>	To improve clarity, justification and effectiveness.	Yes – new policy requires consideration of its potential significant effects.
SA74	PM033	New Policy 34 Delivering the Boston Distributor Road	<p>8.3.4 Phase 1 of the BDR is under construction as part of the Q1 mixed use development. The two sections of Phase 2 of the BDR are also part of the Sustainable Urban Extensions (SUE) Policies (Policies 12 and 13). Policies 12, 13 and 30 do not specify any delivery phasing for the BDR sections because they are part of accessing and opening up development opportunities. The developers of both Sou006 and Wes002 expect that all or most of their sites will be developed in the plan period. The Whole Plan Viability Assessment undertaken for the Local Plan suggests that the costs for these sections of the BDR are achievable as part of the opening up costs. The SUE site Wes 002 will be linked to Gilbert Drive which has been built and designed as a 7.3m width carriageway. This is the current design standard for a residential distributor</p>	To improve clarity, justification and effectiveness.	No – this text providing further justification sets out information to inform users of the policy’s implementation assisting the performance and effectiveness of the policy. In itself the

SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change	Reason for change	Potential significant effect requiring further consideration
			<p>road and future sections will need to meet the standards required by the County Council Highway's Authority.</p> <p>8.3.5 Phase 3 of the BDR is expected to take place beyond 2036 and the preparation of the Local Plan has explored whether land use options and sites might be forthcoming. Strategic sites were presented as possible options during the preparation leading up to the Publication Draft. Phase 3 also includes the consideration of highway improvements from West End Road which may include new highway infrastructure and bridging effectively from the A52 through to the new BDR highway provisions at the North Forty Foot. However the provisions of this Local Plan are for part of the BDR in terms of both infrastructure and function. It is acknowledged that Phase 3 of the BDR will require the examination of options in greater detail. The need for this is likely to be part of the preparation of a Local Plan review or as part of a completely new Local Plan.</p> <p><b>Monitoring</b>  <u>Length(Kilometres)oftheBostonDistributorRoaddeliveredwithineachfiveyear period(byphase)</u>  <u>ProgresswithfundingapplicationsforthedeliveryoftheBostonDistributorRoad</u></p> <ul style="list-style-type: none"> <li>Show indicative layout in Appendix 10</li> </ul>		supporting justification would not have a significant effect.
SA75	PMM034	Former Policy 30: Delivering the Spalding Transport Strategy (renumbered as 35)	8.2.1 The Spalding Transport Strategy 2014-2036 <sup>44</sup> 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 <sup>26</sup> , identified as one of four major schemes within Lincolnshire in the short to medium term. Important locally, it will play a major role in opening up development sites including Holland Park, the Vernatts Sustainable Urban Extension (see Policy 12) and other major sites to the west	To take on board all proposed modifications, rewrite Policy 30, and its introduction and reasoned justification	No – the proposed text provides background information only.

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			<p>of Spalding; it will also provide an alternative route to the congested A151 which passes through the centre of Spalding and are subject to increasing delays resulting from level-crossing 'downtime'.</p> <p>8.2.2—The SWRR, when completed, is expected to deliver significant benefits to traffic management around Spalding. However, its total cost and current funding arrangements (i.e. through developer contributions linked to housing delivery) mean that its construction is viewed as a series of separate projects over a number of years, with the completion of the road currently expected to stretch beyond the end of the Local Plan period in 2036. A clear strategy within this Local Plan will provide a framework for reviewing and revising implementation and delivery of those separate projects as funding opportunities emerge. Notably, the Central section of the SWRR, which would link the Northern and Southern sections via Bourne Road, is programmed to be delivered after 2036. However, it is intended that the principles of Policy 30 would apply to this section at the time it proceeds based on future land allocations.</p> <p>8.2.3—Policy 30 aims to provide a mechanism for securing developer contributions towards the delivery of the SWRR and other complementary solutions to current transport management issues in Spalding. Specifically, it concerns important road/traffic improvement schemes identified in the Strategy<sup>44</sup>, prioritised by the Local Highway Authority, which are required to mitigate the traffic impact of residential growth in and around Spalding pending the completion of the SWRR.</p> <p>8.4.1 'The Spalding Transport Strategy 2014 (the STS)<sup>44</sup>, finalised in September 2014, was developed jointly by Lincolnshire County Council and South Holland District Council (SHDC).</p> <p>8.4.2 The STS provides a comprehensive approach for the improvement</p>		

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			<p>and provision of transport and access for Spalding and its surrounding area, including the delivery of the Spalding Western Relief Road (SWRR). It was prepared with a view to addressing existing issues and supporting proposals for significant growth in the town in the short, medium and long term. The STS is designed to be a complementary package of measures that can be delivered through a range of supportive activities led by the relevant party including highway authority, planning authority, other public body or developer/ landowner interests.</p> <p>8.4.3 Accordingly, from the outset the STS was developed in close cooperation by Lincolnshire County Council (LCC), SHDC and other key stakeholders, and through wider public engagement. The adoption of this approach at an early stage was intended to ensure that the STS would complement and support other local and national policies, including the emerging South East Lincolnshire Local Plan.</p> <p>8.4.4 Policy 35 therefore creates a mechanism for securing developer contributions towards the delivery of the variety of complementary solutions to current transport-management issues identified in the STS.</p>		
SA76	PMM034	Former Policy 30: Delivering the Spalding Transport Strategy (renumbered as 35)	<p><b>Policy 30 35 : Delivering the Spalding Transport Strategy</b></p> <p><del>In accordance with Policy 7, Policy 11 and Inset Map 2: Spalding and Pinchbeck, the following housing allocations and all developments for 11 or more dwellings, and which have a combined gross floorspace of more than 1,000 sqm, or non residential development of 1000sqm or more floorspace (gross), granted planning permission on unallocated sites within the settlement boundaries for Spalding and Pinchbeck will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy<sup>44</sup>, or any successor, excluding the Northern and Southern sections of the SWRR:</del></p> <p>A. In accordance with Policy 15 and Policies Map Inset No. 2: Spalding and</p>	<p>To take on board all proposed modifications, rewrite Policy 30, and its introduction and reasoned justification</p> <p>Broadgate Homes Ltd.'s comments (Response Number 456) have been the subject of ongoing officer discussions with the representor following formal</p>	<p>Yes – amendments to the policy have the potential for significant effect and require further consideration.</p>

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			<p>Pinchbeck, the housing allocations Site Pin024: Land north of the Vernatt's Drain and Site Pin045: Land west of Spalding Road will be required to contribute to the delivery of Sections 4 and 5 of the SWRR in accordance with the Local Highway Authority's approved SWRR Delivery Strategy, subject to viability 70.</p> <p>In respect of these allocations, SHDC and the Local Highway Authority will seek to secure formal agreements with relevant developers/landowners on financial and other contributions. However, if necessary, the authorities will also consider the use of statutory powers, including compulsory purchase, to ensure delivery of the SWRR.</p> <p>Development proposals for these allocations which do not meet the detailed requirements set out in the SWRR Delivery Strategy or which compromise the strategic role of the road will not be permitted.</p> <p>B. In accordance with Policy 6, Policy 15 and Inset Map 2: Spalding and Pinchbeck, the following housing allocations and all developments for 11 or more dwellings, or which have a combined gross floor space of more than 1,000 sqm, or non- residential development of 1,000 sqm or more floor space (gross), granted planning permission on unallocated sites within the designated settlement boundaries for Spalding and Pinchbeck, will be subject to financial contributions towards the funding of projects featured in the STS<sup>44</sup>, or any successor:</p> <ul style="list-style-type: none"> <li>• Site Mon005: Land south of Horseshoe Road;</li> <li>• Site Mon008: Land north of Bourne Road;</li> <li>• Site Pin002: Land north of Market Way;</li> <li>• Site Pin019: Land east of Surfleet Road;</li> <li>• Site Pin025: Land east of Spalding Road;</li> </ul>	<p>submission of the Local Plan. A 'Statement of Common Ground' is in the course of preparation and should be available by Friday, 27 October.</p> <p>These proposed Main Modifications have been informed by the ongoing discussions to date.</p>	



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			<ul style="list-style-type: none"> <li>• Site Pin050: Spalding Lifestyle, Spalding Road;</li> <li>• Site Pin065: Birchgrove Garden Centre, Surfleet Road;</li> <li>• Site Stm004: Land east of Spalding Common;</li> <li>• Site Stm010: Land west of Spalding Common; and</li> <li>• Site Stm028: The Elders.</li> </ul> <p>Financial contributions to the schemes identified in the Spalding Transport Strategy<sup>44</sup> as prioritised by the Local Highway Authority will be secured through legal agreements, subject to the provisions of Policy 7. Their calculation will be subject to viability.</p> <p>Site Pin024: Land north of the Vernatt's Drain and Site Pin045: Land west of Spalding Road will be required to contribute to, and subject to viability, deliver the Northern section of the SWRR.</p> <p>The delivery of the Northern section of the SWRR requires a comprehensive and coordinated approach from landowners. The precise alignment of the SWRR in this area will be subject to master planning. The District Council and Local Highway Authority will seek to secure formal agreements with landowners on the financial package (including any public sector funding) to ensure delivery of the route. The authorities will also consider the use of statutory powers to ensure delivery of the SWRR if necessary.</p> <p>Financial contributions to the non-SWRR schemes identified in the STS, as prioritised by the Local Highway Authority, will be secured through legal agreements, subject to the provisions of Policy 6. Their calculation will be subject to viability.</p> <p>Development proposals for these sites which do not include appropriate financial contributions to secure delivery of identified off-site traffic-mitigation schemes will not be permitted.</p>		

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			<p>C. Other development proposals for sites situated outside of the designated settlement boundaries for Spalding and Pinchbeck, which would have a detrimental impact on traffic management in the Spalding area, will not be permitted without South Holland District Council securing contributions towards the Local Highway Authority's identified off-site mitigation schemes from such proposals in accordance with the relevant provisions set out in Section B of this policy.</p>		
SA77	PMM034	Former Policy 30: Delivering the Spalding Transport Strategy (renumbered as 35)	<p><b>Reasoned Justification</b></p> <p>8.2.4 — The quality of the road network in Spalding is central to facilitating vehicle as well as sustainable and public transport movements and, consequently, its suitability for accommodating residential growth. The operation of this network is linked to the impact of the operation of the rail line through the town centre and barrier down time. Recent traffic modelling<sup>68</sup> has demonstrated that housing commitments in Spalding will exacerbate traffic congestion at a number of locations across the town. These issues will be further exacerbated by the proposals for additional housing and other types of development in the Spalding and Pinchbeck areas contained in this Local Plan. Accordingly, it is essential that these impacts are mitigated as much as possible.</p> <p>8.2.5 — The Spalding Transport Strategy<sup>44</sup> has considered these impacts in scoping out future interventions needed across the town and the nearby area. The cumulative impact of all site allocations needs to be considered in order to ensure that the impact of individual schemes can be assessed at planning application stage. Existing consents have already made provision for necessary interventions to mitigate their impacts.</p> <p>8.2.6 — For example, the Holland Park development, which is currently under construction, is required to provide the Southern section of the SWRR within the development, in partnership with the Local Highway Authority. This is</p>	<p>Local Plan. A 'Statement of Common Ground' is in the course of preparation and should be available by Friday, 27 October.</p> <p>These proposed Main Modifications have been informed by the ongoing discussions to date.</p>	<p>No – this text providing further justification sets out information to inform users of the policy's implementation assisting the performance and effectiveness of the policy. In itself the supporting justification would not have a significant effect.</p>

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			<p>required to be delivered once the first 500 dwellings have been occupied.</p> <p>8.2.7 — Policy 30 seeks to ensure that future eligible housing and other developments in Spalding and Pinchbeck are required to fund either separate elements of the SWRR or other mitigation solutions from a package of transport measures in the town as detailed in the Spalding Transport Strategy<sup>44</sup>, as prioritised by the Local Highway Authority.</p> <p>8.2.8 — The aims within the Spalding Transport Strategy<sup>44</sup> will be developed, in partnership with the Local Highway Authority, into a delivery programme to be implemented in conjunction with the delivery of the Southern section of the SWRR.</p> <p>8.2.9 — In terms of the Northern section of the SWRR, Policy 12 requires the majority of development on Site Pin045: Land west of Spalding Road to be accessed separately from the main route of the Northern section of the SWRR, which proceeds to cross Site Pin045 (via a bridge crossing of the Joint Line railway) to access Site Pin024: Land north of the Vernatt's Drain. In view of these particular circumstances and to ensure timely commencement of development on Site Pin024, there is a need for all interested parties to agree a framework for accessing this site via land currently in the control of another developer.</p> <p>8.2.10 — As such, the nature of the contributions from these sites to the delivery of the Northern section and any possible support from public sources of funding will be set out in a Memorandum of Agreement between/involving the developers of these sites, the Local Highway Authority, South Holland District Council and other interested parties. This will form part of a wider delivery strategy that will be developed to support the implementation of this element of the SWRR.</p>		

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			<p>8.2.11 — The delivery of the SWRR and the other Strategy measures are a complete package of interventions that should ensure the effective operation of the Spalding transport infrastructure.</p> <p>8.4.5 The STS highlights the importance of the proposed 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 4<sup>th</sup> Lincolnshire Local Transport Plan<sup>26</sup>, and is identified as one of four major schemes within Lincolnshire in the short to medium term. LCC, as the Local Highway Authority, recognises it as playing a strategic role in opening-up development sites including the Holland Park Sustainable Urban Extension (SUE), the Vernatts SUE (see Policy 15: Vernatts Sustainable Urban Extension) and other major sites to the west of Spalding; and in providing an alternative route to the congested A151 which passes through the centre of Spalding and is subject to increasing delays resulting from level-crossing 'downtime'. As a consequence of the SWRR's strategic importance, LCC is leading on the submission of the planning application for Section 1 of the SWRR, and will do the same for Section 5.</p> <p>8.4.6 The SWRR, when completed, is expected to deliver significant benefits to traffic management around Spalding. However, its total cost and current funding arrangements (i.e. through developer contributions linked to housing delivery) mean that its construction is viewed as a series of separate 'projects' over a number of years, with the completion of the road currently expected to stretch beyond the end of the Local Plan period in 2036.</p> <p>8.4.7 The first project has been 'Section 1 of the SWRR (previously described as the 'Southern section' and associated with the development of the Holland Park SUE by a single developer). The second project is 'Section 5' (previously described as the 'Northern section'). Both of these sections are</p>		

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			<p>indicated diagrammatically on the Policies Map Inset for Spalding and Pinchbeck and described in the South East Lincolnshire Infrastructure Delivery Plan using their former names<sup>5</sup>. Sections 2, 3 and, 4 (previously described as the 'Central section') will link Sections 1 and 5, and due to their total length, may be delivered as several smaller projects. The precise routes of Sections 2 and 3 have yet to be confirmed, but it will proceed through the designated 'SWRR Safeguarding Corridor' as shown on the Policies Map Inset for Spalding and Pinchbeck. Section 4 will run parallel with, and close to the Vernatt's Drain. An indicative plan showing the extent of the SWRR sections is contained in Appendix 10.</p> <p>8.4.8 Given that there is currently no proposal to introduce a Community Infrastructure Levy (CIL) in South Holland District, LCC, with the support of SHDC, has prepared a 'SWRR Delivery Strategy'<sup>70</sup> to provide a robust and equitable funding and delivery mechanism to govern the development of the outstanding Sections 2-5 of the SWRR until such time as they are completed. It is sufficiently flexible to enable the implementation of individual SWRR projects to be reviewed in the light of additional funding opportunities (e.g. various public-sector initiatives) as and when they emerge.</p> <p>8.4.9 The STS also proposes important road/traffic improvement schemes, prioritised by the Local Highway Authority, which are required to mitigate the traffic impact of residential growth in and around Spalding pending the completion of the SWRR. These are to be supported by financial contributions from housing and other developments not directly related to the route of the SWRR.</p> <p><b>Monitoring</b></p> <p>NoofSpaldingTransportStrategyprojectscompleted</p>		

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			<ul style="list-style-type: none"> <li>Amend 02 Spalding and Pinchbeck inset map to extend SWRR safeguarding corridor to include land north of Mon008 and to show Sections 1-5 of the SWRR.</li> <li>Show indicative diagram describing sections 1-5 of the SWRR in Appendix 10</li> </ul>		
SA78	PMM035	Renamed Part 9:Monitoring and Review	9.1.4 In accordance with regulation 4 of The Town and Country Planning (Local Planning)(England)(Amendment) Regulations 2017' the Local Plan review will be completed every 5 years, starting from the date of adoption of the local plan.	As required by regulations.  Confirm that the review of the Local Plan will be undertaken in accordance with regulation 4 of The Town and Country Planning (Local Planning)(England)(Amendment) Regulations 2017'.	No – the additional text incorporates into the Plan for information reference to requirements for review set out in Regulations and required in any event. In addition the act of review itself would not bring about a significant effect.
SA79	PMM036	New Appendix 4 to the Local Plan	<ul style="list-style-type: none"> <li>Add a new Appendix 4 to the Local Plan, comprising of tables detailing expected housing delivery in Boston Borough and South Holland District over the Plan period, as shown in <b>Appendix A</b> to this document.</li> <li>Re-number Appendix 4: Car Parking Standards as Appendix 6: Car Parking Standards.</li> </ul>	To improve clarity, justification and effectiveness.	No – the amendment would only clarify the Local Plan's evidence; this would not affect its implementation.
SA80	PMM037	Appendix 5: Local Plan Implementation	Re-number Appendix 5: Local Plan Implementation as Appendix 7: Local Plan Implementation, and amend the Appendix as shown in <b>Appendix B</b> to this document.	To improve clarity, justification and effectiveness.	No - The revised and additional appendix set out will use of the

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					Local Plan. It's inclusion assists implementation of the Plan but would not have a significant effect upon sustainability objectives.
SA81	PMM038	New Appendices	<ul style="list-style-type: none"> <li>Add a new Appendix 5 to the Local Plan, comprising of tables detailing the infrastructure, constraints and mitigation requirements pertaining to the Local Plan's employment and housing allocations, as shown in <b>Appendix C</b> to this document.</li> </ul>	To improve clarity, justification and effectiveness.	No - The revised and additional appendix set out will use of the Local Plan. It's inclusion assists implementation of the Plan but would not have a significant effect upon sustainability objectives.
SA82	PMM038	New Appendices	<ul style="list-style-type: none"> <li>Add new Appendix 8 to the Local Plan for Developer Contributions for Education Facilities, as shown in <b>Appendix D</b> to this document.</li> </ul>	To improve clarity, justification and effectiveness.	No - The revised and additional appendix set out will use of the Local Plan. It's inclusion assists implementation of the Plan but would not have a significant effect upon sustainability

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					objectives.
SA83	PMM038	New Appendices	<ul style="list-style-type: none"> <li>Add new Appendix 9 to the Local Plan for Developer Contributions for Health Care Facilities, as shown in <b>Appendix E</b> to this document.</li> </ul>	To improve clarity, justification and effectiveness.	No - The revised and additional appendix set out will use of the Local Plan. It's inclusion assists implementation of the Plan but would not have a significant effect upon sustainability objectives.
SA84	PMM038	New Appendices	<ul style="list-style-type: none"> <li>Add new Appendix 10 to the Local Plan to comprise Indicative plans for 'Prestige Employment Sites', the four 'Sustainable Urban Extension' sites, the 'Boston Distributor Road' and the 'Spalding Western Relief Road'.</li> </ul>	To improve clarity, justification and effectiveness.	No - The revised and additional appendix set out will use of the Local Plan. It's inclusion assists implementation of the Plan but would not have a significant effect upon sustainability objectives.