

Appendix D – Potentially Significant Modifications Appraisal Update – Policies

Key

Text = text contained in the Publication version of the South east Lincolnshire Local Plan.

~~Text~~ = text contained in the Publication version and removed by the Main Modifications.

Text = new text inserted by the Main Modifications.

Text shown as above but highlighted in yellow indicates Further Proposed Modifications. Where a further modification has been made as a result of consultation on the main modifications they are referenced "OMM". These modifications do not raise new issues for the Local Plan preparation but require SA as potentially significant effects. Two Further Main Modifications proposed will be published for consultation by the Joint Committee. These are referenced in the schedule below as "FMM".

Appraisal of Further Main Modifications proposed December 2018 with previously appraised Main Modifications proposed July 2018

Policy 5: Strategic Approach to Flood Risk			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change
SA12	PMM005 and FMM001	Former Policy 5: Strategic Approach to Flood Risk. (renumbered as 4)	<p>Policy 5: Strategic Approach to Flood Risk</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>Flood risk management infrastructure shall be provided at the strategic level, where development opportunities allow, to reduce the hazard and probability of flooding.</p> <p>Policy 4: Approach to Flood Risk</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"> 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 development¹ 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). It can be demonstrated that essential infrastructure in FZ3a & FZ3b, highly vulnerable development in FZ2 and more

		<p>vulnerable development in FZ3 provide wider sustainability benefits to the community that outweigh flood risk.</p> <p>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:</p> <ul style="list-style-type: none"> a. demonstrate that the vulnerability of the proposed use is compatible with the flood zone; 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; 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; 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; 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); <p>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.</p> <p>demonstrates that adequate foul water treatment and disposal already exists or can be provided in time to serve the development.</p> <p>ensures suitable access is safeguarded for the maintenance of 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 for most' and 'danger for all' will not be permitted. Occupancy of caravan, chalet, log cabin, camping and touring sites at risk of tidal flooding will not only be permitted to open between 1st March and 31st October in any one year- 1st November in any one year and the 14th March in the succeeding year.</p>
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			<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 flooding.</p>		
SA Objective	Significance and Duration of Effect			Commentary - Publication Version	Effect of modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	•	•	•	<p>The policy has the potential for significant positive impacts by ensuring that a mix of new housing is located in areas of low hazard or probability of flooding. This will also help ensure that insurance premiums are kept to a minimum for homeowners.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modification adds further clarity to the policy and is unlikely to have a significant affect upon housing.</p> <p>The proposed further main modification would reduce the amount of time in a year that occupancy of caravan, chalet, log cabin, camping and touring sites at risk of tidal flooding will be permitted by two weeks. This is not considered to have a significant effect.</p>
2. Health and Wellbeing	•	•	•	<p>One way of helping to manage flood risk is to keep storage areas free from development. In many cases this land is suitable for a dual purpose such as green</p>	<p>The proposed modification adds</p>

				<p>infrastructure, which can promote healthy lifestyles through recreation. Even flood barriers can be used for leisure; appropriately designed flood walls enable people to walk and/or cycle along their length, providing the benefits of sustainable access as well. This can help improve connectivity for users around the area in the long term. Many sustainable drainage schemes incorporate ponds and, if designed well, these can become important habitats for wildlife which can support mental well-being. Overall, the protection of occupants from flooding will have a positive impact on this objective.</p> <p><i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i></p>	<p>further clarity to the policy and is unlikely to have a significant affect upon health and wellbeing.</p> <p>The proposed further main modification would not have a significant effect.</p>
3. Transport	.	.	.	<p>As discussed in Objective 2, many flood management measures are dual purpose and can provide for sustainable access through walking/cycling and can be designated as public rights of way. Some parts of the existing network have gaps and so flood management measures can help improve connectivity. It could therefore provide a viable, more sustainable alternative, to the use of the private car.</p> <p>New transport infrastructure will be expected to be drained appropriately. Sustainable drainage, such as swales, are a common feature alongside roads and cycle lanes enabling the network to operate more freely even in times of heavy rain, which may have in the past caused flooding on some parts of the low lying road network. Depending on the design, there could also be associated positive drainage benefits to adjoining land which lead to indirect benefits to local residents, or in the case of agricultural land, local businesses and the local economy.</p> <p><i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i></p>	<p>The proposed modification adds further clarity to the policy and is unlikely to have a significant affect upon transport.</p> <p>The proposed further main modification would not have a significant effect.</p>
4. Socially Inclusive Communities	.	.	..	<p>The avoidance of higher flood risk areas through the sequential test will ultimately reduce insurance payments, thereby reducing the financial costs to tenants or homeowners.</p> <p>It is expected that this policy will contribute to significant positive regeneration benefits by minimising flood risk within the Sub-Regional Centres, Main and Minor Service Centres. This may be particularly positive in Boston town where the Boston Barrier is expected to reduce flood risk generating associated benefits for residents and businesses. This is likely to be in the long term, once the infrastructure is in place.</p> <p><i>Likelihood/certainty: Highly probable</i></p>	<p>The proposed modification adds further clarity to the policy and is unlikely to have a significant affect upon social inclusion.</p> <p>The proposed further main modification would not have a significant effect.</p>

				<i>Temporary or permanent:</i> Permanent	
5. Education	.	.	.	<p>This policy will ensure that the sequential approach to flood risk and development is undertaken. This means that new educational facilities should be located in areas of low hazard and probability of flooding, and provide for sufficient flood management to ensure the development remains at minimal flood risk and safe for people over its lifetime. It is also anticipated that sustainable drainage measures should be designed into a scheme, thereby minimising the level of surface water run-off in times of heavy rainfall. The extent of the positive impacts will depend on implementation and the most appropriate form of flood mitigation being secured.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modification adds further clarity to the policy and is unlikely to have a significant affect upon education.</p> <p>The proposed further main modification would not have a significant effect.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	..	..	..	<p>As discussed in Objective 2, many flood management schemes and SuDS will directly enhance biodiversity through the creation of habitats and provide for green infrastructure for recreation. The policy also has the effect of directing development away from high flood risk areas, which are more likely to have increased significance in terms of biodiversity. This may also aid the protection of water quality.</p> <p>Geodiversity: No impact.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modification adds further clarity to the policy and is unlikely to have a significant affect upon biodiversity, geodiversity and green infrastructure.</p> <p>The proposed further main modification would not have a significant effect.</p>
7. Heritage	·/x	·/x	·/x	<p>Impacts will vary site by site so any adverse effects are unknown at this stage due to uncertainty surrounding the proposed construction of sites that could impact upon heritage. The provision of some flood mitigation measures, such as raised levels can be unsympathetic to heritage assets so could lead to adverse impacts, although other forms of mitigation could generate positive impacts, for example through the provision of green infrastructure which could enhance the setting of a heritage asset or improve poor quality urban fabric.</p> <p>By ensuring that development does not, in itself, increase flood risk the policy should help support the protection and enhancement of South East Lincolnshire's heritage assets.</p>	<p>The proposed modification adds further clarity to the policy and is unlikely to have a significant affect upon heritage.</p> <p>The proposed further main modification would not have a significant effect.</p>

				<p><i>Likelihood/certainty:</i> Uncertain – will depend on implementation <i>Temporary or permanent:</i> Temporary</p>	
8. Landscape and Townscape	.	.	.	<p>The requirement to retain flood storage areas, or create such areas can promote positive landscape impacts by enhancing the character and appearance of the local area. Local distinctiveness can be added through use as biodiversity, recreation or in some cases as working landscapes. Care should be taken to ensure that any engineered flood management schemes are designed sympathetically to fit within the local landscape/townscape.</p> <p>It is expected that this policy will contribute to significant positive regeneration benefits by minimising flood risk within the Sub-Regional Centres, Main and Minor Service Centres. This may be particularly positive in Boston town where the Boston Barrier is expected to reduce flood risk with associated benefits for residents and businesses. However positive impacts are likely to be visible in the long term once the infrastructure is completed and operational.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend on implementation <i>Temporary or permanent:</i> Temporary</p>	<p>The proposed modification adds further clarity to the policy and is unlikely to have a significant affect upon landscape and townscape.</p> <p>The proposed further main modification would not have a significant effect.</p>
9. Air, Soil and Water Resources	·/x	·/x	·/x	<p>The promotion of development within settlement boundaries could secure the use of brownfield land, which could help protect soil resources and divert development from agricultural land, thereby protecting natural infiltration. This may also aid the protection of water quality, or if the remediation of land is required, improve soil and water quality by reducing the amount of contaminants in the soil. However, the level of new development at edge of settlements suggests that quality agricultural land will be lost, resulting in adverse effects on soil resources in terms of loss of natural infiltration as discussed by Objective 8.</p> <p>The inclusion of flood mitigate ion measures such as SuDS, GI and structure planting (once mature) can help to protect soil and water quality and aid infiltration. SuDS can also help remove pollutants from surface water before it reaches the soil, particularly important when dealing with run-off from roads for example.</p> <p>Promotion of strategic flood management infrastructure alongside a large proportion of GI across sustainable urban extensions and at greenfield sites will be vital if adverse impacts are to be reduced. Adverse impacts in these locations will depend on implementation and the level of green infrastructure incorporated into new schemes.</p>	<p>The proposed modification adds further clarity with regards to flooding and this would bring about positive effects in this regard. The proposed modifications are unlikely to have a significant affect upon air and soil. Overall, no amendments are proposed to the previous assessment.</p> <p>The proposed further main modification would reduce the amount of time in a</p>

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				<p>Air Quality – No Impact</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend on implementation and the location of development</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>year that occupancy of caravan, chalet, log cabin, camping and touring sites at risk of tidal flooding will be permitted by two weeks. This would have a negligible impact upon water quality.</p>
10. Sustainable use of Land and Waste	•/x	•/x	•/x	<p>The promotion of development within settlement boundaries could secure the use of brownfield land, which could help protect soil resources and promote natural infiltration. However, the level of new development at the edge of settlements suggests that greenfield land will be lost, resulting in adverse effects on natural infiltration as discussed by Objective 9.</p> <p>As sites are being built-out, it is likely that impacts will lessen as mitigation (e.g. SuDS, GI, structure planting, etc.) matures helping to protect soil and water quality and aid infiltration. The overall impacts are likely to depend on implementation.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend on implementation and the location of development</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modification adds further clarity to the policy and is unlikely to have a significant affect upon use of land and waste.</p> <p>The proposed further main modification would not have a significant effect.</p>
11. Flood Risk	•	•	••	<p>The policy aims to discourage development in flood risk areas unless it passes the sequential test (and exceptions test where applicable) in accordance with national policy. A sequential approach to locating new development, particularly housing has been undertaken to ensure that it will be located in settlements/areas of settlements that are at a lower level of risk and hazard. This approach has been agreed with the Environment Agency and is considered to score highly against this objective.</p> <p>Even so, in many cases flood management/mitigation measures will be required and a site specific flood risk assessment should help identify appropriate measures prior to development being permitted; implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Where measures are installed it is likely their impact will increasingly be positive as potential for flooding is expected to increase as a result of climate change. Hence the likely effects will become more positive over the long-term as more flood management measures, in particular the strategic schemes take effect. Flood risk mitigation should be maintained for the lifetime of a development.</p>	<p>The proposed modification provides further clarity on and requirements when considering planning for flood risk, thus ensuring a positive outcome in this regard. The proposed modification supports the previous assessment.</p> <p>The proposed further main modification would reduce the amount of time in a</p>

				<p>All new development of 10 or more dwellings will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive impacts over the plan period, in terms of minimising surface water run off, and depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation.</p> <p><i>Likelihood/certainty:</i> Certain <i>Temporary or permanent:</i> Permanent (depending on measures installed)</p>	<p>year that occupancy of caravan, chalet, log cabin, camping and touring sites at risk of tidal flooding will be permitted by two weeks. This would have a negligible impact upon flood risk.</p>
12. Climate Change	•/x	•/x	•	<p>The premise of this policy is to minimise flood risk, which is expected to increase with the effects of climate change. The loss of greenfield land could exacerbate this, unless mitigation is secured through the development management process. Mitigation for the identified flood risk will be expected to include appropriate allowances for climate change which will have a positive impact on this objective.</p> <p>Resilience and Adaptation: The policy states that mitigation will be required for the lifetime of the development which would generate a positive impact.</p> <p>The sustainable urban extensions and larger housing schemes have the potential to generate significant positive effects in terms of climate change adaptation. This is related to minimising flooding and making local buildings and infrastructure more resilient to flooding events.</p> <p>Benefits are likely to be seen in the long term once the strategic schemes are installed and are operational.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modification ensures full consideration is given to flood risk matters in the planning process. This supports climate change mitigation. The proposed modification supports the previous assessment.</p> <p>The proposed further main modification would reduce the amount of time in a year that occupancy of caravan, chalet, log cabin, camping and touring sites at risk of tidal flooding will be permitted by two weeks. This would have a negligible impact upon adapting to climate change.</p>
13. Economy and	•/x	•/x	•/x	<p>The policy has the potential for significant positive impacts by ensuring that major non residential development is located in areas of lowest hazard or probability of flooding.</p>	<p>The proposed modification adds</p>

<p>Employment</p>				<p>This will ensure that employees and visitors can safely leave a building should there be a flood, ensuring businesses remain operational for as long as is safely possible. It should also help ensure that insurance premiums are kept to a minimum for businesses which may make the area more attractive to prospective employers in the future. This could be of particular benefit in areas where strategic infrastructure such as the Boston Barrier is planned.</p> <p>It is considered that this objective would depend on implementation, and is expected to be linked to delivery timescales for strategic infrastructure, for example.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend on implementation <i>Temporary or permanent:</i> Permanent</p>	<p>further clarity to the policy and is unlikely to have a significant affect upon economy and employment.</p> <p>The proposed further main modification would reduce the amount of time in a year that occupancy of caravan, chalet, log cabin, camping and touring sites at risk of tidal flooding will be permitted by two weeks. Whilst this would potentially mean two weeks less income for the visitor economy, this would be balanced out by reducing the risk of flooding and associated insurance and compensation costs. On balance, the impact of the further proposed main modification would not be significant.</p>
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The proposed modification expands and clarifies the requirements with regards to flood risk. Overall the proposed modification supports the previous assessment.</p> <p>The further proposed main modification would reduce by two weeks the amount of time in a year that occupancy of caravan, chalet, log cabin, camping and touring sites at risk of tidal flooding would be permitted. This is not considered to represent a significant effect.</p>				

Policy 8: Improving South East Lincolnshire's Employment Land Portfolio																																												
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change																																									
SA20	PMM008 and OMM02	Former Policy 8: Improving South East Lincolnshire's Employment Land Portfolio (renumbered as 7)	<p>Policy 8 7: Improving South East Lincolnshire's Employment Land Portfolio</p> <p>The South East Lincolnshire authorities will, in principle, support proposals which assist in the delivery of economic prosperity and some 17,600 jobs growth in the area, 3,800 in Boston Borough and 13,800 in South Holland District. Of these about 10,300 jobs fall into Class B.</p> <p>Main Employment Areas</p> <p>The Policies Map identifies Main Employment Areas, as listed below, which are reserved for main employment in Classes B1, B2 and B8. 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. 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 #. 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> <tr> <td>BO006</td> <td>Riverside Industrial Estate, Boston</td> <td>89.67</td> <td>18.0</td> <td>B1, B2, B8</td> </tr> <tr> <td>BO03508</td> <td>Q2: The Quadrant, Boston*#</td> <td>63.3</td> <td>2.5</td> <td>B1, A2, A3, A4</td> </tr> <tr> <td>CRO01</td> <td>Crease Drove Business Park, Crowland</td> <td>6.09</td> <td>1.9</td> <td>B1, B2, B8</td> </tr> <tr> <td>CRO097</td> <td>Thorney Road, Crowland</td> <td>1.7</td> <td>1.7</td> <td>B1, B2, B8</td> </tr> <tr> <td>HO002</td> <td>Holbeach Food Enterprise Zone*#</td> <td>17.0</td> <td>16.0</td> <td>B1, B2, B8, D1</td> </tr> <tr> <td>KI0041</td> <td>Kirton Distribution Park*#</td> <td>21.9</td> <td>15.4</td> <td>B1, B2, B8, sui generis</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	BO006	Riverside Industrial Estate, Boston	89.67	18.0	B1, B2, B8	BO03508	Q2: The Quadrant, Boston*#	63.3	2.5	B1, A2, A3, A4	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
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		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 22.2	3.7 16.2	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
			TOTAL		126.5 139	
<p>Local Employment Areas</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>						
		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
			TOTAL		0.4	
<p>Restricted Use Employment Sites</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>						
		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

			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 ⁷	Wingland Power Station	8.0	-	-
			SB014	Wingland Power Station B	14.4	14.2	B1, B2, B8 – power generation
		<p>Established Employment Sites</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>					
			Reference	Established Employment Sites	Location		
			BO002	Boston Trade Park	Boston		
			BO003	Nelson Way Industrial Estate	Boston		
			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 ⁵⁶	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		

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			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	
			LO006	Lime Walk	Long Sutton	
			LO016	Seagate Road South	Long Sutton	
			MO001	High Street	Moulton	
			OL001	M Baker & Son	Old Leake	
			OL002	Charles Wright & Sons	Old Leake	
			QU0025	Turners	Quadring	
			SP003	Fulney Lane North	Spalding	
			SP030	Marsh Road	Spalding	
			SR001	Gosberton Road	Surfleet	
			SR002	Seas End Road	Surfleet	
			SU004	Spalding Road Industrial Estate	Sutterton	
			SB001	West Bank Industrial Estate	Sutton Bridge	
			SB004	Railway Lane east	Sutton Bridge	
			SW001	North End Business Park	Swineshead	
			SW002	Station Road Industrial Estate	Swineshead	
			SW003	PF Booth & Son Mason Bros	Swineshead	
			WH001	Whaplode Industrial Estate	Whaplode	
			WE001	Flamingo Flowers	Weston	
			WI001	Scania	Wigtoft	
SA Objective	Significance and Duration of Effect			Commentary - Publication Version		Effect of modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years)			

			+))		
1. Housing	.	.	..	<p>Decent and Affordable Homes - This policy will safeguard a range and choice of employment sites and land in the higher tier settlements, as well as sites that are within 400m of those settlements, which will help support the level of housing growth identified in those locations. This policy also seeks to support suitable new employment development outside of these locations, which includes the Countryside, and so is likely to provide new and increased job opportunities in rural areas. Consequently, it should assist in providing everyone with a decent home as it should help to increase the average income and thus improve the affordability of homes. This would mean that more people will be able to afford homes that are suited to their needs. However, retaining people in the area who might otherwise have left due to a lack of suitable employment opportunities or by attracting people to the area with new jobs will also mean that in the long term the housing needs in the area may change. This should be kept under review to ensure adverse impacts are not generated.</p> <p>Given the current economic conditions it is likely that employment development may remain slow in the short/medium term, with more development over the longer term. The associated positive impacts against this objective are also likely to be in the long term.</p> <p>Fuel Poverty - Increased job opportunities and incomes should have a positive impact by helping to alleviate fuel poverty.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modification provides clarity and is unlikely to have a significant affect upon housing.</p> <p>The proposed further main modification would not have a significant effect.</p>
2. Health and Wellbeing	.	.	..	<p>The level of employment development promoted by this policy is likely to generate new jobs; work is generally seen as good for physical and mental health and wellbeing, particularly important to increase the self-esteem of those who are unemployed. By aiming to achieve a more diverse economy with a wider choice of jobs this policy could also better enable people to find work that suits their circumstances, helping them to achieve a better work/life balance, with associated health benefits, with regard to stress for example.</p> <p>Most of the employment sites proposed in this policy are located within or in close proximity of the higher tier settlements. This is where the majority of residential development will be located, as set out in the settlement hierarchy, meaning that</p>	<p>The proposed modification provides clarity and is unlikely to have a significant affect upon health and wellbeing.</p> <p>The proposed further main modification would not have a significant effect.</p>

				<p>the distance travelled by employees (particularly by private car) may therefore be reduced. Furthermore, it will ensure that the development of sites for employment use outside of the areas allocated by the policy will only be permitted provided that (amongst other requirements) the applicant can demonstrate that there is an ability to maximise opportunities for modal shift away from the private car. This may help encourage the use of more 'healthier' modes of transport such as walking and cycling which is especially important given the low levels of physical activity and excess weight in adults in South East Lincolnshire. As this policy restricts employment development in the Countryside to a certain degree it will ensure that the majority of such development will be directed to higher tier settlements which have a greater range of services and generally better public transport provision.</p> <p>However, three of the proposed Main Employment Areas are located within Boston town which has two Air Quality Management Areas, traffic accessing these areas may exacerbate congestion along the A16. Communities here are more likely to be affected by poor quality air which can lead to respiratory problems and have an associated impact on life expectancy. Where there is potential for a negative impact upon air quality, major development proposals should provide an Air Quality Assessment in accordance with Policy 26. This should ensure that potential adverse impacts are appropriately mitigated.</p> <p>Proposals for new employment development or the extension of an existing business outside of the areas allocated by the policy should not conflict with neighbouring land uses. This will generate a positive impact by protecting existing and future occupiers' standard of amenity.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	
<p>3. Transport</p>	<p>•/x</p>	<p>•/x</p>	<p>•</p>	<p>Due to the location and/or scale of most of the proposed allocations set out in this policy, road traffic (potentially including HGV traffic) including the number and frequency of trips made is likely to increase, particularly along the area's principal roads (e.g. A16, A17, A52). Proposals that are likely to generate a significant level of traffic will be expected to provide a Transport Assessment and Travel Plan in accordance with Policy 29. This should ensure that potential adverse impacts are appropriately mitigated.</p> <p>However, since the sites proposed in this policy are located within or in close</p>	<p>The proposed modification to the policy provides clarity and is unlikely to have a significant affect upon transport.</p> <p>The proposed further main modification would</p>

			<p>proximity to the higher tier settlements - which are likely to provide better transport links – this means that overall access to employment opportunities is likely to be good. The distance travelled, particularly by private car, may therefore be reduced.</p> <p>Most existing employment areas have good access by public transport. However opportunities to extend services should be taken where appropriate to support the development of employment development. It may also be possible through developer contributions to secure links to footpaths/cycleways to ensure that access to employment is made easier and more affordable for residents. This will also generate benefits to the environment.</p> <p>In addition, as this policy restricts employment development in the Countryside to a certain degree it will ensure that the majority of such development will be directed to higher tier settlements which have a greater range of services and, as discussed above, generally better public transport provision. Furthermore, proposals that would have an unacceptable impact on the local highway network will be discouraged. As discussed in Objective 2, it must also be demonstrated that there is an ability to maximise opportunities for modal shift away from the private car which will have a positive impact on this objective. Moreover, proposals may be acceptable provided (amongst other requirements) that there is an identified need for the business location outside of the identified employment sites in the policy. This may potentially help to reduce travelling distances to alternative employment based outside urban areas.</p> <p>This policy may also have the indirect benefits of protecting and potentially increasing the range of shops, services, and secondary employment in local communities, such as through the use of childcare nurseries, cafes and shops within/close to identified employment areas.</p> <p>Employment development may be required to contribute towards strategic transport infrastructure, if it can be secured as part of a viable scheme. This could generate positive impacts in terms of aiding the delivery of key roads such as the Spalding Western Relief Road.</p> <p>Any mitigation is likely to be specific to each new development, and will be delivered in parallel to that development, so the impacts are expected to be linked to</p>	<p>not have a significant effect.</p>
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				<p>implementation.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term - There is the potential for adverse impacts due to increased pressure on existing infrastructure. However, positive effects are more likely to be prominent in the long-term as transport infrastructure is delivered.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
<p>4. Socially Inclusive Communities</p>	.	.	..	<p>By identifying a sufficient supply, range and choice of sites and land for employment development (for either new build or extension, to help in the diversification of the local economy), this policy will help promote a variety of new employment opportunities across the area which may help reduce unemployment amongst disadvantaged groups. It is likely that the impacts will be seen in the medium to longer term when most development is likely to take place. Providing for employment development within the more rural areas of South East Lincolnshire will also have a positive impact on this objective given that access to employment may be more limited.</p> <p>In addition to reducing unemployment, it may also be that new employment development can help improve social conditions in the area, particularly in the most deprived wards, such as parts of Boston town and Sutton Bridge. For instance, the safeguarding of sites and the provision of new jobs may have indirect benefits to community vibrancy, activity and inclusivity in that average incomes should be raised. People with greater disposable income often have greater opportunities to play an active role in community/cultural events than those with lower incomes. Furthermore, since the sites proposed in this policy are located within or in close proximity to the higher tier settlements, employees should have good access to services and facilities close to work. Development may therefore indirectly help to protect existing services and employment in town centres. This will not only have a positive effect by helping those on lower incomes and alleviating deprivation, but will also have positive effects on communities in terms of contributing to vibrant and inclusive town centres.</p> <p>As this policy supports employment development (where it fulfils the criteria) in areas outside of the allocated sites it may help to retain people of working age within rural communities.</p> <p>This will therefore contribute towards vibrant, cohesive communities by reducing the</p>	<p>The proposed modification to the policy provides clarity and is unlikely to have a significant affect upon social inclusion.</p> <p>The proposed further main modification would not have a significant effect.</p>

				<p>likelihood of certain groups such as young adults and families being excluded from rural areas. It may also consequently help guard against a predominantly ageing population in rural areas. As new and possibly increased employment opportunities may help to enable local people to remain living in rural communities, it should help ensure that facilities such as shops and schools remain viable.</p> <p>Physical improvements to the quality of the environment in these areas and elsewhere should also be seen through landscaping and SuDS schemes which may also help mitigate amenity concerns for residents. This can through the design of new development lead to safe environments being created which can have a positive impact on crime and anti social behaviour.</p> <p>The allocations set out in this policy are likely to increase road traffic (including HGV traffic); therefore there is the potential for communities to be adversely effected in terms of noise disturbance, safety and severance. However, the majority of the proposed sites are supported by easy access to the strategic road network which could mean that any increase in traffic bypasses communities. While some of the proposed allocations are smaller in scale, many are located in close proximity to residential areas meaning that they could have an adverse impact on communities, if unmitigated. Overall, the potential impact of traffic generated by proposed sites in this policy is likely to be determined by implementation and its relationship with other new development in the area.</p> <p>All the proposed employment sites are expected to be able to connect to superfast broadband.</p> <p><i>Likelihood/certainty:</i> Highly probable – Positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen. <i>Temporary or permanent:</i> Permanent</p>	
<p>5. Education</p>	<p>.</p>	<p>.</p>	<p>..</p>	<p>The policy is expected to provide for at least an additional 82ha of employment land, therefore it is likely that there will be an associated increase in the quantity and quality of training opportunities available to residents both in the construction and operation of new development.</p> <p>Furthermore, protecting established employment sites is also likely to have a positive impact by safeguarding existing training opportunities and apprenticeships. These impacts are expected to become more significant in the long term, as development</p>	<p>The proposed modification to the policy provides clarity and is unlikely to have a significant affect upon education.</p> <p>The proposed further</p>

				<p>takes place.</p> <p>In addition, increasing the availability of more highly-skilled jobs through the designation of Prestige Employment Sites such as the Food Enterprise Zone, Holbeach might encourage people to undertake training in order to qualify for such jobs or could encourage young people to remain in the area.</p> <p>Since the sites proposed in this policy are located within or in close proximity to the higher tier settlements access is likely to be good given that these settlements are likely to provide better transport links. Moreover, this effect is likely to be improved by the fact that the Local Plan seeks to concentrate the majority of new housing within higher tier settlements.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>main modification would not have a significant effect.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p>?</p>	<p>?</p>	<p>?</p>	<p>Biodiversity - There is the potential for new employment development (both new build and expansion) to have significant positive and negative impacts on biodiversity, and will therefore depend upon implementation. Impacts are likely to be driven by various factors: e.g. loss of greenfield land (particularly in the case of the four new Main Employment Areas proposed), impacts from construction/operations of allocated sites, and increase in traffic and associated air pollutants on particular routes. However, where the policy seeks to safeguard existing employment sites, this is unlikely to have any impact.</p> <p>The majority of proposed sites are not likely to affect international, national or locally designated wildlife sites or protected habitats/species. Where there is likely to be an impact this has been noted in the individual site assessments that are in Appendix 8 of the SA Main Report. At these sites, care will need to be taken to ensure that development does not have an adverse impact on the natural environment. To ensure that adverse impacts are avoided/mitigated it is recommended that an appropriate level of ecological assessment is carried out on sites to determine presence/absence of protected species/habitats. There may also be the potential to mitigate and compensate adverse impact on biodiversity over the long-term as e.g. buffering, translocation, structural planting etc. has time to become effective (structural planting/new habitat will take time to mature and encourage species).</p> <p>Geodiversity – No impact.</p>	<p>The proposed modification to the policy provides clarity and is unlikely to have a significant affect upon biodiversity, geodiversity and green infrastructure.</p> <p>The proposed further main modification would not have a significant effect.</p>

				<p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
7. Heritage	?	?	?	<p>Overall, given the location of the majority of the proposed employment sites, this policy is unlikely to have a significant effect (positive or negative) on the historic environment. There is, however, the potential for Q2: The Quadrant to have an adverse impact on the setting of a Scheduled Ancient Monument adjacent to the site, although this will depend on its location within the wider sustainable urban extension – a masterplan should ensure that impacts are mitigated.</p> <p>The extension/intensification of some safeguarded Established Employment Sites could have an impact on heritage assets. For example, there is the potential for adverse impacts, if unmitigated, in relation to the Railway Lane East site in Sutton Bridge. The Grade II* listed Hydraulic Engine House is located within the Shire Garden Buildings site and the Grade II listed 27 The Park adjoins the Feldbinder site to the north west. These may prove a constraint as expansion of the site could adversely affect their settings. The potential impact over the longer term will be determined by implementation/site design: good masterplanning could mitigate and/or improve and enhance the local landscape/historic environment. Screening through tree planting, for instance, would require a substantial amount of time to mature. In addition, sites at the High Street, Moulton and Gosberton Road, Surfleet may have an impact on listed buildings and the adjoining Conservation Area. Impacts will depend on the findings of the statement of significance, Historic England recommendations (where appropriate) and the proposed scale, massing, and design of the new development and the ability of appropriate mitigation to be secured. All of these are expected to be long term to reflect the likely phasing of development.</p> <p>This policy encourages the re-use of previously-developed land or the conversion/re-use of redundant buildings for employment development in areas outside of the allocated sites. It will therefore help safeguard buildings of historic merit for the future and provide opportunities for their enhancement.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation</p> <p><i>Temporary or permanent:</i> Temporary – long-term improvements through design and</p>	<p>The proposed modification to the policy provides clarity and is unlikely to have a significant affect upon heritage.</p> <p>The proposed further main modification would not have a significant effect.</p>

				those secured as a result of planning permission may help address the issues identified.	
8. Landscape and Townscape	x	x	·/x	<p>Overall, there is the potential for this policy to have an adverse impact on the landscape due to the size and location of some of the proposed allocations. The impact will, however, ultimately depend on implementation over the long-term as significant mitigation (e.g. in the form of structural landscaping) could help minimise adverse residual effects, once established.</p> <p>The majority of Main Employment Areas and Local Employment Areas proposed in this policy are existing employment sites - where the type of development is all similar in nature - meaning that the impact of this policy on landscape and townscape may be more limited. This also applies to the Restricted Employment Sites and Established Employment Sites protected by the policy. However, the new sites proposed – Q2: The Quadrant, Holbeach Food Enterprise Zone, the Lincs Gateway, Bridge Road and Thorney Road – are greenfield sites, at the edge of settlements so it is expected that there will still be adverse residual impacts as development will change the settlement form.</p> <p>The policy also proposes the allocation of six Prestige Employment Sites that should be well designed, responds to each sites’ context and that takes account of nearby residential properties. This could have a positive impact by enhancing landscape quality in highly prominent locations such as the Lincs Gateway, Wardentree Lane, or improving the townscape in locations such as Q2, Boston that are closer to residential areas. This could lead to highly attractive gateway locations being developed which could have positive impacts in terms of attracting new business to the area, and creating jobs.</p> <p>Proposals for B-Uses outside of the areas allocated by the policy should not harm the character of the locality and the design should be responsive to the local context. This would have a positive impact, minimising the effect that development could have on the landscape, an important consideration in the flat landscape of South East Lincolnshire. The policy should also help avoid inappropriate new isolated development which can harm the character and appearance of the countryside.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary – Negative effects are likely in the short to</p>	<p>The proposed modification to the policy provides clarity and is unlikely to have a significant affect upon landscape and townscape.</p> <p>The proposed further main modification would not have a significant effect.</p>

				medium- term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.	
9. Air, Soil and Water Resources	x	x	·/x	<p>In the long term the impacts of this policy depend upon implementation, such as: the construction techniques used; location of the site; design; use proposed; how the site operates; what restrictions are imposed (through planning conditions for example) to manage any potential impacts; and the associated timescales for development.</p> <p>Soil - The majority of Main Employment Areas and Local Employment Areas proposed in this policy are existing established employment sites which may help to minimise the loss of high quality agricultural land to development. This will also apply to most of the safeguarded Established Employment Sites which are generally well-contained. However, the expansion of the majority of these sites and the development of the five new sites - Q2: The Quadrant, Holbeach Food Enterprise Zone, the Lincs Gateway, Bridge Road and Thorney Road – would see the loss of Grades 1 and 2 agricultural land. Four of these are also prestige Employment Sites where a well-designed scheme is expected. This should ensure that significant structural planting, provision of green infrastructure and SuDS should be incorporated into the design which would also help mitigate against any possible negative impact on soil resources.</p> <p>This policy encourages the re-use of previously-developed land or the conversion/re-use of redundant buildings and so this should help with the protection of the best and most versatile agricultural land by minimising the uptake of greenfield land.</p> <p>Air - Any new development will likely lead to increased air pollution, primarily due to increased road traffic. However, where new employment sites are developed, existing businesses expand or where buildings are refurbished or replaced, this should present opportunities to make use of renewable technologies and energy efficiency measures which could have a positive impact by reducing emissions resulting from the operation of the employment site itself thereby improving air quality.</p> <p>There will be dust emissions associated with the construction of development associated with this policy however, planning conditions should be put in place to ensure air pollution is minimised.</p>	<p>The proposed modification to the policy provides clarity and is unlikely to have a significant affect upon air, soil and water resources.</p> <p>The proposed further main modification would not have a significant effect.</p>

				<p>Water - New employment development is highly likely to increase demands on water resources and sewage infrastructure. Where investment is likely to be required this will be addressed on a site-by-site basis. It will be particularly important that new development is phased with investment to minimise sustainability impacts. Furthermore, several of the sites associated with this policy are within Flood Zone 3. This, combined with the likely increase in the amount of hardstanding, may mean that there is an adverse impact on surface/ground water quality, infiltration rates, and run-off but should be mitigated through a SuDS scheme. The safeguarding of existing employment sites should have no impact.</p> <p>Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary – Negative effects are likely in the short to medium- term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.</p>	
10. Sustainable use of Land and Waste	x	x	-/x	<p>The development associated with this policy is expected to be a mix of brownfield and greenfield sites. The use of brownfield sites will minimise the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. However, it is likely in the current economic climate that greenfield sites are likely to be developed at a higher rate, which would generate the adverse impacts identified by Objective 9. Furthermore, any future expansion of existing businesses would be highly likely to entail the take-up of greenfield land. However, encouraging the re-use of previously-developed land or the conversion/re-use of redundant buildings in areas outside of the allocated sites should help to minimise greenfield land-take.</p> <p>New employment development will require minerals/aggregate for construction, although the majority of development associated with this policy is unlikely to sterilise economically important mineral resources (mitigation may be required in relation to the Crease Drove site identified in Crowland, in the south-west of the area).</p> <p>Any new employment development is likely to increase the amount of commercial waste generated in South East Lincolnshire. However, there is insufficient detail to</p>	<p>The proposed modification to the policy provides clarity and is unlikely to have a significant affect upon use of land and waste.</p> <p>The proposed further main modification would not have a significant effect.</p>

				<p>ascertain the extent to which development will encourage the sustainable and efficient use of materials in terms of recycling and waste management. The design of new development associated with this policy should ensure that appropriate waste disposal facilities, including those for recycling are provided at each new development.</p> <p>Issues relating to access are considered in Objective 3 above.</p> <p>In the long term, the impacts of this policy depend upon implementation, such as the location of the site, design, use proposed, how the site operates and what restrictions are imposed, through planning conditions for example to manage any potential impacts, and the associated timescales for development.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary – Negative effects are likely in the short to medium- term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.</p>	
<p>11. Flood Risk</p>	<p>•/x</p>	<p>•/x</p>	<p>•</p>	<p>The majority of proposed allocations are located in Flood Zone 3a meaning that they have the potential to be at high risk from flooding. The precise nature of impacts in terms of flood risk will depend upon implementation as they will be affected by the design, layout and scale of any proposed development. For example, the laying of large areas of hardstanding may result in a slight increased risk of surface level flooding and would therefore require mitigation.</p> <p>Mitigation measures are likely to be required in the case of new sites developed and where expansion of existing employment sites takes place. This could include SuDS, green infrastructure, green roofs, culverting etc.). Measures will be determined through a site-specific Flood Risk Assessment which should help reduce the flood risk to the site and elsewhere. In the long term therefore positive impacts against this objective could be achieved.</p> <p>The impacts on 'Other Employment Sites' developed will depend upon whether buildings/sites are located in flood risk areas and are likely to also be affected by the design, layout and scale of the proposed development.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation i.e. mitigation. In the long- term, positive effects are more likely to be generated. <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modification to the policy provides clarity and is unlikely to have a significant affect upon flood risk.</p> <p>The proposed further main modification would not have a significant effect.</p>

<p>12. Climate Change</p>	<p>x</p>	<p>•/x</p>	<p>•/x</p>	<p>Delivery of new development associated with this policy is likely to generate an adverse impact in relation to reducing greenhouse gas emissions as the construction of development is likely to consume high levels of energy. Increasing the level of development within the area will also increase domestic energy consumption (i.e. gas and electricity).</p> <p>Expansion of the Established Employment Sites could mean that less energy will be used than would be required for constructing significant new development. Furthermore, as mentioned in Objective 9, where new employment sites are developed, existing businesses expand or where buildings are refurbished or replaced, this should present opportunities to make use of renewable technologies and/or energy efficiency measures which should help reduce greenhouse gas emissions.</p> <p>This policy will also increase the number of trips made by car/HGV, even though the majority of new sites proposed are concentrated within and around the Sub-Regional Centres or Main Service Centres and therefore in close proximity to key transport routes, which may mean that the need to travel by car particularly over shorter distances may be reduced; thus reducing emissions. Furthermore, as the policy seeks to restrict employment development in the Countryside to a certain degree, it will ensure that the majority of such development will be directed to higher tier settlements which have a greater range of services and generally better public transport provision. This may therefore reduce the need to drive for some, thereby helping minimise greenhouse gas emissions. Furthermore, by supporting suitable proposals outside the allocated sites there will likely be new employment opportunities provided, which should also have the effect of reducing the distances that people need to travel for work.</p> <p>Overall, effects in the short-term are likely to be adverse given the delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation.</p> <p>Energy Efficiency & Renewable Energy: There is potential for significant benefits to be secured against this policy; for instance new buildings will need to</p>	<p>The proposed modification to the policy provides clarity and is unlikely to have a significant affect upon climate change.</p> <p>The proposed further main modification would not have a significant effect.</p>
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				<p>adhere to more stringent regulations regarding energy efficiency when compared to older buildings and there is also potential for energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.).</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and how sustainable modes of transport are promoted <i>Temporary or permanent:</i> Permanent</p>	
<p>13. Economy and Employment</p>	<p>..</p>	<p>..</p>	<p>..</p>	<p>This policy will help deliver significant economic benefits, in particular by securing a suitable supply of land for business and industry to underpin economic growth and investment. It states that the South East Lincolnshire authorities will, in principle, support proposals which assist in the delivery of economic prosperity and job growth in the area. By ensuring that a choice of sites are available (by allocating more than the 82 hectares required) that can meet a range of business needs this policy should help achieve the vision of a growing, diversifying local economy.</p> <p>It will also help to safeguard existing jobs by protecting land for existing businesses to expand/relocate to if needed. By providing a sufficient supply, range and choice of sites attractive to the market the policy will help facilitate the relocation of new businesses to the area with associated job opportunities. This will help to reduce unemployment and help to encourage people (particularly young people) to stay in South East Lincolnshire to live and work.</p> <p>This policy will help improve access to jobs by helping to ensure that there is a range of different employment opportunities across the Plan Area, although the majority will be accommodated in South Holland to reflect projected job growth over the plan period. This will help to meet different people’s skills and the needs of different people’s circumstances.</p> <p>This policy is likely to have further positive economic impacts by helping to provide new employment/training opportunities which will help to reduce unemployment levels (albeit that are relatively low) within South East Lincolnshire.</p> <p>Additionally, this policy allows for the incorporation of appropriate complementary employment-generating uses (within Use Class A1-A5, C1 and D1 or Sui Generis) within four Mixed-Use Areas. This will help facilitate more sustainable employment areas, by promoting development that can prove attractive to businesses and their employees in close proximity to their place of work. Uses such as cafes, day</p>	<p>The proposed modification clarifies with regards to non-class-B uses within mixed-use sites. It does not alter the intent of the policy. A small number of sites are proposed to be removed from the schedule of employment sites; this would not give rise to significant effects. The proposed modifications would not give rise to significant effect.</p> <p>The further proposed main modification clarifies where and what the allocated employment land would be. It is proposed to increase the site area and amount of B-Class provision at Lincs Gateway, Spalding. This is positive with regards to this objective but would not alter the previously assessed highly positive outcome.</p>

			<p>nurseries and training centres can also support additional employment. This approach has the added benefit of ensuring that the vitality and viability of town centres is maintained while ensuring that the main role of each site (for employment development) is maintained.</p> <p>As mentioned in Objective 8, six Prestige Employment Sites are proposed in the policy where there should be a well-designed scheme that responds to each sites' context. This will have a positive impact as high standards of design can help attract investment to the area, particularly that which is high skilled and high value, which is essential to help diversify the local economy.</p> <p>Safeguarding existing sites is particularly important in the short to medium term to ensure that the local economy continues to operate effectively. This is important because the five new sites (such as Q2: The Quadrant) are expected to be developed in the longer term or are in the early stages of construction (the Lincs Gateway). However, ensuring that smaller sites are available within employment allocations (such as Wardentree Lane or Riverside Industrial Estate) for development, in most cases with infrastructure to the site boundary, will help ensure that the employment land portfolio is able to respond to changing economic circumstances (for example should larger sites not come forward as expected or to accommodate the needs of smaller businesses). This will generate significant positive benefits by helping to improve the resilience of the economy.</p> <p>This policy also seeks to restrict the development of non-B uses in the Main Employment Areas, Local Employment Areas and Established Employment Sites unless the applicant can show that it is ancillary to the effective functioning of the site/area. This will therefore help protect the important employment function of these sites.</p> <p>The proposed allocations are likely to increase road traffic (potentially including HGV traffic). There is therefore the potential for development to exacerbate existing traffic congestion along principal roads (particularly at congestion hotspots such as John Adams Way), increasing journey times to employment sites which will have a negative economic effect in terms of the time/cost it requires for employees and freight to travel. This could have an adverse effect if not mitigated. However, Policy 29 requires that a Transport Assessment and associated Travel Plan or Transport</p>	
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			<p>Statement should be provided to identify any adverse transport impacts and identify solutions to address those. This should ensure that adverse impacts are minimised.</p> <p>This policy will support proposals outside the allocated sites provided that it can meet the 7 criteria set out, including that it should not cause an adverse impact upon the viability of delivering any allocated employment site and that there is an identified need for the business to be located outside of the defined employment areas. It could therefore help to retain people of working age within rural communities which will help ensure the vitality and viability of the rural economy. It may also help revive rural businesses where they are no longer viable in their current use. This could therefore assist in reducing unemployment. The benefits in relation to this part of the policy are likely to be particularly important in the short to medium term as the delivery of the five new sites is awaited or is in the early stages of construction.</p> <p>This policy seeks to restrict the loss of employment sites and buildings to non-employment uses to a certain degree. It will therefore safeguard against the loss of land or buildings where it would adversely affect the economic growth and employment opportunities in the catchment area the site or building would likely serve. This would have a significant positive impact on this objective by helping to prevent unemployment and supporting growth of the economy.</p> <p><i>Likelihood/certainty:</i> Certain <i>Temporary or permanent:</i> Permanent</p>	
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The proposed modification to the policy generally provides clarity and is unlikely to have a significant affect. The policy is proposed to be supported by the addition of "Appendix 5: Allocations – Infrastructure requirements, constraints and mitigation". The appendix highlights constraints, providing clarity and confidence to developers. This would support the development of employment sites with appropriate infrastructure, etc.</p> <p>The proposed further main modification provides clarity over the location and class of the employment allocations, and increases the size of one allocation and hence the overall amount of employment land. The additional size is unlikely to give rise to significant effects.</p>			

Policy15: Vernatts Sustainable Urban Extension (Pin024, Pin025 Pin045)			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change
SA41	PMM016 and OMM04	Former Policy 12: Vernatts Sustainable Urban Extension (renumbered as 15)	<p>Policy 15: Vernatts Sustainable Urban Extension</p> <p>Land to the north of the Vernatt’s Drain, as identified on the Policies Map Inset for Spalding and (Pinchbeck and Spalding Inset), will provide approximately 4,000 dwellings and supporting community infrastructure, the Northern Sections 4 and 5 and part of the Central Section 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>A. Phase 1 will include:</p> <ol style="list-style-type: none"> 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 Section 5 of the Northern Section of the SWRR), and the Local Highway Authority’s acquisition of the land required for the SWRR through to Blue Gowt Lane; 2. the development of approximately 500 dwellings on land to the east of the Joint Line railway and north of the proposed Northern Section 5 of the SWRR, accessed off the five-spur roundabout; 3. land lying to the east of the Joint Line railway and south of the proposed Northern Section 5 of the SWRR to be designated as Recreational Open Space which will be protected from built development; 4. 4 ha of land adjoining Market Way to be designated as Recreational Open Space which will be protected from built development; <p>B. Phase 2 will include:</p> <ol style="list-style-type: none"> 1. the south-westward continuation of Section 5 of the 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 to a roundabout junction (Roundabout 2) situated to the west of Two Plank Bridge; and 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.

		<p>C. Phase 3 will include:</p> <ol style="list-style-type: none"> 1. 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 2. following the completion of the SWRR to its junction with the A151 Bourne Road, the development of approximately 3000 dwellings and appropriate 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>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"> 1. a local centre within the urban extension to west of the Joint Line railway; 2. nursery, primary and secondary school places; 3. health care facilities; and 4. open space, and sports and recreational facilities; and 5. mitigation and/or enhancement measures in respect of the historic and natural environments. <p>Development proposals will be expected to:</p> <ol style="list-style-type: none"> 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; 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; iii. provide an element of affordable housing in accordance with Policy 15 18; iv. provide a range of dwelling types and sizes to deliver a balanced community over the lifetime of the development; v. take account of agreed Design Codes (or other mechanisms employed) to ensure high-quality and locally-distinctive design; vi. make appropriate provision of on-site open space, including any specific requirements identified to mitigate any impacts identified by project-level HRA; vii. maximise opportunities for safe and convenient walking and cycling by giving careful consideration to the location of key uses within the sustainable urban extension and by providing links to neighbouring areas;
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		<p>viii. integrate sufficient car and cycle parking in accordance with the standards set out in Policy 31 36;</p> <p>ix. demonstrate that potential noise and visual impacts arising from the SWRR and the Joint Line railway can be adequately mitigated; and</p> <p>x. incorporate a foul drainage strategy for the sustainable urban extension as a whole, and for each phase; and</p> <p>xi. incorporate a comprehensive Sustainable Drainage System to manage surface water drainage and safeguard against any increased flood risk and</p> <p>xi. create natural habitat, contribute to resilient ecological networks and provide net natural environmental gain.</p> <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.</p> <p>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 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.</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 Strategy70;</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, the calculation of which will be subject to viability.</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"> • 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 • Phase 3, until South Holland District Council, as local planning authority, has approved the number of dwellings that
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			<p>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).</p> <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: water supply network: infrastructure and / or treatment upgrades any improvements required to serve proposed growth or diversion of assets may be required; and foul sewerage network capacity: infrastructure and / or treatment upgrades and any improvements required to serve proposed growth or diversion of assets may be required.</p> <p>In respect of Site Pin045 (covering Phase 1 and part of Phase 2):</p> <ul style="list-style-type: none"> 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; gas mains cross the site; water mains and sewers cross the site and the site layout should be designed to take these into account consistent with the requirements of Policy 5 of the Local Plan; and the South Holland District Council (SHDC) contaminated land register refers to the railway line and to filled land near this site. <p>In respect of Site Pin024 (covering part of Phase 2 and Phase 3):</p> <ul style="list-style-type: none"> it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 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. water mains cross the site and the site layout should be designed to take these into account consistent with the requirements of Policy 5 of the Local Plan; and it wraps around a pottery which is identified on the SHDC contaminated land register. 		
SA Objective	Significance and Duration of Effect			Commentary - Publication Version	Effect of modification
	Short term	Medium term (5-	Long term		

	(next 5 years)	15 years)	(15 years +)		
1. Housing	0	.	..	<p>A second urban extension in Spalding has the potential to provide a strategically important level of housing in the town over the plan period and beyond. It will generate positive effects by helping to meet the identified need for new market and affordable housing (at least 25% on site to be policy compliant) across the area.</p> <p>Its development will result in the provision of around 1,000 homes over the plan period (4,000 in total), and ensuring a range of dwelling types and sizes are delivered will have a positive impact on this objective.</p> <p>All housing will be required to be designed so as to meet the national space standards which will ensure the delivery of suitable and decent homes.</p> <p>Energy efficiency and fuel poverty is considered by Objective 12.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>Whilst introducing greater guidance and therefore certainty to inform delivery of the site the modification does not alter the volume or phasing of delivery or the requirements arising for the type or quality of homes to be provided. Therefore the modification is not assessed as amending the previously assessed effects upon this objective.</p> <p>The proposed further main modification would not have a significant effect.</p>
2. Health and Wellbeing	0	.	.	<p>New housing development of this scale will create additional demands for, or upon, infrastructure such as healthcare facilities, open space and sports and recreation facilities – all of which are important for residents’ health and wellbeing. The provision of supporting community infrastructure – as required by this policy - will therefore be vital to ensure that residents’ needs can be met. However, the effect this will have on this objective will ultimately be dependent upon what infrastructure is provided. The phasing of housing development on the urban extension should have regard to the provision and timing of the infrastructure necessary to support them.</p> <p>Noise from traffic using the Spalding Western Relief Road (SWRR) may have an adverse impact on the amenities that would be enjoyed by new dwellings in this location. Criterion vii. will therefore have a positive impact on this objective by ensuring that development proposals can demonstrate that potential noise and visual impact arising from the SWRR can be adequately mitigated.</p>	<p>The modification does not introduce any new requirements for the provision of health or other community facilities and does not propose amendments to the design framework. Therefore the modification is not assessed as amending the previously assessed effects upon this objective.</p> <p>The proposed further main modification would not have a significant effect.</p>

				<p>Making appropriate provision of on-site open space (including 4ha adjoining Market Way) will be beneficial to residents given that it will help create opportunities for exercise, thereby supporting healthy and active lifestyles, promoting mental wellbeing with an associated impact on life expectancy. In addition, maximising opportunities for walking and cycling, and the integration of sufficient cycle parking, should have a positive impact on this objective by encouraging the use of 'healthier' modes of travel.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	
3. Transport	0	·/X	·/X	<p>Due to the quantity of new housing development proposed (1,000 homes in this plan period) there is potential for the associated increase in traffic and trips made by car to increase considerably above current levels; thus having an adverse effect on residents in terms of community safety and road traffic congestion. However, overall impacts are considered to depend on implementation and the promotion of sustainable modes of transport in Policy 29 and the delivery of projects in Policy 30 should help minimise this increase. Large-scale development does offer the opportunity to 'design in' and establish critical mass for sustainable modes of transport and development proposals will be expected to maximise opportunities for walking and cycling by giving careful consideration to the location of key uses. They will also need to ensure the integration of sufficient car and cycle parking in according with the standards set out in Policy 31.</p> <p>This policy will help generate positive impacts by helping to facilitate the delivery of one of the priority transport projects identified in Policy 29 - the Spalding Western Relief Road. The policy focuses on the delivery of the 'Northern Section' and part of the 'Central Section' of the SWRR. The SWRR scheme is important locally because it will have a major role in opening up the proposed SUE, Holland Park and other major sites to the west of Spalding, and it will also provide an alternative route to the congested A151 route which passes through the centre of Spalding. In order to assist the delivery of the SWRR, the land accommodating the route of the Northern and Central (first stage) Sections of the road will be protected.</p>	<p>The modification introduces additional requirements and details to guide the specific requirements for new road infrastructure at the Spalding Western Relief Road (SWRR). This enhances certainty regarding the deliverability of this specific mitigation of transport impacts.</p> <p>However, the requirement for infrastructure remains unchanged and the overall impact of the scheme and requirement for wider mitigation to enable opportunities for sustainable modes of transport remain unchanged.</p> <p>Consequently, the modification is not assessed as amending the previous assessed effects of the policy.</p>

				<p>However, it should be noted that evidence suggests that increased road highways capacity encourages the use of motor vehicles and so people may actually be dissuaded from using more sustainable modes of transport. Furthermore, given the SWRR's total cost and current funding arrangements, the completion of the road in its entirety, and realisation of the associated benefits, is currently expected to stretch beyond the end of the Local Plan period in 2036. Overall, the impacts are therefore considered to be dependent on implementation and how quickly the project comes forward. The successful implementation of Policy 30: Delivering the Spalding Transport Strategy could help mitigate the traffic impact of residential growth in and around Spalding (including at the Vernatts SUE) pending the completion of the SWRR in its entirety.</p> <p><i>Likelihood/certainty:</i> Depends upon implementation – How quickly the benefits of the SWRR are realised will depend upon when the various phases of the project are completed <i>Temporary or permanent:</i> Potential for permanent</p>	
4. Socially Inclusive Communities	0	•	•	<p>As discussed in Objective 2, new housing development will create additional demands for, or upon, community infrastructure. However, due to the scale of the proposed urban extension, there will be opportunities to include such infrastructure on site which should have a positive impact on this objective.</p> <p>Development of this scale will necessitate the inclusion of a new local centre(s), providing retail and community facilities.</p> <p>The policy requires the provision of a range of dwelling types and sizes to deliver a balanced community over the lifetime of the development. This should have a positive impact on this objective.</p> <p>The design of new development should promote community safety.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>The modification does not introduce any new requirements for the provision of health or other community facilities and does not propose amendments to the design framework. Therefore the modification is not assessed as amending the previously assessed effects upon this objective.</p> <p>The proposed further main modification would not have a significant effect.</p>
5. Education	0	•/X	•/X	<p>Assessment of the SUE site has shown that part of the urban extension is within relatively short walking distance of primary and secondary education facilities.</p>	<p>The modification does not introduce any new requirements for the provision of education</p>

				<p>However, the Local Education Authority has indicated that there is currently no capacity available neither in Spalding at primary level nor in Pinchbeck to accommodate the number of pupils new housing development is anticipated to generate. It is considered that capacity is available in the short term at secondary level and in the town's sixth forms but this is projected to be filled shortly after. Overall there is a requirement for a new primary, as well as a new secondary school (in the second phase of the plan). The phasing of such supporting infrastructure will be very important.</p> <p>Investment in educational facilities is likely to be required in order to meet demand, potentially through new educational facilities located within the urban extension. Over the long-term, as extra facilities are built and capacity increases, adverse impacts may be minimized. However this will depend on implementation and the phasing of facilities in accordance with new housing area wide.</p> <p>The construction of new housing may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. This is likely to have positive effects mainly in the medium-long-term reflecting the construction period of the urban extension.</p> <p><i>Likelihood/certainty:</i> Depends upon implementation – i.e. what additional educational facilities can be secured to support the development <i>Temporary or permanent:</i> Potential for permanent effects</p>	<p>facilities. Therefore the modification is not assessed as amending the previously assessed effects upon this objective.</p> <p>The proposed further main modification would not have a significant effect.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	0			<p>Amenity Open Space & GI: New housing development of this scale will provide opportunities to include amenity open space and GI, therefore development proposals will be expected to make appropriate provision of on-site open space, including 4ha near Market Way. Furthermore, land to the east of the Joint Line railway and south of the proposed Northern Section of the SWRR will be designated as GI and will be protected from built development which should have a positive impact on this objective.</p> <p>Biodiversity: New housing development in this location will lead to a significant loss of greenfield land meaning that some habitat loss, and an</p>	<p>The modification does not introduce any new requirements for the provision of biodiversity and green infrastructure. Therefore the modification is not assessed as amending the previously assessed effects upon this objective.</p> <p>The proposed further main modification introduces a more</p>

				<p>associated impact on biodiversity, is unavoidable. However, the land south of the SWRR will be protected as GI which provides opportunities to mitigate any adverse impacts upon the Vernatts LWS, buffer this designated asset and enhance its connectivity with nearby designated and non designated GI. This should have a positive impact upon this objective.</p> <p>Geodiversity: No impact.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>positive approach with regards to the natural environment, notably the requirement to provide net gain. This would not affect the potential for initial loss of habitat and on balance the previous assessment result is considered appropriate.</p>
7. Heritage	0	0	0	<p>No significant impact identified.</p> <p><i>Likelihood/certainty:</i> N/A <i>Temporary or permanent:</i> N/A</p>	<p>The proposed modification introduces new guidance setting out the requirements for addressing potential heritage impacts through assessments to support planning applications. The requirements are intended to guide the approach to layout and design of development across the site that would ensure mitigation of any potential negative effects.</p> <p>The previously assessed effects of the policy identified a neutral impact upon this objective. Overall, an approach that secures effective mitigation will maintain and guarantee that there are no negative effects but there is no basis to consider the modifications would lead to an overall positive effect from development or the policy upon this objective.</p> <p>The proposed further main modification would not have a</p>

8. Landscape and Townscape	0	X	X	<p>Due to the anticipated scale of the urban extension and loss of greenfield land, the SUE is likely to have a negative impact upon landscape and townscape. However, there are opportunities to ensure that new housing development in this location is sympathetic to its surroundings through good design, landscaping etc. Nonetheless, it is still likely that there will be adverse residual impacts as development will change the settlement form. Consequently, the use of Design Codes (or other mechanisms employed) to ensure high-quality and locally-distinctive design should help mitigate the impact. The Development Management and Design of New Development policies should also help ensure better integration of the development into the landscape.</p> <p>Furthermore, inappropriate on-street car parking and under-utilised parking courts have frequently led to cluttered, unsightly, car dominated developments. Development proposals will therefore be expected to integrate sufficient car and cycle parking in accordance with the standards set out in Policy 31.</p> <p>An urban extension in this location to the north of the Vernatts Drain will result in the coalescence of Spalding and Pinchbeck which would likely have a negative impact upon the landscape and townscape. The inclusion of a 'green buffer' to the south of Market Way in Pinchbeck could help alleviate the impact.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>significant effect.</p> <p>The modification does not introduce any new requirements related to Landscape and Townscape. Therefore the modification is not assessed as amending the previously assessed effects upon this objective.</p> <p>The proposed further main modification would not have a significant effect.</p>
9. Air, Soil and Water Resources	-/X	-/X	0	<p>Soil – This urban extension would lead to the loss of a significant amount of grade 1 agricultural land, resulting in adverse effects on soil resources. However, as it is built-out, it is likely that impacts will lessen as mitigation (e.g. GI, structure planting, etc.) matures helping to protect soil resources.</p> <p>Air – The level of new housing to be developed will inevitably increase the number of trips made by car. This is likely to have an adverse impact on air quality relating to exhaust emissions. However, the extent will depend on implementation and the proximity of new dwellings to sustainable/public transport. Large-scale development such as this does offer the opportunity</p>	<p>The modification introduces a number of additional requirements to incorporate a four drainage strategy and provision of water supply. It identifies specific constraints affecting the site, particularly in relation to utilities and contaminated land. Therefore the modification enhances the role of the policy in managing and</p>

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				<p>to 'design-in' and establish critical mass for sustainable modes of transport, and development proposals will be expected to maximise opportunities for walking and cycling. Furthermore, this policy will assist the delivery of the SWRR which should help to reduce congestion in Spalding town centre.</p> <p>There will be dust emissions associated with the construction of development associated with this policy however, conditions should be put in place to ensure air pollution is minimized.</p> <p>Water - Development associated with this policy will also increase water consumption and demands on sewage infrastructure. Furthermore, there is likely to be a large increase in hardstanding which may mean that there is an adverse impact on surface/ground water quality, infiltration rates, and run-off.</p> <p><i>Likelihood/certainty:</i> Highly probable – the effects in the medium-term will likely be negative, although in the long-term there may be more positive impacts as the urban extension is built out and mitigation becomes established</p> <p><i>Temporary or permanent:</i> Likely to be temporary</p>	<p>addressing the potential negative effects of the development.</p> <p>Fundamentally the scale and nature of development means the overall effect of development remains uncertain. However, in the short and medium term the likelihood of significant negative effects is considered to be uncertain rather than negative, whilst into the longer term the effect is likely to be effectively mitigated and therefore neutral.</p> <p>The proposed further main modification would add clarity with regards to water infrastructure and a cross reference to the Local Plan's Strategic Approach to Flood Risk policy. Whilst useful clarifications, it would not have a significant effect upon the implementation of the policy.</p>
<p>10. Sustainable use of Land and Waste</p>	<p>0</p>	<p>X</p>	<p>-/X</p>	<p>Land – Development of an urban extension in this location would lead to the loss of a significant amount of greenfield land which is a less sustainable use of land than if brownfield land were to be developed.</p> <p>Waste – With approximately 1,000 new homes being proposed for this plan period, it is inevitable that additional waste will be generated. The design of new development is expected to ensure that adequate provision for disposal is incorporated - space for recycling, composting or other means should be accommodated within the curtilage of each property.</p> <p>Minerals - New housing development will also require minerals/aggregate</p>	<p>The modification does not introduce any specific additional requirements that would amend the previous assessment of the effect of the policy upon the objective for the sustainable use of land and waste.</p> <p>The proposed further main modification would not have a significant effect.</p>

				<p>for construction.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary – Negative effects are likely in the medium-term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.</p>	
11. Flood Risk	0	-/X	•	<p>It is important that the risk and impact of flooding to all new housing is minimized. The Vernatts SUE site is within Flood Zone 3a, but flood hazard and depth ranges across the site.</p> <p>In terms of flood hazard, the site varies between 'no hazard', 'low hazard', 'danger for some' and 'danger for most', although much of the site is of a lower hazard rating. Flood depths across the site are between 0-0.25m, 0.25-0.5m and 0.5-1.0m (with a very minor part being 1.0-2.0m), although much of the site is of a lower depth rating or has no depth at all.</p> <p>The precise nature of impacts in terms of flood risk will depend upon the actual implementation of the scheme (e.g. design, layout and massing of development). For example, the laying of large areas of hard standing may result in a slight increased risk of surface level flooding and would therefore require mitigation.</p> <p>A Flood Risk Assessment will ensure that development does not increase fluvial and surface water flood risk and will identify appropriate mitigation measures. Development will be expected to incorporate a comprehensive Sustainable Drainage System to manage surface water drainage and safeguard against any increased flood risk. This will generate positive effects in terms of minimising surface water run off, and depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation. Furthermore, the inclusion of green infrastructure within development can contribute positively towards managing surface water and reducing the probability or the severity of flooding events. For example, open spaces have the potential to absorb and store water, thus providing resistance and resilience to flood risk.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation i.e. mitigation. In the long- term, positive effects are more likely to be</p>	<p>The modification introduces specific detail on the flood risk constraints affecting each part of the SUE and further confirming that mitigation is required in response. The modification did not previously incorporate any specific requirements regarding the provision of flood risk mitigation. However, in an area of flood risk the previously assessed effect of the policy as uncertain in the medium term and potentially positive over the longer term remains appropriate.</p> <p>The proposed further main modification would add clarity with regards to water infrastructure and a cross reference to the Local Plan's Strategic Approach to Flood Risk policy. Whilst useful clarifications, it would not have a significant effect upon the implementation of the policy.</p>

				generated. <i>Temporary or permanent:</i> Permanent	
12. Climate Change	0	·/X	·/X	<p>Greenhouse Gas Emissions - The delivery of new housing associated with this policy is unlikely to assist in the reduction of greenhouse gas emissions as the construction of new housing is likely to consume high levels of energy. The provision of approximately 1,000 new homes within the SUE this plan period will also increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. The development of the SWRR could encourage greater car use.</p> <p>However, development of a sustainable urban extension has the ability to encourage more sustainable transport options and reduce associated transport emissions e.g. provision of bus services, new/improved walking and/or cycling routes, and provision of essential services on- site. Overall, it is considered that this element will depend on implementation in terms of how car use is minimized and sustainable transport options are encouraged.</p> <p>Energy Efficiency & Renewable Energy - There is potential for significant benefits to be secured against this policy. For instance, new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This will deliver more affordable energy bills for residents. Benefits to those in fuel poverty will be greatest where energy efficient design and renewable energy are both addressed in the design of new development.</p> <p>Resilience and Adaptation - The designation of land as green infrastructure can help contribute to the absorption of greenhouse gases. For example, open space can mitigate against climate change by acting as 'carbon sinks'.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation e.g. design and mitigation secured. <i>Temporary or permanent:</i> Permanent</p>	<p>The modification does not introduce any specific additional requirements that would amend the previous assessment of the effect of the policy upon the objective for Climate Change.</p> <p>The proposed further main modification would add clarity with regards to water infrastructure and a cross reference to the Local Plan's Strategic Approach to Flood Risk policy. Whilst useful clarifications, it would not have a significant effect upon the implementation of the policy.</p>

<p>13. Economy and Employment</p>	<p>0</p>	<p>•</p>	<p>•</p>	<p>Spalding is a Sub-Regional Centre where access to local shops and services is good and may encourage the inward migration of people (e.g. skilled professionals) which has the potential to broaden the diversity of skills on offer and, in turn, support business diversification and growth. It will also help maintain employment in the construction sector and related industries. It should also help support the economy and primacy of Spalding town centre in terms of increased spend on local facilities, shops and services. Furthermore, the eastern part of the SUE is in relatively close proximity to the Wardentree Lane Main Employment Area, thereby meaning good access to potential employment opportunities.</p> <p>As stated in Objective 3, due to the quantity of new housing development proposed there is potential for the associated increase in traffic and trips made by car to increase congestion levels. This may have a negative impact in terms of increasing the time/cost of moving employees and freight on economically productive days. However, due to the size of the proposed urban extension it is likely to be able to make significant improvements to the level of sustainable transport options and/or links with existing multi-user routes which should help improve access to employment opportunities by modes of transport other than the private car.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>The modification does not introduce any specific additional requirements that would amend the previous assessment of the effect of the policy upon the objective for the Economy and Employment.</p> <p>The proposed further main modification would not have a significant effect.</p>
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The proposed main modifications to this SUE policy introduce in particular enhanced and clearer guidance on the phasing and delivery of new road infrastructure, reference to managing the heritage impacts of development and reference to flood risk mitigation. In addition, further requirements regarding foul water management and water supply are highlighted. Overall these modifications would assist mitigation and enhance the previous assessment of the policies effects particularly against objectives for air, soil and water resources.</p> <p>The proposed further main modification would introduce the requirement for a natural environment net gain. This is positive but would not affect the previous assessment outcome. The further main modification would provide clarity on how water management would be assessed at the site; whilst the clarification is useful it would not significantly alter how the policy would be implemented or its effects.</p>				

Policy 13: Holbeach West Sustainable Urban Extension					
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change		
SA43	PMM017 and OMM05	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 standards¹⁰, be 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 and to enhance the historic environment;'</p> <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, the calculation of which will be subject to viability.</p> <p>The preparation of a master plan should have regard to the key constraints outlined below:</p> <ol style="list-style-type: none"> 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 depth in 2115 as 0m-1.0m. Development will be required to include appropriate mitigation; the site has considerable heritage significance as it comprises the immediate and wider setting of a Grade II listed building (The Old Cottage); a sewer pipe crosses the site, and therefore the site layout should be designed to take this into account consistent with the requirements of Policy 5 of the Local Plan; and the site lies within the encroachment zone for Holbeach Water Recycling Centre (WRC). Accordingly, the risk of odour should be considered as part of the master planning of the site with the requirements of Policy 30 of the Local Plan. Development proposals will need to demonstrate that neither the continuing use of the WRC nor the residential amenity of future occupants will be compromised. <ul style="list-style-type: none"> Show indicative layout in Appendix 10 		
SA Objective		Significance and Duration of Effect		Commentary - Publication Version	Effect of modification
		Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years)	

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1. Housing	0	.	..	<p>An urban extension in Holbeach has the potential to provide a strategically important level of housing in the town over the plan period (around 750 homes) and beyond (approx. 150 homes). It will generate positive effects (likely to be significant in the long-term) by helping to meet the identified need for new market and affordable housing (up to 25% on site) across the area.</p> <p>The urban extension will provide readily adaptable homes to meet a range of needs and/or housing to meet specific needs. It will therefore deliver homes capable of meeting the lifelong needs on the population.</p> <p>The development will be expected to include a range of house types and sizes and all housing will be required to be designed so as to meet the national space standards which will ensure the delivery of suitable and decent homes.</p> <p>Energy efficiency and fuel poverty is considered by Objective 12.</p> <p><i>Likelihood/certainty: Certain</i> <i>Temporary or permanent: Permanent</i></p>	<p>The proposed modification removes reference to nationally described space standards. But, given its scale, it is anticipated the development would continue to provide a range of types and sizes, deliver overall housing growth to meet needs and provide access to high quality decent homes. As such the policy is assessed as continuing to secure positive significant effects for this sustainability objective.</p> <p>The proposed further main modification would not have a significant effect.</p>
2. Health and Wellbeing	0	.	.	<p>New housing development of this scale will create additional demands for, or upon, infrastructure such as health care facilities, open space and sports and recreation facilities – all of which are important for residents’ health and wellbeing.</p> <p>Improvements to community infrastructure (health care facilities and existing sports facilities) to mitigate the impact of development - as required by this policy – will therefore be vital to ensure that residents’ needs can be met. The phasing of housing development on the urban extension should have regard to the provision and timing of the infrastructure necessary to support them.</p> <p>The provision of new high quality walking and cycling access should have a positive impact on this objective by encouraging the use of ‘healthier’ modes of travel. This policy will provide additional benefits by facilitating the provision of green corridors, a 2ha local park and other multifunctional open space for recreation. This will help create opportunities for exercise,</p>	<p>The modification does not introduce any specific additional requirements that would amend the previous assessment of the effect of the policy upon the sustainability objective for Health and Wellbeing.</p> <p>The proposed further main modification makes it clear that it must be demonstrated that development proposals would not compromise the continuing use of the WRC nor the residential amenity with regards to odour. Whilst this was the intention of the policy as set out in the proposed main modifications, this</p>

				<p>thereby supporting healthy and active lifestyles, promoting mental wellbeing with an associated impact on life expectancy.</p> <p>There is the potential for noise from traffic using the A151 and A17 to have an adverse impact on the amenities that would be enjoyed by new dwellings in this location. The policy therefore requires significant structural landscaping belts along the boundaries with these roads which should help to mitigate the impact of this.</p> <p><i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i></p>	<p>further main modification would make it explicit. This is a positive step would it would not alert the previously assessed outcome.</p>
3. Transport	0	•	•	<p>Due to the quantity of new housing development proposed it is likely that traffic levels will increase. A Transport Assessment will be required to ensure that the extra traffic generated by the development does not have an adverse impact on the local highway network, or affect the efficient functioning of the major highway network, particularly at junctions with the A151 and the A151/A17. In order to mitigate impacts generated by the development, it will be necessary for it to contribute towards the provision of roundabouts on the A151 and at the A151/A17 junction. Development in this location will therefore have an important role in helping to facilitate delivery of one of the priority transport projects identified in Policy 29.</p> <p>The promotion of sustainable modes of transport through this policy as well as Policy 29 should help minimise the traffic impacts likely to be generated by the level of housing development associated with this policy. New high quality walking and cycling access and the capacity to extend public transport with the site (and to link to the Holbeach Food Enterprise Zone) will have a positive impact on this objective. The inclusion of green corridors and a network of linked streets will also help access around and to/from the development.</p> <p><i>Likelihood/certainty: Highly probable</i> <i>Temporary or permanent: Permanent</i></p>	<p>The modification does not introduce any specific additional requirements that would amend the previous assessment of the effect of the policy upon the sustainability objective for transport.</p> <p>The proposed further main modification would not have a significant effect.</p>
4. Socially	0	•	•	<p>As discussed in Objective 2, new housing development of this scale will</p>	<p>The modification does not introduce</p>

<p>Inclusive Communities</p>				<p>create additional demands for, or upon, community infrastructure. Improvements to such infrastructure to mitigate the impact of development - as required by this policy – will therefore be vital to ensure that residents’ needs can be met. The provision of a 2ha local park and other multifunctional open space will have a positive impact.</p> <p>Providing a network of linked streets will ensure that the development is permeable and the creation of new sustainable links around and to/from the site is likely to help minimise traffic levels generated by development of this site. Hence, this is likely to lessen the potential adverse impact on communities as a result of increased traffic levels (e.g. safety, severance etc.).</p> <p>The design of new development should promote community safety.</p> <p>The provision of high speed broadband to every home will have a positive impact on this objective.</p> <p><i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i></p>	<p>any specific additional requirements that would amend the previous assessment of the effect of the policy upon the sustainability objective for socially inclusive communities.</p> <p>The proposed further main modification would not have a significant effect.</p>
<p>5. Education</p>	<p>0</p>	<p>•</p>	<p>•</p>	<p>Assessment of the site has shown that the urban extension is within relatively short walking distance of a primary and secondary school in the town.</p> <p>However, the Local Education Authority has indicated that Holbeach currently has a lack of capacity at secondary and sixth form level meaning that additional places will therefore be required. At primary level, there is currently some capacity available, although the provision of a new primary school and extension of two existing primary schools is planned over the life of the proposed developments in the town, including beyond the plan period. The phasing of such supporting infrastructure will be very important.</p> <p>This policy requires the urban extension to contribute towards the provision of additional nursery, primary and secondary school places which will have a positive impact on this objective.</p>	<p>The modification does not introduce any specific additional requirements that would amend the previous assessment of the effect of the policy upon the sustainability objective for education.</p> <p>The proposed further main modification would not have a significant effect.</p>

				<p>Development of the site will help facilitate access to the Holbeach Food Enterprise Zone (FEZ) site to the west. Development of the FEZ will provide education opportunities which will have a positive impact on this objective. It may also help raise the educational and achievement levels of young people and adults in the area.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	
6. Biodiversity, Geodiversity and Green Infrastructure	0	.	.	<p>GI and Biodiversity - This policy requires the urban extension to provide publicly accessible green infrastructure, including: green corridors alongside the New River Drain and other drains crossing the site to provide a well connected green network; wetlands and woodland and associated environmental enhancements to enhance the biodiversity value of the site; and a 2ha local park and other multifunctional open space. This should mean that the biodiversity value of the landscape is significantly enhanced with a more natural landscape for wildlife.</p> <p>However, new housing development in this location will result in the loss of greenfield land meaning that some habitat loss, and an associated impact on biodiversity, is unavoidable.</p> <p>Geodiversity – No impact.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>The modification does not introduce any specific additional requirements that would amend the previous assessment of the effect of the policy upon the sustainability objective for biodiversity, geodiversity and Green Infrastructure.</p> <p>The proposed further main modification would not have a significant effect.</p>
7. Heritage	0	X	X	<p>The Old Cottage, a grade II listed building, adjoins the site. A Heritage Impact Assessment will ensure that any impact on the significance of this building and its setting are identified as well as any associated archaeological remains.</p> <p>The Historic Environment policy and its requirement that a Heritage Impact Assessment be undertaken should help ensure that the significance of the listed building and any associated archaeological remains are identified and addressed in the masterplan.</p> <p><i>Likelihood/certainty:</i> Uncertain given that a Heritage Impact Assessment</p>	<p>The modification adds reference to enhancement of the historic environment in combination with creation of green corridors associate with the drainage infrastructure across the site. The modification also introduces additional advice regarding constraints affecting the site to be considered through a Masterplan, including the adjacent Grade II listed building.</p>

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				<p>must be undertaken <i>Temporary or permanent:</i> Likely to be permanent</p>	<p>However, the policy introduces no specific requirements to be incorporated into the Masterplan and does not state explicitly that a heritage impact assessment is required. The indicative layout may reflect a response to this heritage significance but the plan to be included at Appendix 10 does not highlight the location of the listed building. However, it is understood to be in a location currently shown as development parcels with no indicative buffers or response to the setting.</p> <p>As such, whilst enhanced reference is made to heritage the overall impact of the modification is assessed as bringing about potentially negative effects upon the objective. The required heritage impact assessment and resultant response should address and mitigate this potential impact but this is not set out in this policy.</p> <p>The proposed further main modification would not have a significant effect.</p>
8. Landscape and Townscape	0	X	X	<p>Due to the anticipated scale of the urban extension and loss of greenfield land, it is likely to have a negative effect on the landscape in terms of the loss of greenfield land. Mitigation could be required to address this. Although new housing development in this location would greatly increase the perceived extent of the settlement's built-up area, it would provide a natural extension to the development form of the town up to the A151.</p>	<p>The main modification does not introduce or alter requirements that would amend the previous assessment of the effect of the policy upon the sustainability objective for landscape and townscape.</p>

				<p>The Development Management and Design of New Development policies should help ensure better integration of the development into the landscape.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	
9. Air, Soil and Water Resources	0	X	•/X	<p>Soil – This urban extension would lead to the loss of a large amount of predominantly grade 1 agricultural land, resulting in adverse effects on soil resources. However, as the site is built out, it is likely that impacts will lessen as mitigation (e.g. GI, structural planting etc.) matures helping to protect soil resources.</p> <p>Air – The level of new housing to be developed will inevitably increase traffic levels. This is likely to have an adverse impact on air quality relating to exhaust emissions. However, the inclusion of new high quality walking and cycling access and the capacity to extend public transport routes within the site and to link to the FEZ could reduce reliance on the private car for local journeys and thereby minimise the impact on local air quality.</p> <p>There will be dust emissions associated with the construction of development associated with this policy, however conditions should be put in place to ensure air pollution is minimized.</p> <p>Water – Development associated with this policy will also increase water consumption and demands on sewage infrastructure. Furthermore, there is likely to be a large increase in hardstanding which may mean that there is an adverse impact on surface/ground water quality, infiltration rates, and run-off.</p> <p><i>Likelihood/certainty:</i> Highly probable – the effects in the medium-term will likely be negative, although in the long-term there may be more positive impacts as the urban extension is built out and mitigation becomes established <i>Temporary or permanent:</i> Likely to be temporary</p>	<p>The proposed modification introduces additional guidance for the management of foul water and water resources, and identifies key utilities constraints that will improve and provide additional certainty regarding the potential requirements to be incorporated into plans. This will improve likely effects regarding water resources.</p> <p>However, the overall changes are unlikely to make a significant alteration and do not influence the previously established effects regarding air and soil. As such the main modification does not alter the previously assessed effect upon this objective.</p> <p>The further main modification would provide a cross reference to the Local Plan’s Strategic Approach to Flood Risk policy; whilst the clarification is useful it would not significantly alter how the policy would be implemented or its effects.</p>
10. Sustainable use of Land and Waste	0	X	•/X	<p>Land – Development of an urban extension in this location would lead to the loss of approx. 44ha of mostly greenfield land which is a less sustainable use of land than</p>	<p>The modification does not introduce any specific additional requirements that would amend the previous</p>

				<p>if brownfield land were to be developed.</p> <p>Waste – With approximately 900 new homes being proposed, it is inevitable that additional waste will be generated. The design of new development should ensure that adequate provision for disposal is incorporated and should encourage the sustainable and efficient use of materials in terms of recycling – space for recycling, composting or other means should be accommodated within the curtilage of each property.</p> <p>Minerals – New housing development will also require minerals/aggregate for construction, although sites in Holbeach will not have an adverse impact on any Mineral Safeguarding Zones.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary – Negative effects are likely in the medium-term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.</p>	<p>assessment of the effect of the policy upon the sustainability objective for sustainable use of land and waste.</p> <p>The further main modification would provide a cross reference to the Local Plan’s Strategic Approach to Flood Risk policy; whilst the clarification is useful it would not significantly alter how the policy would be implemented or its effects.</p>
11. Flood Risk	0	•/X	•	<p>The urban extension is within Flood Zone 3a, but flood hazard in year 2115 ranges between ‘low hazard’ and ‘danger for most’ and flood depth in year 2115 ranges between ‘0.25m-0.50m’ and ‘0.50m-1.0m’.</p> <p>The precise nature of impacts in terms of flood risk will depend upon the actual implementation of the scheme (e.g. design, layout and massing of development). For example, the laying of large areas of hard standing may result in a slight increased risk of surface level flooding and would therefore require mitigation.</p> <p>A Flood Risk Assessment will ensure that development does not increase fluvial and surface water flood risk and will identify appropriate mitigation measures. Parts of the urban extension site are at high risk of surface water flooding, meaning that a sustainable drainage network of balancing ponds, swales and other features will need to be integrated into the new development and green infrastructure. This will generate positive effects.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation i.e. mitigation. In the long- term, positive effects are more likely to be generated.</p>	<p>The main modification introduces further information to the policy regarding the flood risk constraints affecting the site. No additional proposals or requirements to ensure the positive management of flood risk are identified by the modification. As such the overall effect of the modification and policy remains unchanged.</p> <p>The further main modification would provide a cross reference to the Local Plan’s Strategic Approach to Flood Risk policy; whilst the clarification is useful it would not significantly alter how the policy would be implemented or its effects.</p>

				<i>Temporary or permanent: Permanent</i>	
12. Climate Change	0	•/X	•/X	<p>Greenhouse Gas Emissions - The delivery of new housing associated with this policy is unlikely to assist in the reduction of greenhouse gas emissions as the construction of new housing is likely to consume high levels of energy. The provision of approximately 900 new homes within Holbeach will also increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. However, the inclusion of new high quality walking and cycling access and the capacity to extend public transport routes within the site and to link to the FEZ could reduce reliance on the private car for local journeys and thereby minimise transport related greenhouse gas emissions.</p> <p>Energy Efficiency & Renewable Energy - There is potential for significant benefits to be secured against this policy; for instance new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This will deliver more affordable energy bills for residents. Benefits to those in fuel poverty will be greatest where energy efficient design and renewable energy are both addressed in the design of new development.</p> <p>Resilience and Adaptation - The incorporation of green infrastructure within development can help contribute to the absorption of greenhouse gases. For example, open space can mitigate against climate change by acting as 'carbon sinks'.</p> <p><i>Likelihood/certainty: Uncertain – will depend upon implementation e.g. design and mitigation secured.</i></p> <p><i>Temporary or permanent: Permanent</i></p>	<p>The modification does not introduce any specific additional requirements that would amend the previous assessment of the effect of the policy upon the sustainability objective for climate change.</p> <p>The further main modification would provide a cross reference to the Local Plan's Strategic Approach to Flood Risk policy; whilst the clarification is useful it would not significantly alter how the policy would be implemented or its effects.</p>
13. Economy and Employment	0	**	**	<p>Development of this urban extension will help facilitate access to the proposed Food Enterprise Zone (FEZ) to the west of the A151 and highway improvements at Peppermint Junction. The development of the FEZ will deliver significant economic benefits and could help to reduce unemployment levels within South East Lincolnshire.</p>	<p>The modification does not introduce any specific additional requirements that would amend the previous assessment of the effect of the policy upon the sustainability objective for economy and employment.</p>

			<p>This policy will also ensure that sustainable links (walking, cycling and public transport) are provided to the Food Enterprise Zone from the development and the rest of Holbeach. This should enhance access to local employment and training opportunities meaning that young people may stay in the area.</p> <p>Additionally, more housing could give rise to a larger population which has the potential to broaden the diversity of skills on offer and, in turn, support business diversification and growth. It will also help maintain employment in the construction sector and related industries.</p> <p>Employment opportunities are likely to also be generated indirectly by safeguarding existing jobs in local businesses.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed further main modification would not have a significant effect.</p>
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The proposed main modifications to this SUE policy remove reference to a site specific requirement for compliance with national space standards and introduce strengthened reference to enhancement of the historic environment as part of providing green corridors on the site and a requirement for a foul drainage strategy. Overall these modifications inform mitigation of these issues but are not identified as enhancing the previous positive effects of the policy. The inclusion of an indicative layout is generally positive assisting understanding of the potential appropriate development. The relationship between the indicative layout and the setting of a Grade II listed building has a potentially negative effect upon the heritage objective. However, the wider provisions of the local plan and anticipated requirement for a Masterplan to be supported by a heritage impact assessment would be capable of mitigating this effect. Overall these amendments do not alter the overall positive effects of the development and policy in securing a sustainable development that will make a significant contribution to the areas requirements for growth.</p> <p>The proposed further main modification provides clarity with regards to the odour associated with the WRC and with water management. Whilst the clarifications are useful they would not give rise to significant effects that would require amendments to the previous assessment outcomes.</p>			

Policy 15: Affordable Housing			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change
SA47	PMM019	Former	5.6 Affordable Housing

	and OMM06	Policy 15: Affordable Housing (renumbered as 18)	<p>Policy 15 18: Affordable Housing</p> <p>In South East Lincolnshire the following need for affordable housing has been identified:</p> <p>A. In Boston Borough about 100 263 new affordable dwellings per annum, equating to over 80% one-third of the overall annual housing need; and</p> <p>B. In South Holland about 280 282 new affordable dwellings per annum, equating to about half 60% of the overall annual housing need.</p> <p>The affordable housing need will be met sought on:</p> <ol style="list-style-type: none"> 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"> i. about 20% being affordable housing on sites in Boston Borough; and ii. about 25% being affordable housing on sites in South Holland; 2. through sites proposed by developers specifically for affordable housing; and 3. through Rural Exceptions Sites. <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 requirement provision will be sought in each Local Planning Area:</p> <ol style="list-style-type: none"> 4. on sites in Boston Borough a mix of about 75% rented affordable for rent and about 25% intermediate housing for sale; and 5. on sites in South Holland District a mix of about 70% rented affordable for rent and about 30% intermediate housing for sale. <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>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</p>
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				or Strategic Housing Market Assessment. This would include the needs of those communities who are identified either within or outside the Government's definition set out in Planning Policy for Traveller Sites.	
SA Objective	Significance and Duration of Effect			Commentary - Publication Version	Effect of modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	?	<p>Affordable Housing: Generally the tenure, mix, style and size of housing for each site will be considered on a case by case basis taking into account existing imbalances in the housing stock. However, positive effects are likely in terms of delivering affordable homes to meet an identified need; this is Local Planning Authority specific in terms of need per area and percentage threshold per site which will also generate positive impacts, ensuring that the housing needs of different parts of South East Lincolnshire are met.</p> <p>These targets reflect viability testing in the Whole Plan Viability and the needs identified in the Strategic Housing Market Assessments for the area. This has resulted in a lower need (100 dwellings per annum) and target of 20% for Boston Borough compared to a need of (280 dwellings per annum) and target of 25% for South Holland. As a result the provision of affordable housing is likely to meet need in the short term. However, the long term effects of this policy are uncertain as the targets are based on current need and viability.</p> <p>Site specific considerations such as viability, other infrastructure provision and the type of affordable housing need to be met will vary between sites. However, the policy states that on sites in Boston Borough a mix of 75% affordable rented and 25% intermediate housing will be sought and on sites in South Holland District a mix of 70% affordable rented and 30% intermediate housing will be sought. This will have a positive impact by helping to meet the identified affordable housing requirements in the respective areas.</p> <p>Onsite provision will normally be required, but where sound evidence shows that this would be impractical, the developer will be expected to make equivalent off-site provision or a financial contribution to enable the need to be met elsewhere.</p>	<p>The proposed modification introduces greater flexibility in setting delivery for "about 20% and "about 25%" affordable homes in Boston and South Holland respectively.</p> <p>Potentially this increases the likelihood that development would provide less than 20% and 25% affordable housing. However, such flexibility is necessary to ensure housing delivery overall can be maintained.</p> <p>Confirmation that affordable homes extends to starter homes may have potential implications for the average costs of affordable housing that might be secured. Whilst this may reduce the positive impact of the Policy overall this is considered in combination with the potential benefits for development</p>

				<p>Affordable housing is expected to be provided within the sustainable urban extensions; these should be developed in accordance with their associated masterplans in order to ensure that affordable units are appropriately located and are equally as accessible to infrastructure and facilities as those living in market housing.</p> <p>Guidance relating to the detailed operation of this policy will be provided within the Developer Contributions SPD.</p> <p>Energy efficiency is considered by Objective 12.</p> <p><i>Likelihood/certainty: Certain</i> <i>Temporary or permanent: Permanent.</i></p>	<p>viability and housing delivery overall.</p> <p>Meanwhile, similar flexibility is introduced regarding the specific tenures of affordable homes that would be sought as part of the affordable requirement. Such an amendment would enhance the ability of the Council to secure its desired affordable housing provision from specific sites.</p> <p>The modification will consequently result in the policy continuing to have a significant positive effect upon this objective.</p> <p>The further proposed main modification provides clarity to avoid misinterpretation and adds the requirement to consider Gypsy and Traveller housing. This would support the previously assessed highly positive outcome.</p>
<p>2. Health and Wellbeing</p>	<p>•</p>	<p>•</p>	<p>•</p>	<p>The provision of affordable housing is likely to have a positive effect on this objective. It should help to reduce the likelihood of lower income households living in deteriorating housing and poorer living conditions, which can have negative effects on health and wellbeing. It can also help meet the needs of the homeless and overcrowded households.</p> <p>Access to health facilities: South East Lincolnshire’s population experiences significant health inequalities and variations in life expectancy exist. With no</p>	<p>The modification whilst introducing greater flexibility to the requirements for provision of affordable housing does not alter the overall proportion of affordable homes sought from development or the operation</p>

				<p>certainty as to the location of affordable housing access to health facilities will vary. Improving access to facilities will depend on implementation; provision of foot/cycle paths, proximity to bus stops may help. The capacity of healthcare facilities also varies, and if unmitigated, will incur adverse effects against this objective. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of health facilities will be vital.</p> <p>The policy states that 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 provision and the type of affordable housing need to be met. In some instances, a site-specific viability assessment will be needed in order to determine whether the priorities identified for a development can be met. This suggests that in some cases health care facilities may not be provided, in order for a development to support affordable housing.</p> <p>Access to open space: With no certainty as to the location of affordable housing, access to amenity open space, GI and multi-user routes will vary. In cases where the development of sites will involve the loss of existing open space or affects an existing route, loss should be compensated for through either on-site or off-site provision. Overall, access to amenity open space/GI and multi-user routes will depend on implementation as it may be possible through other policies to provide for open space to address the impact generated by a new development.</p> <p>Proximity to sources of pollution: With no certainty as to the location of affordable housing this policy does not raise any issues of air/noise pollution that would have an adverse impact on human health. It is considered that once detailed schemes are submitted policy 4 will cover amenity concerns.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>of an approach based upon site specific viability. The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p> <p>The proposed further main modification would not have a significant effect.</p>
<p>3. Transport</p>	<p>•/x</p>	<p>•/x</p>	<p>•/x</p>	<p>In general there is potential for an associated increase in traffic and car trips and potentially congestion along key routes through the area e.g. A16, A17, A52, A151 or within smaller settlement centres, unless mitigated. However, the impact on this objective depends on the location of the affordable housing provided.</p>	<p>The proposed modification does not alter the spatial distribution of housing development or the associated infrastructure requirements</p>

			<p>It is likely that affordable housing as part of a market led scheme will be located within/on the edge of settlement limits where there is likely to be easier sustainable access to shops and services. Contributions to strategic transport infrastructure will be location dependent.</p> <p>For provision in exceptions sites outside, but adjoining settlement limits there is more likely to be a lack of nearby facilities and services. Housing in such areas will most likely require reliance on the use of a car. The location of rural exceptions sites means that they are unlikely to be able to contribute towards the delivery of strategic transport infrastructure.</p> <p>Overall, impacts will depend on implementation. A Transport Assessment/Statement will ensure that a development can be accommodated and the safety of the highway network is maintained. Mitigation through improvements to highways infrastructure and promotion of sustainable modes of transport should help to minimise this increase and ensure that the safety of the highways network is to be maintained. Housing provided within a market led scheme is likely to be able to deliver mitigation to address constraints (e.g. provision of footpaths/cyclepaths) but associated delivery timescales may mean that adverse effects may dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective). There is therefore the potential for some positive effects.</p> <p>Affordable housing is expected to be provided within the sustainable urban extensions; these should be developed in accordance with their associated masterplans in order to ensure facilities are equally as accessible to those in affordable as market housing. Associated delivery timescales may mean that adverse effects may dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation to help ease this increase are yet to become effective).</p> <p>Access to employment is discussed in Objective 13.</p> <p><i>Likelihood/certainty:</i> Uncertain – In the short to medium-term, there are likely to be adverse effects due to an increase in pressure on existing infrastructure.</p>	<p>and mitigation that would be sought. The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p> <p>The proposed further main modification would not have a significant effect.</p>
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				<p>However, the overall impacts are considered to depend on implementation such as improvements to highways infrastructure and promotion of sustainable modes of transport.</p> <p><i>Temporary or permanent: Temporary</i></p>	
<p>4. Socially Inclusive Communities</p>	•/x	•/x	•	<p>There is uncertainty as to whether the percentage targets can be used to meet the specific needs of older people (or those with disabilities) to help address the needs of the growing, ageing population in the area.</p> <p>The policy is compatible with this objective in terms of contributing to mixed communities. The policy may also increase opportunities for young people and families to remain within the area or in the case of exceptions housing, in a rural community.</p> <p>Levels of deprivation vary across the area; the Sutton Bridge ward, South Holland; and parts of the Station, Staniland and Skirbeck wards, Boston are deemed to be with the top 30% most deprived areas nationally. Provision of affordable and exceptions housing will help those on lower incomes live in their own home, and in the case of exceptions housing to come forward in areas of identified need. Affordable housing provided as part of an exceptions development would need to be provided in perpetuity to secure long term positive effects in order to ensure that those that have the greatest need for affordable or specialised housing in rural areas benefit from provision.</p> <p>By ensuring that a high quality of development is provided, irrespective of tenure, this policy will have a positive impact in helping to regenerate these settlements; this should have positive impacts on the condition of these areas. As the quantum of development increases over the Plan period and beyond, it is considered possible for regeneration benefits to become significant.</p> <p>Access to employment is considered by Objective 13.</p> <p>Access to community facilities will depend on the location of the site and the existing level of provision. The capacity of these facilities to meet the needs of additional users also varies. Mitigation would be required in those cases where access is more limited.</p> <p>The design of new development should promote community safety and may</p>	<p>The modification whilst introducing greater flexibility to the requirements for provision of affordable housing does not alter the overall proportion of affordable homes sought from development or the operation of an approach based upon site specific viability. The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p> <p>The further proposed main modification provides clarity to avoid misinterpretation and adds the requirement to consider Gypsy and Traveller housing. Whilst this is a positive approach in supporting socially inclusive communities, it would not alter the previous assessment outcomes given the numerous aspects of socially inclusive communities.</p>

				<p>also help to minimise anti-social behaviour and crime.</p> <p>Most of the area has access to broadband, although some high speed provision may be more limited in some parts of the rural area; new exceptions sites should ensure that connection is feasible.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term, although positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen. <i>Temporary or permanent:</i> Permanent</p>	
5. Education	•/x	•/x	•	<p>By focusing new development within or adjoining the settlement boundaries this means that access to education facilities varies. Improving access to facilities will depend on implementation; provision of foot/cycle paths, proximity to bus stops may help. Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. If unmitigated, this policy will incur adverse effects against this objective. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of education facilities will be vital.</p> <p>The need for investment in educational facilities to meet demand could mitigate any impacts, potentially through developer contributions, although given the type of housing proposed it is unlikely that sufficient funding will be available to support contributions. Over the long-term as extra facilities are built and capacity increases, adverse impacts may be minimized.</p> <p>Construction of new development across the hierarchy may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. Due to the anticipated delivery timescale, this is likely to have positive effects in the medium-long-term depending on the phasing of sites and construction periods.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the location of new development and the mitigation that can be secured to address the increased demand on educational facilities. In the long-term positive effects are likely to be more prominent as the impact of more developments can be seen. <i>Temporary or permanent:</i> Temporary</p>	<p>The proposed modification does not alter the spatial distribution of housing development or the associated infrastructure requirements and mitigation that would be sought. The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p> <p>The proposed further main modification would not have a significant effect.</p>
6. Biodiversity,	?	?	?	The exact effects this policy would generate against this objective are uncertain	The proposed modification

<p>Geodiversity and Green Infrastructure</p>				<p>as they will depend on the specific location of affordable and exceptions housing and the final design. Access to Amenity Open Space & GI is considered by Objective 2.</p> <p>Biodiversity: There is the potential for significant adverse impacts depending on the location of development. There could be high levels of disturbance/loss of habitat for protected/priority species/habitats in the short to medium-term through construction and recreational pressure (i.e. increased population). In such circumstances, mitigation is essential to help minimise adverse impacts.</p> <p>However, there may also be potential for net-gains, due to potential mitigation; a combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long-term as GI/ habitats become more establish and mature.</p> <p>Geodiversity: No impact.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>does not alter the spatial distribution of housing development or the associated infrastructure requirements and mitigation that would be sought. The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p> <p>The proposed further main modification would not have a significant effect.</p>
<p>7. Heritage</p>	<p>?</p>	<p>?</p>	<p>?</p>	<p>The exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of affordable and exceptions housing in relation to heritage assets and the final design.</p> <p>There could be adverse effects over the short and medium-term due to the proposed construction periods of proposed development. Although there may be potential for residual adverse impacts over the long-term, it is considered mitigation to reduce the impact will have begun to take place and even generate positive effects (e.g. improvements to setting of heritage assets) with the maturing of green infrastructure and removal/improvement of nearby poor quality urban fabric. This is particularly relevant for sites within/adjoining 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area to an appropriate standard to reduce the number and/or severity of assets at risk.</p>	<p>The proposed modification does not alter the spatial distribution of housing development or the associated infrastructure requirements and mitigation that would be sought. The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p> <p>The proposed further main modification would not have a significant effect.</p>

				<p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and location of development. There are likely to be adverse impacts in the short to medium-term but, as mitigation has time to establish, positive effects may become more evident.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
8. Landscape and Townscape	?	?	?	<p>The exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of affordable and exceptions housing and the final design.</p> <p>Although impacts will vary by site, significant adverse impacts on the landscape are considered likely as a result of the development associated with this policy. However, identified settlement boundaries could help mitigate negative impacts, particularly in the Other Service Centres and Settlements. Careful consideration should be given to avoiding uncontained urban sprawl at the sustainable urban extensions and settlement coalescence, and how adverse impacts on the landscape can be avoided.</p> <p>The promotion of affordable housing within settlement boundaries could secure the use of brownfield land, although it is expected that there will be some adverse impact due to the likely scale and quantum of potential sites that are greenfield, edge of settlement. In some cases, the development of a site even at the edge of settlement may help secure landscape or townscape improvements. Some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement.</p> <p>Rural exceptions housing are located outside, but adjoining a settlement. There is therefore the potential for significant adverse impacts on the landscape although the extent will vary by site. Careful consideration should be given to avoiding settlement coalescence and linear development, and how adverse impacts on the landscape can be avoided.</p> <p>Significant mitigation e.g. in the form of structural landscaping, could help minimise adverse residual effects, once it has become established.</p> <p>Regeneration benefits are discussed by Objective 4.</p>	<p>The proposed modification does not alter the spatial distribution of housing development or the associated infrastructure requirements and mitigation that would be sought. The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p> <p>The proposed further main modification would not have a significant effect.</p>

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				<p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term, although adverse impacts are considered likely as a result of development associated with this policy. In the long-term, positive effects are likely to be more prominent as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
<p>9. Air, Soil and Water Resources</p>	x	x	·/x	<p>Development within settlement boundaries could secure the use of brownfield land, which could help protect soil resources and divert development from agricultural land. It may also secure the remediation of contaminated sites, generating associated water quality benefits, which should generate positive impacts against this objective.</p> <p>However, given the level of development associated with this Local Plan (18675 new homes, a percentage of which will be affordable) it is to be expected that associated quality agricultural land will be lost, resulting in adverse effects on soil resources. Such adverse effects are considered to be significant in the short-term when sites are likely to be under construction. As sites are being built-out, it is likely that impacts will lessen as mitigation (e.g. GI, structure planting, etc.) matures helping to protect soil resources. Adverse impacts on all greenfield sites in relation to the protection of soil resources will also depend on implementation and the level of green infrastructure incorporated into new schemes.</p> <p>Overall, the impact on air and water resources is likely to depend on implementation.</p> <p>Air: By permitting development to meet the needs of the community in each settlement it is inevitable that the number of trips made by car will increase, particularly from rural exceptions sites. This is likely to have an adverse impact on air quality relating to exhaust emissions. But, the extent will depend on implementation and proximity of site to sustainable/public transport.</p> <p>There will be dust emissions associated with the construction of development associated with this policy however, conditions should be put in place to ensure air pollution is minimized.</p> <p>Water: At a strategic level the impact of each market housing site and therefore on site affordable units, regarding existing water/sewage treatment infrastructure capacity is broadly acceptable. Where investment is likely to be</p>	<p>The proposed modification does not alter the spatial distribution of housing development or the associated infrastructure requirements and mitigation that would be sought. The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p> <p>The proposed further main modification would not have a significant effect.</p>

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				<p>required this will be addressed on a site-by-site basis. The capacity of the network to accommodate windfall sites such as rural exceptions will be assessed on a site by site basis. It will be particularly important that new development is phased with investment to minimise sustainability impacts.</p> <p>Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Adverse effects on soil resources and water quality are likely in the short to medium-term. However, this is likely to lessen as mitigation comes into effect. The impact of new housing development on air quality is more likely to be permanent given the inevitable increase in the number of car journeys that will result.</p>	
10. Sustainable use of Land and Waste	x	x	-/x	<p>The development associated with this policy is expected to be a mix of brownfield and greenfield sites. Use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. However, as these sites can be more difficult and costly to develop, particularly in the current economic climate, greenfield sites are likely to be developed at a higher rate, which would generate the adverse impacts identified by Objective 9.</p> <p>Development associated with this policy is also unlikely to sterilise economically important mineral resources, although some areas close to Crowland may require mitigation.</p> <p>The design of new housing development associated with this policy should ensure that appropriate waste disposal facilities, including those for recycling are provided at each new development.</p> <p>Issues relating to access are considered in Objective 3 above.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Temporary – Negative effects are likely in the short to medium- term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.</p>	<p>The proposed modification does not alter the spatial distribution of housing development or the associated infrastructure requirements and mitigation that would be sought. The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p> <p>The proposed further main modification would not have a significant effect.</p>

<p>11. Flood Risk</p>	<p>•/x</p>	<p>•/x</p>	<p>•</p>	<p>It is important that the risk and impact of flooding to all new development is minimized. A sequential approach to locating new development has been undertaken to ensure that the majority of new development will be located in settlements/areas of settlements that are at a lower level of risk and hazard. Windfall sites, such as rural exceptions will be expected to undertake the same approach. This has been agreed with the Environment Agency and is considered to score highly against this objective.</p> <p>In many cases, flood management/mitigation measures will be identified through a Flood Risk Assessment. Implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures and so may incur positive effects.</p> <p>All new development of 10 or more dwellings will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive impacts over the plan period, in terms of minimising surface water run off, and depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation.</p> <p><i>Likelihood/certainty:</i> Uncertain - The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>The proposed modification does not alter the spatial distribution of housing development or the associated infrastructure requirements and mitigation that would be sought. The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p> <p>The proposed further main modification would not have a significant effect.</p>
<p>12. Climate Change</p>	<p>•/x</p>	<p>•/x</p>	<p>•/x</p>	<p>Delivery of new housing associated with this policy is likely to generate an adverse impact in reducing greenhouse gas emissions as the construction of development is likely to consume high levels of energy. Increasing the level of housing within the area will also increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. As such, effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation.</p>	<p>The proposed modification does not alter the spatial distribution of housing development or the associated infrastructure requirements and mitigation that would be sought. The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p> <p>The proposed further main</p>

			<p>Transport Emissions: It is inevitable that the level of new affordable homes required will generate more trips by car. More may be generated from exceptions sites due to their anticipated location outside settlement boundaries, which will increase access local shops and services. Inevitably transport emissions will also increase from current levels. In some cases, the need to travel by car particularly over shorter distances may be reduced e.g. proximity to bus services, new/ improvements to walking/ cycling routes thus reducing emissions. Overall, it is considered that this element will depend on implementation in terms of how car use is minimized and sustainable transport options are encouraged.</p> <p>Energy Efficiency & Renewable Energy: There is potential for significant benefits to be secured against this policy; for instance new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This would also help reduce fuel bills for residents important for those living within an area of fuel poverty.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the location and timing of development and the promotion of sustainable transport</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>modification would not have a significant effect.</p>
<p>13. Economy and Employment</p>	<p>•</p>	<p>•</p>	<p>The short term implementation of this policy will result in positive effects as targets have been derived that have been tested for financial viability and the provision of affordable housing may enable younger people and those of working age to stay within the area and thereby contribute skills and labour. However, mid and long term effects of this policy are uncertain as viability of meeting the targets proposed for affordable housing will alter depending on market conditions.</p> <p>An increased local population is also likely to support the local economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed.</p> <p>In terms of accessibility to employment sites, as the location of sites are</p>	<p>The proposed modification increases the flexibility available to the Council's in applying affordable housing requirements and consequently increases the deliverability of housing development. In supporting provision of more housing that is affordable for residents this actively supports economic growth and employment opportunities.</p> <p>The proposed further main</p>

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				<p>unknown it is not possible to determine whether sites would have good access to employment. It is anticipated that this will depend on implementation.</p> <p>Over the long term, access to employment is also likely to improve as further employment development associated with those sites identified in Policy 8 takes place, extending the employment portfolio in the area. This could help to support the economy and reduce unemployment.</p> <p><i>Likelihood/certainty: The medium and long-term impacts are uncertain as the viability of meeting the targets proposed in the policy for affordable housing will alter depending on market conditions.</i></p> <p><i>Temporary or permanent: Permanent</i></p>	<p>modification would not have a significant effect.</p>
<p>Overall effect of Proposed Modification upon SA assessment</p>				<p>The modification updates reference to total current affordable housing need in Boston and South Holland and introduces greater flexibility to the proportion of affordable homes to be provided and the tenure of affordable homes. Overall this is assessed as having a minor positive effect upon sustainability objectives for housing but does not change the significant positive previous assessment. Generally the greater flexibility and role of the policy in supporting affordable housing provision is viewed as supporting economic growth and employment. Consequently the modification is assessed as having a positive effect upon the Economy and Employment objective.</p> <p>The proposed further main modification would add clarity and the requirement to consider the housing needs of the Gypsy and Traveller community. These are positive changes to the policy but would not alter the previous assessment outcomes.</p>	

Policy 25: Supporting the Vitality and Viability of Boston and Spalding Town Centres			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change

SA56	PMM024 and OMM07	New policy titled: 25 Ensuring Viable Town Centres	<p>Policy 25: Supporting the Vitality and Viability of Boston and Spalding Town Centres</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> <ol style="list-style-type: none"> 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; 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; 3. Enhancing the public realm through improvements to public spaces, accessibility and signage; 4. Promoting town centre events; 5. Providing interpretation and promotional information; 6. Supporting proposals that seek to maintain the viability and attractiveness of the weekly markets; 7. Encouraging opportunities to support temporary uses in vacant premises in the primary shopping areas. <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 lead to a review of the Retail section of the Plan and 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>			
SA Objective		Significance and Duration of Effect			Commentary	Effect of proposed further main modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)			
1. Housing	-/x	-/x	-/x	The policy does not explicitly advocate residential development but the NPPF makes reference to how residential development can play an important role in ensuring the vitality of centres and therefore could be a positive to the town centres but in a vibrant centre with demand for floorspace it could be at the detriment of losing valuable floorspace for main town centre uses that are vital for a vibrant town centre.	The proposed further main modification would not have a significant effect.	

				<i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent	
2. Health and Wellbeing	.	.	..	<p>South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. By promoting town centre uses (in Sub-Regional, District and Local Centres) and local shops and facilities/services in places that are more easily accessed by either walking, cycling or public transport, this policy is likely to have a positive effect on promoting equality and healthier lifestyles by encouraging people to walk or use healthier modes of transport to access goods/services. This is especially important given the low levels of physical activity and excess weight in both children and adults in South East Lincolnshire. Furthermore, exercise and activities to promote entertainment, markets and events can help promote mental wellbeing with an associated impact on life expectancy.</p> <p>By locating new uses in places that should essentially minimise the need to travel by car, this policy could lead to reduced traffic and congestion which is likely to improve air quality and therefore linked respiratory health problems. However, although Boston and Spalding are accessible by public transport, there is still the possibility that people will use private cars to get to such places - especially from more rural places where public transport is poor - which could increase air pollution. This is a particular issue for Boston town which already has two Air Quality Management Areas.</p> <p>New leisure and intensive sport and recreation uses will be encouraged and directed towards the town centres of Boston and Spalding which will also help to improve healthy lifestyles.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	The proposed further main modification would not have a significant effect.
3. Transport	·/x	·/x	.	<p>Although this policy will not reduce the need to travel or generate an increase in the number of trips made, there is the potential for some trips to be made shorter and increase the likelihood of linked trips by providing a greater range of services that could be accessed from one visit to a town centre. By focusing future retail and leisure development in places closer to where people live this may encourage them to shop more locally rather than to travel further to centres higher up the retail hierarchy. Such trips, due to the reduced distance, may also encourage people to use more sustainable modes of transport, particularly for everyday requirements. It would therefore also help minimise the traffic impact of new development by ensuring that people can access jobs and services locally.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the promotion of sustainable modes of transport. Over the long-term, improvements through design and those secured as a result of planning permission may help address the issues identified.</p>	The proposed further main modification would not have a significant effect.

				<i>Temporary or permanent:</i> Temporary	
4. Socially Inclusive Communities	.	.	..	Appropriate development is key in achieving a sense of security and safety within communities. Towns with high levels of retail vacancies are more likely to suffer from anti social behaviour. This policy addresses this issue by directing retail development to Boston and Spalding so protecting and enhancing the retail focus of South East Lincolnshire's towns. This is likely to have positive effects on communities. Furthermore, it states that proposals for main town centre uses, entertainment, markets and events will help promote greater socially inclusive and cohesive communities. It would also have a positive impact by directing new cultural, leisure and recreational facilities to places that are closer to where people live and potentially work. <i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent	The proposed further main modification would not have a significant effect.
5. Education	?	?	?	Locating retail and other main town centre uses in accordance with the retail hierarchy is likely to provide more opportunities for training in locations that are accessible to people (particularly young people) by public transport. Depending on the scale of development, and hence opportunities, there may be the potential for this policy to raise educational and employment aspirations. <i>Likelihood/certainty:</i> Uncertain – will depend on the business to be located there and the opportunities they may provide. <i>Temporary or permanent:</i> Permanent	The proposed further main modification would not have a significant effect.
6. Biodiversity, Geodiversity and Green Infrastructure	·/x	·/x	·/x	As existing centres are the preferred location for the development of new main town centre uses, it is likely that it will not involve the loss of greenfield sites meaning that it is arguably less likely for development to have an impact on biodiversity and geodiversity. However, brownfield sites can be rich in biodiversity so prior to development all sites should be subject to ecological surveys to determine the presence or absence of protected species and any required mitigation. As stated before, locating the majority of new main town centre uses in existing centres, focusing particularly on Boston and Spalding, may indirectly reduce car use with a positive impact on areas of designated importance. <i>Likelihood/certainty:</i> Uncertain – will depend upon implementation i.e. design, layout, scale and massing of development. <i>Temporary or permanent:</i> Temporary - In the short-term, there could be adverse effects depending on location of the site. Over the long-term, improvements secured through new development may help generate positive impacts.	The proposed further main modification would not have a significant effect.
7. Heritage	This policy specifically identifies the heritage assets and the special interests of the conservation areas as positives that should be promoted enhanced and appreciated. This policy will enable townscape improvements and deliver a consistent and improved design	The proposed further main modification would

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				<p>quality to premises and the wider townscape and have a positive impact on the setting and/or maintenance of the historic environment. This is particularly important given that much of Boston and Spalding's town centres are within designated Conservation Areas.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	not have a significant effect.
8. Landscape and Townscape	..	..	..	<p>This policy has the potential to deliver landscape and townscape improvements with specific reference to heritage assets and conservation areas being recognized for their important contribution to the character and appearance of the area. It also seeks to ensure that proposals promote and enhance environmental qualities. It is therefore envisaged that future developments would be of an appropriate scale considering the role of the centre and that the development can be physically integrated with the rest of the centre, having a positive impact on the area.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	The proposed further main modification would not have a significant effect.
9. Air, Soil and Water Resources	·/x	·/x	·	<p>Soil – Given that the policy seeks to direct development towards existing centres, this suggests that it will be brownfield land that is mostly utilised. This will minimise any adverse impact upon quality agricultural land and soil resources. In some cases this policy may also help to aid remediation of brownfield sites which would provide some benefits regarding this objective.</p> <p>Air - Any new development will likely lead to increased air pollution, primarily due to increased road traffic. However, this policy could reduce the length of trips that are made which may encourage modal shift to more sustainable modes of transport. This could aid in a reduction of the number of vehicles and traffic/congestion on the roads. This will reduce carbon emissions and thus have a positive impact on air quality, especially the two identified Air Quality Management Areas (AQMAs) in the area.</p> <p>Water – This policy is unlikely to have a significant adverse impact on water quality although an increase in retail and other main town centre uses is likely to increase water consumption.</p> <p>Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis.</p> <p>The precise nature of impacts will, however, ultimately depend on implementation (e.g. design, layout, scale and massing of development).</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term as the impacts will depend upon implementation. Over the long-term, improvements secured through new development may help generate positive impacts</p> <p><i>Temporary or permanent:</i> Temporary</p>	The proposed further main modification would not have a significant effect.
10. Sustainable	·	·	..	<p>Land - As new retail and other main town centre uses will largely be located within</p>	The proposed

use of Land and Waste				<p>existing centres it is likely they will be developed upon brownfield land which will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts.</p> <p>Waste - Any new development will likely lead to greater levels of waste generation. However, there is insufficient detail to ascertain the extent to which development will encourage the sustainable and efficient use of materials in terms of recycling and waste management.</p> <p>Development associated with this policy is also unlikely to sterilise economically important mineral resources.</p> <p><i>Likelihood/certainty:</i> Highly probable – as mitigation establishes, impacts will be even greater in the long-term.</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>further main modification would not have a significant effect.</p>
11. Flood Risk	<p>•/x</p>	<p>•/x</p>	<p>•/x</p>	<p>The precise nature of impacts in terms of flood risk will depend upon implementation (e.g. design, layout, scale and massing of development). For example, the laying of large areas of hard standing may result in a slight increased risk of surface level flooding and would therefore require mitigation.</p> <p>It is important that the risk and impact of flooding to all new development is minimized. A sequential approach to locating new development will be promoted to ensure that the majority of new development is located in areas that are at a lower level of risk and hazard. This has been agreed with the Environment Agency and is considered to score highly against this objective.</p> <p>In many cases flood management/mitigation measures will be identified through a Flood Risk Assessment. Implementation is considered likely to have a positive impact in the long-term by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. The likely effects will therefore become more positive over the long-term as more flood management measures arise and so may incur positive effects.</p> <p><i>Likelihood/certainty:</i> The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>The proposed further main modification would not have a significant effect.</p>
12. Climate Change	<p>.</p>	<p>.</p>	<p>.</p>	<p>Transport emissions: Greater business use in Sub-Regional Centres usually necessitates greater vehicle movement and, as such, emissions. However, if greater choice is given in existing centres this may create a reduction in emissions through a greater local choice mitigating against the pull of more regional centres. By focusing new retail and leisure development in either central locations or in places that are easily accessible by public transport, this policy could encourage either shorter trips by private car or the use of more sustainable mode of transport. Having a greater offer in the Sub-</p>	<p>The proposed further main modification would not have a significant effect.</p>

				<p>Regional Centres may mean that linked trips can be made, which would reduce the number of trips made, potentially by private car. It is considered that this element will depend on implementation in terms of how car use is minimized and sustainable transport options are encouraged.</p> <p>Energy Efficiency & Renewable Energy: There is the potential for significant benefits to be secured against this policy. New development is likely to be constructed in accordance with new building regulations and, as such, will be more efficient than existing development.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the promotion of sustainable modes of transport.</p> <p><i>Temporary or permanent:</i> Permanent</p>	
13. Economy and Employment	..	..	..	<p>By outlining Boston and Spalding town centres to be the primary destinations for retail, entertainment, markets and events the Council is keen to facilitate a sustainable retail economy and encourage a diverse employment market. The inclusion of support for business startups or expansion of businesses in vacant premises further helps to promote business growth and improve the vitality and viability of the town centres.</p> <p>This policy is likely to have further positive economic impacts by helping to provide new employment/training opportunities which will help to reduce unemployment levels within South East Lincolnshire. This is particularly important given that the long term unemployment rates for both Boston Borough and South Holland District are higher than the county and national averages. It is also likely to provide economic benefits by supporting/protecting existing businesses and their employees.</p> <p>Furthermore, by directing new town centre uses towards the Boston and Spalding it will help support the primacy of the town centre as the hub for local services and therefore able to capitalize on a larger customer catchment and employment pool with improved accessibility and public transport provision.</p> <p><i>Likelihood/certainty:</i> Certain</p> <p><i>Temporary or permanent:</i> Permanent</p>	The proposed further main modification would not have a significant effect.
Overall effect of Proposed Modification upon SA assessment	<p>The proposed addition of this new policy provides the opportunity for the Council to focus on strengthening some of the key features of its town centres; markets and the historic environment. The impact of this policy has positive impacts on the majority of the objectives.</p> <p>The proposed further main modification would introduce the requirement for the Retail section of the Local Plan to be reviewed following a review of The Town Centres and Retail Capacity Study, one year after Local Plan adoption. This is considered a proactive approach in ensuring the Plan's retail strategy best reflects the needs of the area. This approach would support but not alter the previously assessed outcomes.</p>				

Policy 22: Primary Shopping Frontages						
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change			
SA58	PMM025 and OMM08	Former Policy 22: Primary Shopping Frontages (renumbered as 26)	<p>'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.'</p> <p>However, as non-A1 uses are playing a much greater role in modern town centres, Policy 22 26 will need to ensure an appropriate mix of uses can be achieved over time to ensure the offer remains attractive. 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. 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 frontage away from one primarily associated with shopping. 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> <p>The blanking out of shop windows by externally-positioned opaque or semi-opaque blinds or vinyl film or by other means will not be permitted.</p>			
SA Objective		Significance and Duration of Effect		Commentary - Publication Version	Effect of modification	
		Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing		.	.	.	This policy will have no impact on providing housing in South East Lincolnshire. However, by focusing the majority of A1 uses within the primary shopping frontages of Boston and Spalding, it is likely that such opportunities will be accessible to many people, and by public transport, walking or cycling which is	The proposed modifications are unlikely to significantly alter the previously assessed outcome.

				<p>important for those on lower incomes who may not have access to private transport. This could therefore have a positive impact by helping to reduce fuel poverty.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed further main modification would not have a significant effect.</p>
2. Health and Wellbeing	.	.	.	<p>South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. By focusing the majority of A1 uses within the primary shopping frontages of Boston and Spalding - places that are more easily accessed by either walking, cycling or public transport - this policy is likely to have a positive effect on promoting equality and healthier lifestyles. Ensuring that A1 shops are grouped together in the most accessible locations could facilitate access to these services by walking and cycling and therefore foster better public health. This is especially important given the low levels of physical activity and excess weight in both children and adults in South East Lincolnshire. Furthermore, exercise can help promote mental wellbeing with an associated impact on life expectancy.</p> <p>Supporting the retail character of Boston and Spalding's town centres should help also improve mental wellbeing by providing a focal point for the town and increasing public confidence.</p> <p>Furthermore, by focusing new A1 uses in places that should essentially minimise the need to travel by car, this policy should help improve air quality and therefore linked respiratory health problems. However, although Boston and Spalding are accessible by public transport, there is the possibility that people will use private cars to get to such places - especially from more rural places where public transport is poor - which could increase air pollution. This is a particular issue for Boston town which already has two Air Quality Management Areas.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>
3. Transport	./x	./x	.	<p>This policy has the potential to have a positive impact on this objective. By focusing new A1 uses in the primary shopping frontages of two large, established centres it will improve their retail offer meaning that linked trips can be made. This could reduce the number of trips made, potentially by private car.</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

				<p>However, issues of access may still remain for rural residents, especially those without their own transport.</p> <p>As this policy supports the development of retail uses in the town centres of South East Lincolnshire's two largest settlements, it should help provide greater access by sustainable transport modes.</p> <p>Issues relating to access are discussed in Objective 2 above.</p> <p>However, by focusing A1 uses in the two primary shopping frontages there could, perhaps, be a small negative impact upon traffic congestion by inducing a greater proportion of car journeys to terminate there.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the promotion of sustainable modes of transport. Over the long-term, improvements through design and those secured as a result of planning permission may help address the issues identified.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>The proposed further main modification would not have a significant effect.</p>
<p>4. Socially Inclusive Communities</p>	<p>•</p>	<p>•</p>	<p>•</p>	<p>This policy will help protect and enhance the retail focus of Boston and Spalding. This is particularly important given that towns with high levels of retail vacancies are more likely to suffer from anti social behaviour. Protecting the retail core may therefore have positive effects on communities, particularly in terms of contributing to vibrant town centres and improving community cohesion (by providing a focal point) and safety.</p> <p>It could also help reduce reliance on the private car – this is particularly important in areas of deprivation where car ownership is likely to be lower - which may help improve road safety as well as perceptions of road danger.</p> <p>By focusing the majority of A1 uses within the primary shopping frontages of Boston and Spalding, it is likely to have a positive impact on helping those on lower incomes and alleviating deprivation through the creation of new employment opportunities and ensuring that town centre units are not taken out of a use that generates employment.</p> <p><i>Likelihood/certainty:</i> Probable</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>

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5. Education	?	?	?	<p>Although this policy does not specifically seek to improve the level of skills, education and training of residents, it may provide indirect benefits through the development of retail provision which may provide on-the-job training opportunities in locations that are accessible to people (particularly young people) by walking, cycling or public transport.</p> <p>Depending on the scale of development, and hence opportunities, there may be the potential for this policy to raise educational and employment aspirations.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend on the retail business to be located there and the opportunities they may provide. <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	-/x	-/x	-/x	<p>Focusing the majority of A1 uses in the primary shopping frontages of Boston and Spalding is unlikely to involve the loss of greenfield sites meaning that it is arguably less likely for development to have an impact on biodiversity and geodiversity. However, brownfield sites can be rich in biodiversity so prior to development all sites should be subject to ecological surveys to determine the presence or absence of protected species and any mitigation required.</p> <p>As stated before, locating the majority of retail uses in the town centres of Boston and Spalding, may indirectly reduce car use with a positive impact on areas of designated importance.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation i.e. design, layout, scale and massing of development. <i>Temporary or permanent:</i> Temporary - In the short-term, there could be adverse effects depending on location of the site. Over the long-term, improvements secured through new development may help generate positive impacts.</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>
7. Heritage	.	.	.	<p>This policy should help ensure the viability and successful operation of the primary shopping frontages of Boston and Spalding. Consequently, it should help protect the historic environment by retaining listed and other buildings within the two town's Conservation Areas in productive use. Furthermore, if vacant/under-occupied units within the primary shopping frontages are redeveloped it could have a positive impact on the setting and/or maintenance of the historic environment.</p> <p><i>Likelihood/certainty:</i> Highly probable</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The further proposed main modification would prevent blanking out of shop windows with externally mounted</p>

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				<i>Temporary or permanent:</i> Permanent	coverings. This is positive with regards to conserving the historic environment; however given the relatively small number of instances this would likely occur, and the Plan's other policies that consider design and heritage, the effect arising from this modification is not considered to be significant.
8. Landscape and Townscape	·/x	·/x	·/x	<p>Landscape – As the primary shopping frontages of the existing centres of Boston and Spalding are the preferred locations for A1 uses it is unlikely that development will have an impact on landscape character and appearance.</p> <p>Townscape – Maintaining a high proportion of A1 shopping uses in Boston and Spalding's retail core's, and resisting 'dead frontages' in their primary shopping frontages, should have a positive townscape impact. It may also help make improvements if vacant/under-occupied units within the primary shopping frontages are redeveloped.</p> <p>Furthermore, potential reduced car use is likely to have a positive impact by reducing the impact that this has on both landscape and townscape.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation i.e. the design, layout, scale and massing of development. <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The further proposed main modification would prevent blanking out of shop windows with externally mounted coverings. This is positive with regards to securing an attractive townscape; however given the relatively small number of instances this would likely occur, and the Plan's other policies that consider design and heritage, the effect arising from this modification is not considered to be significant.</p>
9. Air, Soil and Water Resources	·/x	·/x	·	<p>Soil – Given that the preferred location for A1 uses is within the two primary shopping frontages of existing centres, this suggests that it will be brownfield land that is mostly utilised. This will minimise any adverse impact upon quality agricultural land and soil resources. In some cases this policy may also help to aid remediation of brownfield sites which would provide some benefits regarding this objective.</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main</p>

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				<p>Air – As mentioned before, this policy could reduce the number of trips made by car which would help reduce carbon emissions and thus have a positive impact on air quality, especially the two identified Air Quality Management Areas (AQMAs) in the area. Furthermore, through development under this policy, opportunities may be provided for the use of renewable energy and energy efficiency measures.</p> <p>Water – This policy is unlikely to have a significant adverse impact on water quality although an increase in retail uses is likely to increase water consumption. Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis.</p> <p>The precise nature of impacts will, however, ultimately depend on implementation (e.g. design, layout, scale and massing of development).</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term as the impacts will depend upon implementation. Over the long-term, improvements secured through new development may help generate positive impacts</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>modification would not have a significant effect.</p>
<p>10. Sustainable use of Land and Waste</p>	<p>•</p>	<p>•</p>	<p>••</p>	<p>Land - As the majority of A1 uses will be focused within Boston and Spalding's primary shopping frontages it is likely they will be developed upon brownfield land which will reduce the loss of agricultural land or areas of higher soil quality. This would generate positive impacts.</p> <p>Waste - Any retail use will likely generate waste, however there is insufficient detail to ascertain the extent to which development will encourage the sustainable and efficient use of materials in terms of recycling and waste management.</p> <p>Development associated with this policy is also unlikely to sterilise economically important mineral resources.</p> <p>Issues relating to access are considered in Objective 3 above.</p> <p><i>Likelihood/certainty:</i> Highly probable – as mitigation establishes, impacts will be even greater in the long-term.</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>

				<i>Temporary or permanent: Permanent</i>	
11. Flood Risk	•/x	•/x	•/x	<p>The precise nature of impacts in terms of flood risk will depend upon implementation (e.g. design, layout, scale and massing of development).</p> <p>It is important that the risk and impact of flooding to all new development is minimized. Boston's primary shopping frontage is located within Flood Zone 3 meaning that there is a high probability of flooding. Mitigation measures will likely be required. However, Spalding's primary shopping frontage is not within an identified flood zone and so retail uses located there are unlikely to be at significant risk from flooding. Nonetheless, there is some risk of surface water flooding due to the significant levels of hardstanding present in the town centre.</p> <p>In many cases flood management/mitigation measures will be identified through a Flood Risk Assessment. Implementation is considered likely to have a positive impact in the long-term by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures arise and so may incur positive effects.</p> <p>Overall, it is unlikely that development as a result of this policy will exacerbate flooding issues.</p> <p><i>Likelihood/certainty:</i> The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>
12. Climate Change	•/x	•/x	•/x	<p>Transport emissions: This policy may result in greater choice in the existing centres of Boston and Spalding which may help create a reduction in greenhouse gas emissions by mitigating against the pull of more regional centres. It may also mean that linked trips can be made, which would reduce the number of trips made, potentially by private car. Furthermore, as stated in Objective 3, by focusing the majority of A1 uses in the primary shopping frontages of Boston and Spalding, this policy could encourage either shorter trips by private car or the use of more sustainable modes of transport. It is considered that this element will depend on implementation in terms of how car use is minimized and sustainable transport options are encouraged.</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>

				<p>Energy Efficiency & Renewable Energy: There is the potential for significant benefits to be secured against this policy given that opportunities may be provided for energy efficiency measures and efficient waste management practices to help adapt to climate change.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the promotion of sustainable modes of transport.</p> <p><i>Temporary or permanent:</i> Permanent</p>	
13. Economy and Employment	..	..	..	<p>Locating the majority of A1 retail uses within the primary shopping frontages of Boston and Spalding alongside an appropriate proportion of non-A1 uses will help to facilitate a sustainable retail economy and encourage employment. It will help to maintain the vitality and viability of their primary shopping areas by ensuring that non-A1 uses – clustering's of which can create 'dead frontages', reducing shoppers' interest and thereby expenditure - do not dominate the primary retail frontage. The policy will ensure that proposals will not result in the loss of A1 retail floorspace or frontage of a scale harmful to the shopping function of the area which will have economic benefits.</p> <p>This policy is likely to have further positive economic impacts by helping to provide new employment/training opportunities which will help to reduce unemployment levels (albeit that are relatively low) within South East Lincolnshire. It is also likely to provide economic benefits by ensuring the vitality and viability of existing centres, thereby supporting/protecting existing businesses and their employees.</p> <p>It may also help promote 'healthier' lifestyles (see Objective 2) which could contribute to better health levels and therefore healthier workforces with reduced sickness absence.</p> <p><i>Likelihood/certainty:</i> Certain</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would assist in supporting and attractive town centre, but is considered to represent a significant effect.</p>
Overall effect of Proposed Modification upon SA assessment	<p>The proposed main modification would not alter the previously assessed outcomes.</p> <p>The proposed further main modification would prevent blanking out of shop windows with externally mounted coverings. This is positive with regards to helping to secure an attractive townscape and conserving the historic environment; however given the relatively small number of instances this would likely occur, the Plan's other policies that consider design and heritage, and that it would not prevent internally-mounted coverings, the effect arising from this further modification is not considered to be significant.</p>				

Policy 23: Additional Retail Provision																				
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change																	
SA59	PMM026 and OMM09	Former Policy 23: Additional Retail Provision (renumbered as 27)	<p>A. Comparison goods floor space</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 5,400 3,700 sqm (net) will be allocated at Site SHR010: Springfields Shopping and Festival Gardens and developed in the period up to 2022 to meet the estimated need at this date. on the following basis:</p> <ol style="list-style-type: none"> 1. 2,508 sqm (net) floor space in the period 2016-2021; and 2. a further 2,892 sqm (net) floor space in the period 2021-2026. <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>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 2022 the outstanding requirement for 5,410 7,110 sqm (net) floor space should only be met by development in Spalding town-centre or an edge-of centre location in accordance with the sequential test.</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> <td></td> </tr> </thead> <tbody> <tr> <td>Boston</td> <td>131</td> <td>131</td> <td>Boston</td> </tr> <tr> <td>Spalding</td> <td>895 1,519</td> <td>895 1,519</td> <td>Spalding</td> </tr> </tbody> </table>		Sub-Regional Centre	Convenience sqm (net)		Comparison sqm (net)		2021	2021		Boston	131	131	Boston	Spalding	895 1,519	895 1,519	Spalding
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SA Objective	Significance and Duration of Effect		Commentary - Publication Version		Effect of modification															
	Short term	Medium term (5-	Long term																	

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	(next 5 years)	15 years)	(15 years +)		
1. Housing	.	.	.	<p>This policy will have no impact on providing housing in South East Lincolnshire. However, by focusing the majority of future comparison retail provision within the town centres of Boston and Spalding and existing retail destinations, and convenience provision within the SUEs or to serve underserved areas, it is likely that such opportunities will be accessible to many people, and by public transport, walking or cycling which is important for those on lower incomes who may not have access to private transport. This could therefore have a positive impact by helping to reduce fuel poverty.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>
2. Health and Wellbeing	<p>South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. By focusing the majority of future retail provision within the town centres of Boston and Spalding and existing retail destinations, and convenience provision within the SUEs or to serve underserved areas - places that are more easily accessed by either walking, cycling or public transport - this policy is likely to have a positive effect on promoting equality and healthier lifestyles by encouraging people to walk or use healthier modes of transport to go shopping. This is especially important given the low levels of physical activity and excess weight in both children and adults in South East Lincolnshire. Furthermore, exercise can help promote mental wellbeing with an associated impact on life expectancy.</p> <p>By directing new retail provision towards places that should essentially minimise the need to travel by car, this policy could lead to reduced traffic and congestion which is likely to improve air quality and therefore linked respiratory health problems. However, although Boston and Spalding are accessible by public transport, there is the possibility that people will use private cars to get to such places - especially in the case of Springfields Shopping and Festival Gardens - particularly from more rural places where public transport is poor, which could increase air pollution. This is a particular issue for Boston town which already has two Air Quality Management Areas.</p> <p>This policy will also help to protect individual local shops, leisure uses and services and small neighbourhood clusters of them. This is likely to have a positive effect by keeping local facilities within a reasonable distance of residents, thereby encouraging them to walk or cycle to access them.</p> <p>The proposed modification seeks to further enhance the connections between Spalding town centre and site SHR010 and promotion of the town centre as a place to visit, which cumulatively will further improve the health and well-being</p>	<p>The proposed modification supports the connectivity of a site to the town centre and with the improved attractiveness of the town centre it could have a long term positive impact on the health and wellbeing through increased social interactions and footfall in a town centre.</p> <p>The proposed further main modification serves to make it clear that out of centre retail development would not be appropriate in accordance with the sequential test. The policy continues to support town centre development. The proposed further main modification would not have a significant effect.</p>

				<p>for people in the long term. <i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	
3. Transport	·/x	·/x	·	<p>This policy has the potential to have a positive impact on this objective. For example, by increasing the retail offer of existing centres, it may mean that linked trips can be made, which would reduce the number of trips made, potentially by private car. Furthermore, by allowing for future convenience retail provision where it will remedy qualitative local deficiencies in the geographical distribution of food shopping, this may encourage residents to shop more locally rather than to travel further to centres that are possibly higher up the retail hierarchy. Such trips, due to the reduced distance, may also encourage people to use more sustainable modes of transport, particularly for everyday requirements. It could therefore also help minimise the traffic impact of new development by ensuring that people can access jobs and services locally. As discussed in Objective 2, this policy will also help to protect individual local shops, leisure uses and services and small neighbourhood clusters of them. This is likely to have a positive effect by keeping local facilities within a reasonable distance of residents, thereby encouraging them to walk or cycle to access them as opposed to travelling by car. Issues relating to access are discussed in Objective 2 above. However, by focusing and increasing the future retail offer in the two Sub-Regional Centres there could, perhaps, be a small negative impact upon traffic congestion by inducing a greater proportion of car journeys to terminate there. Furthermore, due to Springfields Shopping and Festival Gardens being located on the edge of Spalding town it is likely that shoppers will travel there by car, although the site has good public transport provision to Spalding and the Main Service Centres in South Holland which may encourage visitors to use sustainable alternatives. Additional development could secure enhancements to provision (e.g. through developer contributions) which would help generate a more positive e impact against this objective. <i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the promotion of sustainable modes of transport. Over the long-term, improvements through design and those secured as a result of planning permission may help address the issues identified. <i>Temporary or permanent:</i> Temporary</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome. The proposed further main modification would not have a significant effect.</p> <p>The proposed further main modification serves to make it clear that out of centre retail development would not be appropriate in accordance with the sequential test. The policy continues to support town centre development. The proposed further main modification would not have a significant effect.</p>
4. Socially Inclusive Communities	·	·	·	<p>Appropriate development is key in achieving a sense of security and safety within communities. Towns with high levels of retail vacancies are more likely to suffer from anti social behaviour. This policy may help to address this issue in Boston by directing the majority of future retail development towards its town centre and so protecting and enhancing the retail focus of this settlement. This</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

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				<p>is likely to have positive effects on communities, particularly in terms of contributing to vibrant and inclusive town centres.</p> <p>Furthermore, by focusing future comparison retail provision within the town centres of Boston and Spalding and the existing retail destination of Springfields, it is likely to have a positive impact on helping those on lower incomes and alleviating deprivation through the creation of new employment opportunities.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed further main modification serves to make it clear that out of centre retail development would not be appropriate in accordance with the sequential test. The policy continues to support town centre development. The proposed further main modification would not have a significant effect.</p>
5. Education	?	?	?	<p>Although this policy does not specifically seek to improve the level of skills, education and training of residents, it may provide indirect benefits by directing new retail development towards existing centres and existing retail destinations which may provide on-the-job training opportunities in locations that are accessible to people (particularly young people) by walking, cycling or public transport.</p> <p>Depending on the scale of development, and hence opportunities, there may be the potential for this policy to raise educational and employment aspirations.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend on the retail business to be located there and the opportunities they may provide. <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	·/x	·/x	·/x	<p>As existing centres (Boston and Spalding) and existing retail destinations are the preferred location for the majority of future retail development, it is likely that it will not involve the loss of greenfield sites meaning that it is arguably less likely for development to have an impact on biodiversity and geodiversity. However, brownfield sites can be rich in biodiversity so prior to development all sites should be subject to ecological surveys to determine the presence or absence of protected species and any required mitigation.</p> <p>As stated before, locating the majority of future retail development within the existing centres of Boston and Spalding and existing retail destinations that have good public/sustainable transport provision may indirectly reduce car use with a positive impact on areas of designated importance.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation i.e. design, layout, scale and massing of development. <i>Temporary or permanent:</i> Temporary - In the short-term, there could be adverse effects depending on location of the site. Over the long-term, improvements secured through new development may help generate positive impacts.</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>
7. Heritage	·	·	·	<p>Improving the quality and quantity of retail offer in Boston and Spalding is likely</p>	<p>The proposed modifications</p>

				<p>to help make improvements to the townscape. As such it could have a positive impact on the setting and/or maintenance of the historic environment. <i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>
8. Landscape and Townscape	·/x	·/x	·/x	<p>Landscape - As existing centres (Boston and Spalding) and existing retail destinations are the preferred locations for the majority of future retail provision it is unlikely that development will have an impact on landscape character and appearance.</p> <p>Townscape – As discussed in Objective 7, this policy has the potential to deliver townscape improvements. It also seeks to ensure that proposals for new convenience provision are consistent with a centre’s scale, function and physical capacity to integrate. This will have a positive impact by ensuring that any such development has minimal adverse effects on the area in which it is to be located. The requirement for a masterplan for development at Springfields will also have a similar effect.</p> <p>Furthermore, potential reduced car use is likely to have a positive impact by reducing the impact that this has on both landscape and townscape.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation i.e. the design, layout, scale and massing of development. <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>
9. Air, Soil and Water Resources	·/x	·/x	·	<p>Overall the impact of this policy on air, water and soil resources will depend on implementation: e.g. the operation of the site during construction and once built out.</p> <p>Soil – Given that existing centres (Boston and Spalding) and existing retail destinations are the preferred locations for the majority of future retail provision, this suggests that it will be brownfield land that is mostly utilised. This will minimise any adverse impact upon quality agricultural land and soil resources. In some cases this policy may also help to aid remediation of brownfield sites which would provide some benefits regarding this objective.</p> <p>Air - Any new development will likely lead to increased air pollution, primarily due to increased road traffic. However, as mentioned before, this policy could reduce the length of trips that are made which may encourage modal shift to more sustainable modes of transport. This could aid in a reduction of the number of vehicles and traffic/congestion on the roads. This will reduce carbon emissions and thus have a positive impact on air quality, especially the two identified Air Quality Management Areas (AQMAs) in the area.</p> <p>Water – This policy is unlikely to have a significant adverse impact on water</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>

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				<p>quality although an increase in retail uses is likely to increase water consumption. Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis.</p> <p>The precise nature of impacts will, however, ultimately depend on implementation (e.g. design, layout, scale and massing of development).</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term as the impacts will depend upon implementation. Over the long-term, improvements secured through new development may help generate positive impacts</p> <p><i>Temporary or permanent:</i> Temporary</p>	
10. Sustainable use of Land and Waste	.	.	..	<p>Land - As new retail uses will largely be located within existing centres or existing retail destinations it is likely they will be developed upon brownfield land which will reduce the loss of agricultural land or areas of higher soil quality. This would generate positive impacts.</p> <p>Waste - Any new development will likely lead to greater levels of waste generation. However, there is insufficient detail to ascertain the extent to which development will encourage the sustainable and efficient use of materials in terms of recycling and waste management.</p> <p>Development associated with this policy is also unlikely to sterilise economically important mineral resources.</p> <p>Issues relating to access are considered in Objective 3 above.</p> <p><i>Likelihood/certainty:</i> Highly probable – as mitigation establishes, impacts will be even greater in the long-term.</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification serves to make it clear that out of centre retail development would not be appropriate in accordance with the sequential test. The policy continues to support town centre development. The proposed further main modification would not have a significant effect.</p>
11. Flood Risk	·/x	·/x	·/x	<p>The precise nature of impacts in terms of flood risk will depend upon implementation (e.g. design, layout, scale and massing of development). It is important that the risk and impact of flooding to all new development is minimized. Mitigating flood risk is particularly pertinent to the centres of Boston and Sutton Bridge where the risk of flooding is greatest.</p> <p>In many cases, flood management/mitigation measures will be identified through a Flood Risk Assessment. Implementation is considered likely to have a positive impact in the long-term by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures arise and so may incur positive effects.</p> <p><i>Likelihood/certainty:</i> The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>

<p>12. Climate Change</p>	<p>·/x</p>	<p>·/x</p>	<p>·/x</p>	<p>Transport emissions: This policy may result in greater choice in the existing centres which may help create a reduction in greenhouse gas emissions by mitigating against the pull of more regional centres. By focusing the majority of new retail development in existing centres or retail destinations this policy could encourage either shorter trips by private car or the use of more sustainable modes of transport. Having a greater offer in the existing centre or retail destinations may mean that linked trips can be made which would reduce the number of trips made, potentially by private car. It is considered that this element will depend on implementation in terms of how car use is minimized and sustainable transport options are encouraged.</p> <p>Energy Efficiency & Renewable Energy: There is the potential for significant benefits to be secured against this policy. New development is likely to be constructed in accordance with new building regulations and as such will be more efficient than existing development.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the promotion of sustainable modes of transport.</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>
<p>13. Economy and Employment</p>	<p>..</p>	<p>..</p>	<p>..</p>	<p>Locating the majority of future retail provision in the existing centres of Boston and Spalding and at existing retail destinations will help to facilitate a sustainable retail economy and encourage employment.</p> <p>This policy is likely to have positive economic impacts by helping to provide new employment/training opportunities which will help to reduce unemployment levels within South East Lincolnshire. It is also likely to provide economic benefits by ensuring the vitality and viability of existing centres, thereby supporting/protecting existing businesses and their employees.</p> <p>Furthermore, by directing future retail provision towards existing centres and existing retail destinations, it will help support the primacy of their town centres by not splitting the retail offer further.</p> <p>In the case of Springfields Shopping and Festival Gardens, proposals for non-A1 uses will only be supported where the applicant can show that it is ancillary to the effective functioning of the retail allocation. This will help preserve the retail function of the allocation and will ensure that the vitality and viability of Spalding town centre is maintained.</p> <p>As stated in Objective 2, there is the potential that this policy may help reduce car use which could reduce congestion as a result. Subsequently, this would lead to a reduction in journey times to shops which is likely to have economic benefits in terms of the cost of moving employees and freight and by reducing the time wasted during economically productive days. In addition, this policy will also help to protect individual local shops, leisure uses and services and small neighbourhood clusters of them. This is likely to have a positive effect by</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification serves to make it clear that out of centre retail development would not be appropriate in accordance with the sequential test. The policy continues to support town centre development. The proposed further main modification would not have a significant effect.</p>

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				<p>keeping local facilities within a reasonable distance of residents. Furthermore, it may help promote 'healthier' lifestyles (see Objective 2) which could contribute to better health levels and therefore healthier workforces with reduced sickness absence.</p> <p><i>Likelihood/certainty:</i> Certain <i>Temporary or permanent:</i> Permanent</p>	
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The proposed modification to the amount of floorspace and when it is anticipated to be developed does is not considered a significant modification and does not change the main emphasis of the policy to identify future floorspace requirements and where it should be located. However, it does place additional emphasis on enhancing the connections between site SHR010 and Spalding and the promotion of Spalding as an attractive centre to visit.</p> <p>The proposed further main modification serves to make it clear that out of centre retail development would not be appropriate in accordance with the sequential test. The amendment is for clarity and to avoid misinterpretation, rather than to alter the aims of the policy. The proposed further main modification would not have a significant effect.</p>				

Policy 24: The Natural Environment					
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change		
SA68	PMM030 and FMM002	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, including SuDS schemes for all 'Major' applications'.</p> <p>'the protection of the quality, quantity and availability of water resources, including for residential developments, complying with the Building Regulation water efficiency standard of 110 litres per person per day;'</p> <p>B. Renewable Energy With the exception of Wind Energy 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"> visual amenity; landscape character or quality, or skyscape considerations; residential amenity in respect of: noise, fumes, odour, vibration, shadow flicker, sunlight reflection, broadcast interference, traffic; highway safety (including public rights of way); agricultural land take, landscape character or quality, or skyscape considerations; aviation and radar safety; heritage assets including their setting; and the natural environment. 		
SA Objective	Significance and Duration of Effect			Commentary - Publication Version	Effect of modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	•	•	••	Affordable and special needs housing: This policy requires	The proposed modifications support the

				<p>development to be located so as to reduce the need to travel. This means that the majority of development will be located within urban areas - where the majority of services and facilities are located - as set out in the settlement hierarchy, which will have a positive effect on delivering affordable housing.</p> <p>Energy Efficiency and Fuel Poverty: There is potential for significant benefits to be secured in terms of energy efficiency. For instance new dwellings will need to adhere to more stringent building regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings. This will deliver more affordable energy bills for residents. This will not only contribute towards housing affordability but will also have a positive impact on fuel poor communities by helping to alleviate fuel poverty. Benefits to those in fuel poverty will be greatest where energy efficient design and renewable energy are both used.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>previously assessed positive and major positive outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>
<p>2. Health and Wellbeing</p>	<p>•/x</p>	<p>•/x</p>	<p>•</p>	<p>As stated in Objective 1, reducing the need to travel is an aim of this policy. This has the potential to deliver significant positive impacts by encouraging residents to walk or cycle, thereby supporting healthy lifestyles and consequently reducing health inequalities. Furthermore, seeking to minimise the need to travel by car will lead to reduced traffic and congestion which is likely to improve air quality and therefore linked respiratory health problems.</p> <p>This policy seeks to eliminate the potential for substantial harm to residential amenity in the development of renewable energy schemes in respect of a number of factors. This has the potential to generate positive impacts by ensuring that existing and future residents enjoy living and/or working within a high quality environment. However, this depends upon implementation (the design in particular).</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation. In the short to medium- term some sites may require mitigation. However, as the quantum of development increases along with associated improvements the overall effects are likely to improve. <i>Temporary or permanent:</i> Temporary</p>	<p>The Policy now incorporates a requirement for the use of SUDs in major developments. These enrich the aesthetic and recreational value of a development and promote health and well-being. While this will have a positive effect there could be some negative effects depending on implementation in the short to medium term as identified in the commentary. The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would continue to protect residential amenity by not permitting wind energy development. The effect would not be significant given the policy as originally prepared proposed to not permit development that would be harmful to residential amenity.</p>

<p>3. Transport</p>	<p>•</p>	<p>•</p>	<p>•</p>	<p>By seeking to focus the majority of new development in and around the higher tier settlements on sites that have good access to services/facilities and job opportunities (either on foot, bicycle or by bus) – thus reducing the need to travel as the policy requires - will contribute to a positive effect with respect to supporting the fullest possible use of sustainable transport, reducing the number of trips by car, thereby potentially reducing congestion as well. This policy can help incorporate mitigation e.g. creation of a cyclepath. However, it does not address reducing the need to travel (i.e. protection and provision of services) in areas which are not served well by public transport. As a result, dependency on the car in these areas will continue which is likely to have a negative impact.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications support the previously assessed positive outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>
<p>4. Socially Inclusive Communities</p>	<p>•/x</p>	<p>•</p>	<p>••</p>	<p>As stated in Objective 1, the policy seeks to reduce the need to travel through locational decisions and, where appropriate, by providing a mix of uses. This would have a positive impact by ensuring that accessible essential services and facilities (including cultural, leisure and recreational facilities) are close to where people live and work. Easy access to these services and facilities would positively encourage use and promote inclusivity amongst residents.</p> <p>Reducing the need to travel and mixed use development could also help improve physical access to jobs, thus potentially helping to alleviate deprivation. Furthermore, it should also have a positive effect on community safety in terms of reducing traffic growth. This is particularly important given that the percentage of people travelling to work by car (either as a driver or passenger) in South East Lincolnshire is greater than the national average.</p> <p>However, despite the fact that the policy aims to ensure that there would be no substantial harm to highway safety and residential amenity in respect of traffic in the development of new renewable energy schemes, adverse impacts may be experienced in the short term by local communities as large plant and machinery is transported by roads leading to an increase in HGV presence.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short-term but positive effects are likely to be more prominent in the medium to long-term as the</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>

				impact of more developments can be seen. <i>Temporary or permanent:</i> Temporary	
5. Education	·/x	·/x	·/x	<p>Through the promotion of renewable energy generation and technologies this policy potentially indirectly supports opportunities for new training and life-long learning and the broadening of the skilled labour market in a valuable emerging sector.</p> <p>However, as development will largely be directed towards urban parts of South East Lincolnshire in order to reduce the need to travel, provision will need to be made to ensure that the viability and enhancement of educational facilities in more rural parts of the area are not compromised.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and what education and training opportunities (if any) renewable energy and technologies bring. <i>Temporary or permanent:</i> There is the potential for permanent effects, however much depends upon outside influences, including government subsidy.</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	·	··	··	<p>This policy seeks to ensure that development will incorporate measures which promote and enhance the resilience of ecosystems and biodiversity networks within and beyond the site and will ultimately provide an overall net gain in biodiversity. This would generate a positive impact in terms of protecting and enhancing designated and non designated wildlife sites, ecological networks and habitat corridors to maintain sustainable habitat networks. Therefore, mitigating against the effects of climate change will have a positive impact on the natural environment in a broad sense and generally renewable energy technologies do not have a significant impact upon biodiversity or Geodiversity. However, it is uncertain as to what the specific local impacts will be.</p> <p>Furthermore, by encouraging the greater use of sustainable transport, this policy has the potential to improve air quality and may therefore impact positively on areas of designated importance.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation as to what the specific local impacts will be <i>Temporary or permanent:</i> Permanent</p>	<p>The policy now incorporates a requirement for the use of SUDs in major developments. Once established these will improve the aesthetic and recreational value of a development and support green infrastructure and biodiversity. The medium and long term effects have been changed in the SA assessment from positive to major positive.</p> <p>The proposed further main modification would not permit wind energy development. This would support the previously assessed positive outcome.</p>
7. Heritage	·	·	·	Climate change mitigation measures (such as wind turbines) may	The policy now includes reference to the

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				<p>potentially be incompatible with the historic environment, consequently generating negative impacts. However, this policy aims to avoid harm to heritage assets in relation to the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies. Development is therefore unlikely to have a negative impact upon the historic environment. Furthermore, climate adaptation measures may enhance local distinctiveness and landscapes (i.e. protection of urban/rural green infrastructure) and can lead to a significant reduction in energy costs, helping to reduce the number of assets at risk. Overall, the reduction in the causes and impacts of climate change should provide positive effects that will benefit the historic and built heritage of South East Lincolnshire e.g. reduction in the impact of severe weather events.</p> <p><i>Likelihood/certainty:</i> Highly probable – positive impacts will be more significant in the long- term as mitigation becomes more established. <i>Temporary or permanent:</i> Permanent</p>	<p>setting on heritage assets in relation to the development of renewable energy facilities. The proposed modification supports the previously assessed positive impact.</p> <p>The proposed further main modification would not permit wind energy development. This would support the previously assessed positive outcome.</p>
8. Landscape and Townscape	•/x	•/x	•/x	<p>The policy aims to avoid substantial harm to the landscape and skyscape in relation to the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies. This is an important consideration in the flat landscape of South East Lincolnshire and it would help protect designated and non designated areas of landscape character and quality.</p> <p>All matters should be addressed through a Design and Access Statement or a Landscape Assessment for a scheme. Mitigation should be identified if appropriate.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the circumstances surrounding the development. If the effect would be negative, impacts may improve in the long-term as mitigation has time to become established. <i>Temporary or permanent:</i> Possibility for permanent effects depending upon implementation.</p>	<p>The policy now includes reference to the setting on heritage assets in relation to the development of renewable energy facilities. The setting may extend to areas of landscape and townscape meaning that the policy would support the protection of these areas. While this will have a positive effect there could be some negative effects depending on implementation and mitigation as identified in the commentary. No changes are proposed to the SA assessment.</p> <p>The proposed further main modification would continue to protect visual amenity by not permitting wind energy development. The effect would not be significant given the policy as originally prepared proposed to not permit development that would be harmful to visual amenity.</p>
9. Air, Soil and	••	••	••	Soil - Development that reduces the need to travel is more likely to be	The policy includes tighter Building

<p>Water Resources</p>				<p>directed toward Brownfield as opposed to Greenfield sites and, as a result, the policy may indirectly encourage the remediation of contaminated land. However, the positive effects could be enhanced further by reducing car dependency in rural areas.</p> <p>Furthermore, protection against substantial harm to agricultural land take with regards to the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies will help to minimise the loss of better quality Grade 1, 2 and 3a agricultural land to development. This would therefore generate a positive effect.</p> <p>The policy will also generate positive effects in terms of maintaining and improving soil quality by ensuring that development proposals include measures to address soil moisture decreases associated with the expected climate change impact of the development.</p> <p>Water - This policy aims to protect the quality, quantity and availability of water resources. Incorporating measures such as green infrastructure can not only promote and enhance the resilience of biodiversity networks but can also help maintain surface and groundwater quality.</p> <p>Air - Seeking to reduce the need to travel and promoting renewable/low carbon energy generation will have a positive impact on air quality by helping minimise issues that have contributed to poor air quality in the past, particularly in the AQMAs of Boston town.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>Regulations optional requirement of 110 litres of water per person per day. This is likely to have a major positive impact on water resources. This has resulted in the SA significance and duration of effect being amended from positive to major positive.</p> <p>The proposed further main modification would not have a significant effect.</p>
<p>10. Sustainable use of Land and Waste</p>	x	√/x	•	<p>This policy seeks to ensure that the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies would not cause substantial harm to agricultural land take. Development on previously developed land would therefore be preferable. The use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. However, as these sites can be more difficult and costly to develop, particularly in the current economic climate, such adverse effects are considered to be high in the short-term when sites are likely to be under construction. In the medium term it is expected</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p> <p>The proposed further main modification would not have a significant effect.</p>

				<p>these effects will lessen as mitigation e.g. GI, structure planting, etc. matures helping to protect soil resources.</p> <p>Issues relating to access are considered in Objective 3 above.</p> <p>The use of recycled aggregates in the construction of new developments may help reduce mineral extraction and the associated energy use related to processing and transport.</p> <p>Additionally, the policy encourages renewable energy resources, leading to less reliance on consumption of non-renewable materials such as fossil fuels. This will generate a positive impact by reducing waste and leading to the more efficient use of materials.</p> <p><i>Likelihood/certainty:</i> There could be adverse impacts in the short-term during the construction period, however in the medium to long-term these effects are likely to lessen as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
11. Flood Risk	.	..	..	<p>To help minimise flood risk to people and property in South East Lincolnshire over the plan period the policy requires development proposals to show that flood-mitigation measures will be incorporated in the design and construction to reduce the effects of flooding. This will ensure that appropriate flood management measures are in place prior to development being permitted. The use of flood resilient design/management measures and sustainable drainage generates positive impacts for this policy.</p> <p>The policy also ensures the adoption of the sequential approach and exceptions test to flood risk which would have a positive effect by steering development towards the most appropriate locations with regards to flood risk. Moreover, it means that where residual risk exists, flood resilience/resistance measures are secured.</p> <p><i>Likelihood/certainty:</i> Certain</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>The policy now incorporates a requirement for the use of SUDs in major developments. SUDs help to manage flood risk by reducing the volume, frequency and flow rate of surface water runoff and during extreme events. The proposed modification would support the previously assessed positive and major positive impact.</p> <p>The proposed further main modification would not have a significant effect.</p>
12. Climate Change	<p>This policy aims to support proposals (including those made by a local community) for the development of renewable and low-carbon sources of energy which would generate positive impacts by reducing greenhouse gas emissions.</p>	<p>The proposed modifications support the previously assessed positive outcome.</p> <p>The proposed further main modification would not permit wind energy</p>

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				<p>It also aims to ensure the inclusion of measures to minimise and mitigate the risks to development associated with expected climate change impacts. This would help promote climate adapted design and resilient infrastructure.</p> <p>To help facilitate the shift towards more sustainable modes of transport, the policy makes reference to reducing the need to travel through locational decisions and, where appropriate, by providing a mix of uses. This would generate positive effects by reducing carbon emissions which result particularly from car travel.</p> <p>The creation of/improvements to green infrastructure will contribute to the absorption of greenhouse gases.</p> <p><i>Likelihood/certainty:</i> Certain <i>Temporary or permanent:</i> Permanent</p>	<p>development. This prevents a source of renewable energy and thus climate change reduction being delivered in SE Lincs. However, given the overall positive effect of the policy against this objective, the previously assessed score would remain.</p>
<p>13. Economy and Employment</p>	<p>•</p>	<p>•</p>	<p>•</p>	<p>This policy scored positively against economic objectives. The supporting of appropriate renewable energy proposals will have a positive impact by contributing toward growth in the renewable energy sector, an important sector for employment growth in South East Lincolnshire. Subsequently this would help generate net new jobs. However, there is potential for negative effects depending on the level of design requirements (BREEAM etc) for new developments which may discourage developers from investing in the area.</p> <p>Furthermore, the requirement in the policy for development proposals to show a reduction in the need to travel would improve accessibility to jobs, encourage the use of local labour, goods and services as well as support the creation of sustainable transport links (cycling, walking and public transport) to employment areas. It will also reduce congestion and journey times which is likely to have economic benefits in terms of the cost of moving employees and freight and by reducing the time wasted during economically productive days.</p> <p>It would also have a positive impact by minimising and mitigating the risks to the development associated with expected climate change impact such as extreme weather events which could help reduce lost economically productive days.</p> <p><i>Likelihood/certainty:</i> Probable – the full extent of the benefits are</p>	<p>The proposed modifications support the previously assessed positive outcome.</p> <p>The proposed further main modification would not permit wind energy development. This prevents a source of renewable energy being delivered in SE Lincs and its associated economic benefits. However, given the overall positive effect of the policy against this objective, the previously assessed score would remain.</p>

		currently unknown	
Overall effect of Proposed Modification upon SA assessment	<p><i>Temporary or permanent:</i> Permanent</p> <p>The policy now incorporates a requirement for the use of SUDs in major developments. These improve the aesthetic and recreational value of a development, promote health and well-being, support green infrastructure and help to manage flood risk.</p> <p>The policy now includes reference to the setting on heritage assets in relation to the development of renewable energy facilities. This will help to protect the setting of heritage assets which could include areas of landscape and townscape.</p> <p>The policy now includes tighter Building Regulations optional requirement of 110 litres of water per person per day. This is likely to have a major positive impact on water resources.</p> <p>Overall the proposed main modification makes the policy more robust and comprehensive. The proposed modification supports the previously assessed impact with an increased positive benefit for water resources, biodiversity and green infrastructure. Changes have been made to the SA assessment to reflect this.</p> <p>The further proposed main modification would not permit wind energy development. This is in line with the NPPF that only permits wind energy development in areas specifically identified in a development plan as suitable for that use. The effects are not considered to be significant in that the policy as written already ensured that such development should not have unacceptable impacts upon the built and natural environment, amenity and safety. The proposed further main modification could mean that wind energy developments that could have been delivered would now not be, with an effect upon climate change and the economy. However, these effects are not considered to be significant and so the previously assessed outcomes should remain.</p>		

Appraisal of Main Modification of Policies proposed July 2018

Policy 1: Presumption in Favour of Sustainable Development			
SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change
SA2	PMM001	1: Presumption in favour of sustainable development	<p>Policy 1: Presumption in favour of Sustainable Development</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 Framework⁹. 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 means whether:</p> <ol style="list-style-type: none"> any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework⁹ taken as a whole; or specific policies in that National Planning Policy Framework⁹ indicate that development should be restricted.
SA Objective	Significance and Duration of Effect		Commentary - Publication Version
	Short term	Medium term (5- term)	Long term

	(next 5 years)	15 years)	(15 years +)		
1. Housing	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. <i>Likelihood/certainty: N/A (see above)</i> <i>Temporary or permanent: N/A (see above)</i>	Removal of the policy would not have a significant effect; planning decisions would be based upon the NPPF, within which the presumption in favour of sustainable development is embedded.
2. Health and Wellbeing	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. <i>Likelihood/certainty: N/A (see above)</i> <i>Temporary or permanent: N/A (see above)</i>	Removal of the policy would not have a significant effect; planning decisions would be based upon the NPPF, within which the presumption in favour of sustainable development is embedded.
3. Transport	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. <i>Likelihood/certainty: N/A (see above)</i> <i>Temporary or permanent: N/A (see above)</i>	Removal of the policy would not have a significant effect; planning decisions would be based upon the NPPF, within which the presumption in favour of sustainable development is embedded.
4. Socially Inclusive Communities	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. <i>Likelihood/certainty: N/A (see above)</i> <i>Temporary or permanent: N/A (see above)</i>	Removal of the policy would not have a significant effect; planning decisions would be based upon the NPPF, within which the presumption in favour of sustainable development is embedded.
5. Education	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan.	Removal of the policy would not have a significant effect; planning decisions would be based upon the NPPF, within which the presumption in favour of

				<i>Likelihood/certainty: N/A (see above)</i> <i>Temporary or permanent: N/A (see above)</i>	sustainable development is embedded.
6. Biodiversity, Geodiversity and Green Infrastructure	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. <i>Likelihood/certainty: N/A (see above)</i> <i>Temporary or permanent: N/A (see above)</i>	Removal of the policy would not have a significant effect; planning decisions would be based upon the NPPF, within which the presumption in favour of sustainable development is embedded.
7. Heritage	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. <i>Likelihood/certainty: N/A (see above)</i> <i>Temporary or permanent: N/A (see above)</i>	Removal of the policy would not have a significant effect; planning decisions would be based upon the NPPF, within which the presumption in favour of sustainable development is embedded.
8. Landscape and Townscape	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. <i>Likelihood/certainty: N/A (see above)</i> <i>Temporary or permanent: N/A (see above)</i>	Removal of the policy would not have a significant effect; planning decisions would be based upon the NPPF, within which the presumption in favour of sustainable development is embedded.
9. Air, Soil and Water Resources	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. <i>Likelihood/certainty: N/A (see above)</i> <i>Temporary or permanent: N/A (see above)</i>	Removal of the policy would not have a significant effect; planning decisions would be based upon the NPPF, within which the presumption in favour of sustainable development is embedded.
10. Sustainable use of Land and Waste	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. <i>Likelihood/certainty: N/A (see above)</i>	Removal of the policy would not have a significant effect; planning decisions would be based upon the NPPF, within which the presumption in favour of sustainable development is

				<i>Temporary or permanent: N/A (see above)</i>	embedded.
11. Flood Risk	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. <i>Likelihood/certainty: N/A (see above)</i> <i>Temporary or permanent: N/A (see above)</i>	Removal of the policy would not have a significant effect; planning decisions would be based upon the NPPF, within which the presumption in favour of sustainable development is embedded.
12. Climate Change	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. <i>Likelihood/certainty: N/A (see above)</i> <i>Temporary or permanent: N/A (see above)</i>	Removal of the policy would not have a significant effect; planning decisions would be based upon the NPPF, within which the presumption in favour of sustainable development is embedded.
13. Economy And Employment	0	0	0	No significant effects are anticipated against this Sustainability Objective. This policy is a statement of approach and its aims will be achieved by the implementation of other policies in the Plan. <i>Likelihood/certainty: N/A (see above)</i> <i>Temporary or permanent: N/A (see above)</i>	Removal of the policy would not have a significant effect; planning decisions would be based upon the NPPF, within which the presumption in favour of sustainable development is embedded.
Overall effect of Proposed Modification upon SA assessment	The proposed modification would not give rise to significant effects upon sustainable development.				

Policy 2: Spatial Strategy			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change
SA4	PMM002	Former Policy 2: Spatial Strategy (renumbered as 1)	<p>Policy 2 1: Spatial Strategy</p> <p>A. Areas where development is to be directed</p> <p>1. Sub-Regional Centres Boston (including parts of Fishtoft and Wyberton Parishes) * Spalding</p> <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>2. Main Service Centres Crowland Pinchbeck Donington Sutterton* Holbeach Sutton Bridge Kirton incl. parts of Frampton Parish* Swineshead* Long Sutton</p> <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. Areas of limited development opportunity</p> <p>1. Minor Service Centres Bicker *</p>

			<p>Gedney Hill</p> <p>Surfleet</p> <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>C. Areas of development restraint</p> <p>1. Other Service Centres and Settlements</p> <p>Algarkirk*</p> <p>Haltoft End*</p> <p>Moulton Seas End</p>
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			Amber Hill*
			Holbeach Drove
			Nene Terrace
			Benington*
			Holbeach Hurn
			Northgate, West Pinchbeck
			Fleet Church End
			Holbeach St Johns
			Saracens Head
			Fosdyke*
			Holbeach St Marks
			Shepeau Stow
			Frampton Church End*
			Holland Fen*
			Sutton St Edmund
			Frampton West*
			Hubbert's Bridge*
			Swineshead Bridge*
			Freiston*
			Kirton End*
			Throckenholt
			Gedney Black Lion End
			Kirton Holme*
			Tongue End
			Gedney Church End

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			<p>Langrick Bridge*</p> <p>Tydd Gote</p> <p>Gedney Dawsmere</p> <p>Leake Commonsides*</p> <p>Weston Hills</p> <p>Gedney Drove End</p> <p>Leverton*</p> <p>Whaplode Drove</p> <p>Gedney Dyke</p> <p>Little Sutton</p> <p>Whaplode St Catherine</p> <p>Gosberton Risegate /Clough</p> <p>Lutton & Lutton Gowts</p> <p>Wrangle Common*</p> <p>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>D. Countryside</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>
SA Objective	Significance and Duration	Commentary - Publication Version	Effect of modification

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	of Effect				
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	<p>Affordable Housing: At a strategic level it is considered that there is potential for significant positive impacts, although these will vary site by site; the spatial strategy will help ensure that affordable housing can be provided in the most sustainable settlements, where there is good access to shops and services. Generally the tenure, style and size of housing for each site will be considered on a case by case basis taking into account existing imbalances in the housing stock. Hence, positive effects are likely in terms of delivering affordable and adaptable housing to meet identified need. It is considered that as the quantum of development increases more significant benefits will be secured.</p> <p>Energy efficiency is considered by Objective 12.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	The proposed modification clarifies that in areas of limited development opportunity, development will normally be limited to committed sites and infill. This in itself is unlikely to significantly alter the delivery of housing.
2. Health and Wellbeing	<p>Access to health facilities: South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. This policy aims to direct the majority of development to the more sustainable settlements, such as the Sub-Regional Centres and Main Service Centres where healthcare capacities are greatest. It will therefore enable a larger number of people to access healthcare services which will have a positive impact on this objective. Phasing of new development in line with the capacities of health facilities will be vital. This should be kept under review to avoid any adverse impacts.</p> <p>Access to open space: Access to amenity open space, GI and multi-user routes varies across the hierarchy. However, by directing the majority of development to the more sustainable settlements with more facilities, a greater number of people should be able to access</p>	The proposed clarification regarding development in areas of limited development opportunity enforces the previously assessed outcomes that most development should be directed towards Sub-Regional Centres and Main Service Centres where healthcare capacities and facilities are greatest. The proposed modification

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				<p>such facilities.</p> <p>In cases where the development of sites will involve the loss of existing open space or affect an existing route, loss should be compensated for through either on-site or off-site provision. Overall, access to amenity open space/GI and multi-user routes will depend on implementation as it may be possible through other policies to secure additional open space to address the impact generated by a new development on site, or through a developer contribution to improve existing provision so that it can cope with the additional demand from the new development.</p> <p>Proximity to sources of pollution: At a strategic level the settlement hierarchy does not raise any issues of air/noise pollution that would have an adverse impact on human health.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	would not give rise to a significant effect.
3. Transport	·/x	·/x	·	<p>This policy seeks to focus the majority of new development in and around the Sub-Regional Centres, Main Service Centres and Minor Service Centres. This means that sites will generally have good access to services/facilities and job opportunities either on foot, by bicycle or by bus. This would have a positive impact on this objective with respect to reducing/minimising the number of trips made by cars.</p> <p>Mitigation to address constraints (e.g. investment in bus services, provision of footpaths/cyclepaths, connection to existing sustainable transport network) is likely to be more viable for larger developments, including the sustainable urban extensions. However, associated delivery timescales may mean that adverse effects may dominate in the medium- term (i.e. there is a significant increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective). There is therefore the potential for positive effects for some sites and negative impacts for others.</p> <p>Any benefits may also be off-set by an increase in traffic congestion, unless mitigated. Inevitably, due to the location of the sustainable urban extensions and other major new developments, pressure will increase on</p>	The proposed clarification regarding development in areas of limited development opportunity enforces the previously assessed outcomes that most development should be directed towards Sub-Regional Centres and Main Service Centres where services and facilities are greatest, reducing the need to travel. The proposed modification would

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				<p>the highways network, particularly along key routes through the area e.g. A16, A17, A52, A151. As these routes already suffer from some congestion at peak times, mitigation through improvements and promotion of viable alternative transport options will be required if development is to be accommodated and the safety of the highway network is to be maintained. As such, overall impacts will depend on implementation.</p> <p>It is considered that Policy 29 adequately helps to secure transport infrastructure as a result of development through for example a Travel Plans/Transport Assessment/Transport Statement.</p> <p>The promotion of a significant amount of new development in the Sub-Regional Centres could generate a positive impact on facilitating the delivery of strategic transport infrastructure. This is likely to be in the long term when the amount of development has reached the level at which a road (or part of) - such as the Spalding Western Relief Road/Boston Distributor Road - can be delivered. However, this is location-dependent as development to the east of Spalding or Boston town is remote from the proposed road corridors so are unlikely to secure positive benefits by helping to minimise congestion and improve road safety in the area.</p> <p>Access to employment is discussed in Objective 13.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term - There is the potential for adverse impacts due to increased pressure on existing infrastructure. However, positive effects are more likely to be prominent in the long-term as transport infrastructure is delivered.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>not give rise to a significant effect.</p>
<p>4. Socially Inclusive Communities</p>	<p>.</p>	<p>.</p>	<p>..</p>	<p>Levels of deprivation vary across the area; for example the Fenside ward, Boston Borough and the Sutton Bridge ward, South Holland are deemed to be within the top 10% and 20% most deprived neighbourhoods nationally. Life expectancy is 8.8 years lower for men in those parts of Boston than in the least deprived areas elsewhere.</p>	<p>The clarity provided by the proposed modification is unlikely to significantly alter the previously assessed</p>

			<p>Because Boston town is a Sub-Regional Centre and Sutton Bridge is a Main Service Centre it is likely that a reasonable level of development will take place in both settlements. This policy is likely to have a positive impact in helping to regenerate these areas and improve access to employment opportunities as well as to other services/facilities. As the quantum of development increases over the Plan period and beyond, it is considered possible for regeneration benefits to become significant.</p> <p>It follows that as development is expected to be permitted appropriate to a settlement's level within the hierarchy, that access to employment opportunities should meet the needs of local people. However the importance of local employment opportunities should be recognised.</p> <p>But within the lower tiers of the hierarchy, development is unlikely to provide sustainable access to employment opportunities and other services and facilities; at least without a significant level of mitigation (e.g. investment in sustainable/public transport or new facilities on-site/ in local area).</p> <p>Overall there is the potential for the distribution of new development to provide good or more limited access to community facilities, depending on the location of the settlement and the existing provision. The capacity of these facilities to meet the needs of additional users also varies. Mitigation would be required in those cases where access is more limited.</p> <p>In many cases due to their size, the sustainable urban extensions have more limited access; specifically there are opportunities to improve the level of green infrastructure and sports facilities available. It is recommended that sites are developed in accordance with a masterplan to give more certainty to delivery taking place.</p> <p>The design of new development should promote community safety; some will improve the public realm and may also help to minimise anti-social behaviour and crime, particularly in the most deprived wards. Careful design of new development should also avoid adverse impacts due to loss of open space and potential severance of footpaths/links between</p>	<p>outcomes, which acknowledged the proposed limited scale of development within the lower tiers of the hierarchy.</p>
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				<p>communities.</p> <p>This policy focuses development on the higher tier settlements where access to high speed broadband is available; new development should ensure that connection is feasible to secure positive benefits against this objective.</p> <p><i>Likelihood/certainty:</i> Highly probable – Positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen.</p> <p><i>Temporary or permanent:</i> Permanent</p>	
5. Education	x	·/x	·	<p>The higher level settlements reflect the location of primary schools (the majority of potential sites are within 3.2km walk of a primary school). The promotion of Sub-Regional Centres and some Main Service Centres as suitable locations for development reflects the location of secondary schools. For those sites where educational facilities are beyond a short walking distance, often there is good access to high frequency bus services and/ or multi-user routes to encourage sustainable transport choices.</p> <p>Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. The exact need varies according to settlement. As the policy is expected to permit development within settlement boundaries to meet the needs of that community, it is expected that new development will exacerbate this, so there is potential for adverse impacts. Phasing of new development in line with the capacities of educational facilities will be vital. The need for investment in educational facilities to meet demand could mitigate any impacts, potentially through developer contributions or through new educational facilities at the sustainable urban extensions. It is recommended that where there is land to accommodate new educational facilities on a site that development is carried out in accordance with a masterplan. Over the long-term as extra facilities are built and capacity increases, adverse impacts may be minimised.</p> <p>Construction of new development across the hierarchy may generate training opportunities during the construction period, which is likely to</p>	<p>The clarity provided within the proposed modification regarding the scale of development within the lower tiers of the hierarchy would not alter the previously assessed outcomes regarding education.</p>

				<p>help improve the skills and qualifications of young people and adults in the area. Due to the anticipated delivery timescale, this is likely to have positive effects in the medium-long-term depending on the phasing of sites and construction periods.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Temporary</p>	
6. Biodiversity, Geodiversity and Green Infrastructure	?	?	?	<p>The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites taken forward for development.</p> <p>Amenity Open Space & GI: There are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area as a result of the new development associated with the hierarchy. To ensure that improvements are secured, development should be delivered in accordance with masterplans, planning conditions or use of s106 agreements. In cases where development will involve the loss of existing open space or playing fields, compensation should be through either on or off-site provision. Loss of provision in some instances may be more significant depending on existing provision in the ward and density of surrounding housing. Overall, the impact on amenity open space and GI will depend on implementation.</p> <p>Biodiversity: At a strategic level it is considered that there is potential for significant adverse impacts, although these will vary by site. There could be high levels of disturbance/loss of habitat for protected/priority species/habitats in the short to medium-term through construction and recreational pressure. In such circumstances, mitigation will be essential to help minimise adverse impacts.</p> <p>In some cases there may be potential for net-gains due to potential mitigation for sustainable urban extensions and other major developments. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term. It could also help make biodiversity more resilient to climate change. Mitigation is considered to be more effective over the</p>	<p>The clarity provided within the proposed modification regarding the scale of development within the lower tiers of the hierarchy would not alter the previously assessed outcomes regarding biodiversity, geodiversity and green infrastructure.</p>

				<p>long-term as GI/ habitats establish and mature.</p> <p>It is considered that Policy 24 adequately helps to secure mitigation for biodiversity required as a result of development, through a Phase I Habitat Survey or Ecological Assessment for example.</p> <p>Geodiversity: No impact.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
7. Heritage	?	?	?	<p>The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites taken forward for development.</p> <p>There could be adverse effects over the short and medium-term due to the proposed construction periods of proposed development. Although there may be potential for residual adverse impacts over the long-term, it is considered mitigation to reduce the impact will have begun to take place and even generate positive effects (e.g. improvements to setting of heritage assets) with the maturing of green infrastructure and removal/improvement of nearby poor quality urban fabric. This is particularly relevant for sites within/adjointing 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area. If undertaken at a significant scale, in the right location to an appropriate standard, the number and/or severity of assets at risk could be reduced.</p> <p>It is considered that Policy 25 adequately helps to secure appropriate mitigation required as a consequence of development through a statement of significance and/or archaeological assessment for example.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and location of development</p> <p><i>Temporary or permanent:</i> Temporary – long-term improvements through</p>	<p>The clarity provided within the proposed modification regarding the scale of development within the lower tiers of the hierarchy would not alter the previously assessed outcomes regarding heritage.</p>

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				design and those secured as a result of planning permission may help address the issues identified.	
8. Landscape and Townscape	x	x	·/x	<p>At a strategic level a precautionary approach has been taken, although impacts will vary by site; adverse impacts on the landscape are considered likely as a result of the development associated with the hierarchy, although identified settlement boundaries are likely to help mitigate negative impacts, particularly in the Other Service Centres and Settlements, and between settlements in close proximity to another, by limiting the impact of urban sprawl.</p> <p>Careful consideration should be given to avoiding uncontained urban sprawl at the sustainable urban extensions, and how adverse impacts on the landscape can be avoided.</p> <p>The promotion of development within settlement boundaries could secure the use of brownfield land, although it is expected that due to the amount of development required edge of settlement greenfield sites will be promoted, with associated adverse impacts. However, in some cases the development of an edge of settlement site may help secure landscape or townscape improvements; some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement.</p> <p>Overall this depends on implementation over the long-term; significant mitigation e.g. in the form of structural landscaping, could help minimise adverse residual effects, once established. However, with respect to the strategic edge of settlements sites it is expected that there will still be adverse residual impacts as development will change the settlement form.</p> <p>Regeneration benefits are discussed by Objective 4.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Temporary – the long-term effects are likely to depend upon implementation, although positive effects are more likely to be prominent than as the impact of mitigation can be seen.</p>	<p>The proposed clarification regarding development in areas of limited development opportunity enforces the previously assessed outcomes regarding use of brownfield land and limiting urban sprawl. The proposed modification would not give rise to a significant effect.</p>
9. Air, Soil and	x	x	·/x	The promotion of development within settlement boundaries could secure	The clarity provided

<p>Water Resources</p>				<p>the use of brownfield land, which could help protect soil resources and divert development from agricultural land. It may also secure the remediation of contaminated sites, generating associated water quality benefits, which should generate positive impacts against this objective.</p> <p>However, it is expected that a significant amount of development will take place at the edge of settlements, which suggests that quality agricultural land will be lost, resulting in adverse effects on soil resources. Such adverse effects are considered to be significant in the short- term when sites are likely to be under construction. As sites are being built-out, it is likely that impacts will lessen as mitigation (e.g. GI, structure planting, etc.) matures helping to protect soil resources. Adverse impacts will depend on implementation and the level of green infrastructure incorporated into new schemes.</p> <p>Overall, the impact on air and water resources is likely to depend on implementation:</p> <p>Air: By permitting development to meet the needs of the community in each settlement within the hierarchy it is inevitable that the number of trips made by car will increase. This is likely to have an adverse impact on air quality relating to exhaust emissions. But, the extent will depend on implementation and proximity of site to sustainable/public transport. The provision of additional transport infrastructure such as the Boston Distributor Road may seek to reduce air quality hotspots in Boston Town Centre.</p> <p>There will be dust emissions associated with the construction of development associated with this policy however, planning conditions should be put in place to ensure air pollution is minimised.</p> <p>Water: At a strategic level the impact upon existing water/sewage treatment infrastructure capacity is broadly acceptable. Where investment is likely to be required this will be addressed on a site-by-site basis. It will be particularly important that new development is phased with investment to minimise sustainability impacts.</p>	<p>within the proposed modification regarding the scale of development within the lower tiers of the hierarchy would not alter the previously assessed outcomes regarding air, soil and water resources.</p>
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				<p>Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary – Negative effects are likely in the short to medium- term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.</p>	
10. Sustainable use of Land and Waste	x	x	·/x	<p>The development associated with this policy is expected to be a mix of brownfield and greenfield sites. Use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality which would generate positive impacts. However, as these sites can be more difficult and costly to develop, particularly in the current economic climate, greenfield sites are likely to be developed at a higher rate, which would generate the adverse impacts identified by Objective 9.</p> <p>Development associated with this policy is unlikely to sterilise economically important mineral resources, although mitigation may be required in the south-west of the area.</p> <p>The design of new development associated with this policy should ensure that appropriate waste disposal facilities, including those for recycling are provided at each new development.</p> <p>Issues relating to access are considered in Objective 3 above.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary – Negative effects are likely in the short to medium- term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.</p>	<p>The clarity provided within the proposed modification regarding the scale of development within the lower tiers of the hierarchy would not alter the previously assessed outcomes regarding use of land and waste.</p>
11. Flood Risk	·/x	·/x	-	<p>The policy acknowledges that flood risk is an important consideration in the distribution of development. However, it also states that many of the more low risk areas are least sustainable, implying that land has been identified in medium-higher risk, but broadly sustainable locations which could have negative implications for this objective. Overall the impacts will depend upon mitigation. Implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, but also for others</p>	<p>The clarity provided within the proposed modification regarding the scale of development within the lower tiers of the hierarchy would not</p>

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				<p>elsewhere. Hence in the short/medium-term it is considered likely that effects will depend on implementation as the effects of mitigation start to be seen. In the long-term, flood risk is likely to be reduced, particularly once the Boston Barrier has been constructed, and so may incur positive effects.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation i.e. mitigation. In the long-term, positive effects are more likely to be generated.</p> <p><i>Temporary or permanent:</i> Permanent</p>	alter the previously assessed outcomes regarding flood risk.
12. Climate Change	·/x	·/x	·/x	<p>Delivery of new development associated with this policy is likely to generate an adverse impact in reducing greenhouse gas emissions as the construction of development is likely to consume high levels of energy. Increasing the level of development within the area will also increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. As such, effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation.</p> <p>Transport Emissions: Inevitably transport emissions will increase from current levels due to the increase in the local population that this policy will provide for. However, as the majority of new development is likely to be concentrated in and around the Sub-Regional Centres and Main Service Centres, and therefore in close proximity to key transport routes, the need to travel by car particularly over shorter distances may be reduced, thus reducing emissions. Development at the sustainable urban extensions has the ability to encourage more sustainable transport options and reduce associated transport emissions e.g. provision of bus services, new/improved walking/cycling routes and/or provision of essential services on-site. Overall, it is considered that this will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged.</p> <p>Energy Efficiency & Renewable Energy: There is potential for</p>	The clarity provided within the proposed modification regarding the scale of development within the lower tiers of the hierarchy would not alter the previously assessed outcomes regarding climate change; in particular it would serve to enforce the outcome regarding transport emissions.

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				<p>significant benefits to be secured against this policy; for instance new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.).</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and how sustainable modes of transport are promoted</p> <p><i>Temporary or permanent:</i> Permanent</p>	
<p>13. Economy and Employment</p>	<p>..</p>	<p>..</p>	<p>..</p>	<p>The approach taken to the distribution of development in the hierarchy is likely to have significant positive effects on the economy over the short, medium, and long-term.</p> <p>By focussing development within the higher tier settlements where access to local shops and services is good or has the capacity to improve may also encourage the inward migration of people (e.g. skilled professionals) which will help to support the local economy. An increased local population is also likely to support the economy and primacy of the town centres in terms of increased spend on local facilities, shops and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed.</p> <p>By concentrating new development in and around the Sub-Regional Centres and Main Service Centres, the hierarchy reflects the location of employment areas (existing or proposed); most of the sites identified by Policy 7 are within walking/cycling distance of a settlement boundary and/or have good public transport access. Over the long term, access to employment is also likely to improve as further employment development associated with the Main Employment Areas takes place. This could help to support the economy and reduce unemployment.</p> <p>At a strategic level, because of their size, the sustainable urban extensions may have poor access to employment opportunities. However, because of their scale they are likely to make significant improvements to the level of sustainable transport options and/or links with existing multi-user routes. It</p>	<p>The clarity provided within the proposed modification regarding the scale of development within the lower tiers of the hierarchy would not alter the previously assessed outcomes regarding economy and employment.</p>

				is recommended that these sites are developed in accordance with a masterplan. <i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i>	
Overall effect of Proposed Modification upon SA assessment	The proposed modification serves to clarify the scale of development expected at areas in lower tiers of the hierarchy. This modification does not alter the aims of the policy and the previous SA assessment of the policy remains valid. The proposed modification would not significantly affect the sustainability impacts of the policy.				

Policy 3: Development Management			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change
SA7	PMM003	Former Policy 3: Development Management (renumbered as 2)	<p>Policy 3-2: Development Management</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"> 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; 2. quality of design and orientation; 3. maximising the use of sustainable materials and resources; 4. access and vehicle generation levels; 5. the capacity of existing community services and infrastructure;

				<p>6. impact upon neighbouring land uses by reason of noise, odour, disturbance or visual intrusion;</p> <p>7. sustainable drainage and flood risk; and</p> <p>8. impact or enhancement for areas of natural habitats and historical buildings and heritage assets;</p> <p>9. impact on the potential loss of sand and gravel mineral resources.</p>	
SA Objective	Significance and Duration of Effect			Commentary - Publication Version	Effect of modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	•	•	••	<p>Affordable and adaptable housing: At a strategic level, it is considered that this policy will generate positive effects by ensuring that the type, mix and density of new market and affordable homes are appropriate to the site and its environs. This policy will ensure that all new homes are designed to a high standard, so that there is no visible difference between market and affordable homes. Masterplans of the sustainable urban extensions will play a significant role in this; they should ensure that the mix and type of housing responds positively to the site and the surrounding area and meets the needs of future residents.</p> <p>Specific issues identified:</p> <ul style="list-style-type: none"> • Criterion 1 will help ensure that an appropriate mix of housing can be delivered that is capable of being readily adapted to meet a range of needs. It is considered that as the quantum of development increases more significant benefits will be secured. • Criterion 6 will ensure that noise, odour, disturbance or visual intrusion are considered thereby ensuring that everybody lives in a decent home, safeguarded from the potential negative impacts of new development. <p>Energy efficiency: See Objective 12.</p> <p><i>Likelihood/certainty:</i> Highly probable</p>	The proposed modification is unlikely to have a significant affect upon housing delivery.

<p>2. Health and Wellbeing</p>	<p>.</p>	<p>.</p>	<p>..</p>	<p><i>Temporary or permanent:</i> Permanent</p> <p>Criterion 5 will help ensure that new development is only permitted where it does not have an adverse impact on existing community services and infrastructure.</p> <p>Health facilities: capacity of healthcare services is an important issue, which if unmitigated will incur adverse effects against this objective. South East Lincolnshire’s population experiences significant health inequalities and variations in life expectancy exist. Criterion 5 will help ensure that mitigation, such as in the form of developer contributions, can be secured to minimise pressure on existing facilities. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of health facilities will be vital.</p> <p>Access to green infrastructure: Considering the amount and distribution of new development proposed by the new Local Plan, there are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area. Specifically:</p> <ul style="list-style-type: none"> • Criterion 8 will ensure that development considers the impact and enhancement of natural habitats, which contribute to active lifestyles and wellbeing. • Criterion 1 recognises the important role trees play in the layout and design of new development; trees, particularly woodlands are often used for walking and cycling and the retention and/or establishment of such space is in keeping with the promotion of healthy lifestyles. Woodland and trees also play a vital role in improving mental health. <p>In cases where new development will involve the loss of existing open space or playing fields, loss should be compensated for through either on or off-site provision. The significance of loss of provision will vary depending on existing provision in the ward and density of surrounding housing. Overall the impact on amenity open space and GI will depend on implementation.</p> <p>Proximity to sources of pollution: Criterion 6 aims to protect the</p>	<p>The proposed modification is unlikely to have a significant affect upon health and wellbeing.</p>
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				<p>amenity of residents and employees, mitigation will promote healthy lifestyles across the area to ensure that any potential significant adverse impacts can be addressed.</p> <p>Sustainable travel: Criterion 4 recognises the importance of securing appropriate access; promoting walking and cycling will increase people's fitness and has been shown to reduce stress levels. This is likely to result in both physical and mental health benefits. Furthermore, reduced traffic and congestion is likely to improve air quality and therefore associated respiratory health problems.</p> <p>Increasing the number and/or extent of PROWs will provide affordable healthy opportunities to walk/cycle to work, school or for leisure.</p> <p><i>Likelihood/certainty:</i> Highly probable - As the quantum of development increases, along with associated improvements, the overall positive effects are likely to be more significant. <i>Temporary or permanent:</i> Permanent</p>	
<p>3. Transport</p>	<p>•/x</p>	<p>•/x</p>	<p>•</p>	<p>Criterion 4 recognises the importance of ensuring access and vehicle generation levels are adequate. Due to the quantity of new development proposed (i.e. 18,675 new homes and 82ha of new employment land by 2036) there is potential for an associated increase in traffic and car trips, and the demand for additional car parking to significantly increase above current levels. Due to the location of some of the sustainable urban extensions and larger sites, it is inevitable development will increase pressure on the highways network, particularly along its key routes (e.g. A16, A17, A151, A52). This could have a cumulative adverse effect on residents across the area in terms of community safety and road traffic congestion.</p> <p>Overall impacts will depend on implementation as mitigation (improvements to highways infrastructure and promotion of sustainable modes of transport) should help to minimise this increase and ensure that the safety of the highways network is maintained. It is recommended that the sustainable urban extensions are developed in accordance with their associated masterplans in order to minimise people's reliance on the car. Associated delivery timescales may mean</p>	<p>The proposed modification is unlikely to have a significant affect upon transport.</p>

				<p>that adverse effects may dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation to help ease this increase are yet to become effective).</p> <p>Permitting sustainable development proposals could facilitate the delivery of strategic transport infrastructure, thereby generating positive impacts. But this is location-dependent in the long term, when the amount of development required has reached the level at which a road (or part of) such as the Spalding Western Relief Road/Boston Distributor Road can be delivered.</p> <p>Access to employment is discussed in Objective 13.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term – will depend upon implementation and the promotion of sustainable modes of transport.</p> <p><i>Temporary or permanent:</i> Temporary – over the long-term, improvements through design and those secured as a result of planning permission may help address the issues identified.</p>	
<p>4. Socially Inclusive Communities</p>	-	-	..	<p>Deprivation: Levels of deprivation vary across the area; the Sutton Bridge ward, South Holland; and parts of the Station, Staniland and Skirbeck wards, Boston are deemed to be with the top 30% most deprived areas nationally, and may experience lower quality social and environmental conditions in places.</p> <p>By ensuring that a high quality of development is provided, irrespective of location, this policy will have a positive impact in helping to regenerate these and other locations, and improve access to employment opportunities as well as other services/ facilities. Highlighting issues such as layout, density, amenity, character and appearance will ensure that environmental quality is of a high standard which should have positive impacts on the condition of these areas. As the quantum of development increases over the Plan period and beyond, it is considered possible for regeneration benefits to become significant.</p> <p>The provision and protection of green infrastructure and open space (Criterion 8) should also contribute to improving social and</p>	<p>The proposed modification is unlikely to have a significant affect upon social inclusion.</p>

				<p>environmental conditions.</p> <p>Criterion 3 helps secure more energy efficient homes and places of work. This could help reduce fuel bills which should have positive impacts for those living in fuel poverty.</p> <p>Community facilities: capacity of community facilities is an important issue, which if unmitigated will incur adverse effects against this objective. Access to community facilities and the associated benefits of social cohesion can vary considerably between settlements or tiers within the hierarchy. For example, Wigtoft and Sutton St James have poorer access where, without mitigation, such as in the form of developer contributions, there is likely to be increased pressure on existing facilities. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of community facilities will be vital.</p> <p>In many cases, due to their size, the sustainable urban extensions have more limited access; although their size provides opportunities to improve the level of community facilities available. It is recommended that sites are developed in accordance with a masterplan to give more certainty to delivery taking place.</p> <p>Community safety: The design and layout requirements of this policy should promote community safety and may also help to minimise anti-social behaviour and crime, particularly in the most deprived wards. Careful design of new development should also avoid adverse impacts due to loss of open space and potential severance of footpaths/links between communities. Specifically:</p> <ul style="list-style-type: none"> ▪ Criterion 6 will foster strong and secure communities and promote safe, comfortable and pleasant environments for people to live in; ▪ Criterion 4 ensures that traffic generated by a development can be safely accommodated in the highway network. <p>The promotion of sustainable access should generally improve accessibility to employment, education and training opportunities. This is particularly important for more deprived parts of the area where car</p>	
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				<p>ownership may be lower. The success of this will be measured through the implementation process.</p> <p>Capacity of infrastructure: Utilities, telecommunications and broadband infrastructure are integral to strengthening communities as it enhances people’s capacity and ability to communicate. The provision of superfast broadband infrastructure could strengthen rural communities, as it would help people starting new businesses which rely on broadband connection and ensure they can access on-line facilities available to those who live elsewhere.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent – positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen.</p>	
<p>5. Education</p>	<p>·/x</p>	<p>·/x</p>	<p>·/x</p>	<p>Capacity of infrastructure: Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. Investment in educational facilities to meet demand could mitigate any impacts, but this policy does not state how the impact upon infrastructure will be considered, so positive effects against this objective could vary across the area.</p> <p>It is recommended that where there is land to accommodate new educational facilities on a site (i.e. for nursery and primary provision) this is prioritised and carried out in accordance with a masterplan. Over the long-term as extra facilities are built and capacity increases, adverse impacts may be minimised. However, this will depend on implementation and the phasing of facilities in accordance with housing. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of educational facilities will be vital.</p> <ul style="list-style-type: none"> • Criterion 4 will ensure that sustainable access can be achieved from new development to schools. It will also ensure that the design of new educational facilities promotes good access to high frequency bus services and/ or sustainable multi-user routes. • Criterion 5 will help ensure that the capacity of infrastructure such as 	<p>The proposed modification is unlikely to have a significant affect upon education.</p>

				<p>broadband is considered as part of a new development. Improved connectivity and faster broadband speeds can bring significant positive benefits through improved educational and training resources. This is important in rural areas, where physical access may be more limited or where there are high levels of deprivation.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation. Over the long-term, extra educational capacity may be available to help address shortfalls.</p> <p><i>Temporary or permanent:</i> Permanent</p>	
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p>·/x</p>	<p>·/x</p>	<p>·</p>	<p>Amenity Open Space & GI: There are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area as a result of new development.</p> <p>The impact of loss of green infrastructure is discussed in Objective 2.</p> <p>Biodiversity: Criterion 8 ensures that new development will only be permitted if the impact is acceptable upon natural habitats. As there are several international, national and local sites of biodiversity importance within/in close proximity to the area (such as The Wash) this policy is likely to have specific positive implications for development proposals in the north east of the area.</p> <p>Impacts will vary by site. There could be high levels of disturbance/loss of habitats protected/priority species through construction and recreational pressure. The timeframe will depend on delivery timescales. In such circumstances, mitigation is essential to help minimise adverse impacts.</p> <p>Despite these potential adverse impacts, due to the scale and permanence of potential mitigation, it is considered that impacts over the medium/long-term will depend on implementation. In some cases, it is considered that there may be potential for net-gains; potential mitigation for sustainable urban extensions and other larger developments, such as buffering and habitat creation, has the potential to have a positive impact on biodiversity over the long-term and may help to minimise adverse impacts. It could also make biodiversity more resilient to climate change. Mitigation is likely to be more effective over the long-term as GI/habitats become established.</p>	<p>The proposed modification is unlikely to have a significant affect upon biodiversity, geodiversity and green infrastructure.</p>

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				<p>Other specific issues include: Criterion 6: will have an indirect positive impact on biodiversity, by ensuring noise, disturbance and light are appropriate for its location, which is unmitigated can cause disturbance of species. Criterion 7: provides positive impacts through flood and surface water management which if incorporating green infrastructure can provide space for protected and priority habitats/species.</p> <p>Geodiversity: No impact.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term – will depend upon implementation <i>Temporary or permanent:</i> Temporary – over the long-term, improvements through design and those secured as a result of planning permission may help address the issues identified. Mitigation and green infrastructure will begin to become established in the long-term.</p>	
7. Heritage	•/x	•/x	•	<p>At a strategic level, Criterion 8 recognises that the impact upon or enhancement of heritage assets should be considered which would score positively against this objective. In terms of visual intrusion, Criterion 6, in conjunction with Policy 25 will ensure that sensitive areas within South East Lincolnshire are protected from inappropriate development. The requirement to consider the impact upon neighbouring uses will help ensure that proposals that have the potential to cause significant light pollution will need to be justified. This will have a positive impact on the protection of cultural and historic heritage assets.</p> <p>Other issues are:</p> <ul style="list-style-type: none"> • Criterion 1: recognises that the character and appearance of the area are important considerations in the planning application process; the setting and the environment in which heritage assets are appreciated is important and must be protected. This is discussed further in Objective 8. • Criterion 8: will promote awareness, understanding and enjoyment of the historic landscape character in the area, support the development of the Lincolnshire Historic 	The proposed modification is unlikely to have a significant affect upon heritage.

				<p>Landscape Character Assessment and promote the conservation of historic landscapes and landscape features, including green infrastructure, open space and mature trees; this may help enhance the appearance or setting of designated and non-designated heritage assets generating positive impacts.</p> <p>Although there may be potential for residual adverse impacts over the long-term, it is considered that mitigation to reduce the impact should minimise this and generate positive effects, for example through the maturing of green infrastructure or the removal/improvement of poor quality urban fabric. This is particularly relevant for sites within/adjoining 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area. Depending upon the location of sites and the quality of the improvement achieved, it could help reduce the number and/or severity of assets at risk.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term – will depend upon implementation. <i>Temporary or permanent:</i> Temporary – long-term improvements through design and those secured as a result of planning permission may help address the issues identified.</p>	
<p>8. Landscape and Townscape</p>	<p>x</p>	<p>x</p>	<p>•</p>	<p>This policy will be critical to the strategic protection and enhancement of the quality and character of landscape and townscape. Protection of the landscape is also likely to have 'knock-on' benefits by protecting features such as Ancient Woodland, Trees and Hedges which would generate positive impacts.</p> <p>Specific issues are:</p> <ul style="list-style-type: none"> ▪ Criterion 1: proposals that would have an adverse impact on landscape or townscape value are contrary to this. This means that important environments and green infrastructure - such as village greens or land that performs an important role in maintaining the distinctiveness of individual communities within different settlements - will be protected. ▪ Criterion 1: indicates that proposals should consider the 	<p>The proposed modification is unlikely to have a significant affect upon landscape and townscape.</p>

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				<p>relationship to existing development and land uses. Although impacts will vary by site, this should help ensure that new development is either integrated appropriately or relates well to existing development. This is particularly important in instances where settlements are in close proximity to one another where uncontained urban sprawl and the coalescence of settlements could have a negative impact on the landscape. This criterion would therefore have a positive impact on this objective.</p> <p>However, given the level of new development associated with the new local plan it is likely that there will be some adverse impacts in places, particularly in the short to medium-term. Where location generates an adverse landscape impact it is considered that there are opportunities to mitigate through good design and the incorporation of GI in advance of development to help screen it. Once mitigation becomes established in the long-term it is likely that there will be more positive impacts. However, with respect to the sustainable urban extensions there will be adverse residual impacts as development will change the settlement form.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Temporary – positive effects are likely to be more prominent in the long-term as the impact of mitigation can be seen.</p>	
<p>9. Air, Soil and Water Resources</p>	<p>.</p>	<p>.</p>	<p>.</p>	<p>Air Quality: The protection or enhancement of natural habitats through Criterion 8 will ensure that trees and vegetation will continue to establish. This is important because mature trees perform valuable roles as carbon sinks, therefore potentially increasing the absorption of pollutants from the air. This would have a significant positive impact.</p> <p>Maximising the use of sustainable materials and resources in Criterion 3 has the potential to improve air quality although the impact would depend upon technology. For example, biomass could be neutral as there will still be emissions, even if technology is regarded as carbon neutral. Heat pumps rely on electricity and as such emissions will still be made at power stations.</p>	<p>The proposed modification is unlikely to have a significant affect upon air, soil and water resources.</p>

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				<p>Water Quality: Specific issues are:</p> <ul style="list-style-type: none"> • Criterion 5: ensures that the capacity of water/waste water infrastructure is taken into account. Investment will be addressed on a site-by-site basis and is expected to involve upgrading or extending the network, common in many new developments. It will be particularly important that new development is phased with investment to minimise sustainability impacts. • Criteria 7 and 8: will have a positive impact ensuring that green infrastructure can help manage surface water runoff, helping to prevent pollutants from being transported to blue infrastructure and reducing pressure on sewerage systems. The natural infiltration capabilities of green infrastructure can also improve the rate at which groundwater aquifers are replenished. • Criteria 1 and 8: promote the retention of trees, woodlands and hedges which can help mitigate the leaching of pollutants into the groundwater system. In contrast, the removal of trees could potentially increase the leaching of pollutants. Enhancement and extension of biodiversity and associated networks will help to improve soil fertility, structure (reducing soil erosion) and water carrying capacity. Clarity on when the loss of trees would be appropriate (see Objective 6) would help generate positive impacts. <p>Soil – No significant impact identified.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	
<p>10. Sustainable use of Land and Waste</p>	<p>•</p>	<p>•</p>	<p>••</p>	<p>Inevitably with at least 18,675 new homes and 82ha of employment land required, additional waste will be generated. However, Criterion 5 requires that proposals ensure that existing infrastructure has the capacity to accommodate the new development.</p> <p>Criterion 3 encourages renewable energy resources which should reduce reliance on the consumption of non-renewable materials such as fossils fuels. This will reduce waste and lead to a more efficient use of materials.</p>	<p>The proposed modification ensures that the potential sterilisation/loss of mineral resources is avoided. The assessment has been amended</p>

				<p>Issues relating to access are considered in Objective 3 above.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Temporary – As mitigation establishes, impacts will be more positive in the long-term.</p>	<p>from a long term positive effect to major positive effect.</p>
11. Flood Risk	·/x	·/x	·	<p>Criterion 7 deals with the impact development may have on sustainable drainage and flood risk. It is important that the risk and impact of flooding to all new development is minimised. A sequential approach to locating new development has been undertaken to ensure that the majority of new development will be located in settlements/areas of settlements that are at a lower level of risk and hazard. Windfall sites will be expected to undertake the same approach. This has been agreed with the Environment Agency and is considered to score highly against this objective.</p> <p>In many cases, flood management/mitigation measures will be required (identified through a Flood Risk Assessment); implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures, in particular the strategic schemes take effect, and so may incur positive effects.</p> <p>All new development of 10 or more dwellings will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive impacts over the plan period, in terms of minimising surface water run off. Depending on the approach implemented, indirect benefits may also include reducing pollution, promoting biodiversity and access for recreation.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation. In the long-term, positive impacts are likely to be more evident as flood mitigation measures become established and take effect. <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modification is unlikely to have a significant affect upon flood risk.</p>
12. Climate Change	·/x	·/x	·	<p>Transport Emissions: It is considered that this will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged. This is discussed further in Objective 3.</p>	<p>The proposed modification is unlikely to have a</p>

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				<p>Energy Efficiency & Renewable Energy: Criteria 1 and 8 will promote the retention of woodlands and trees which can have a positive impact by helping to regulate the local climate and provide shade. This can help to reduce the need for air conditioning, thereby helping to reduce energy demand and CO₂ emissions. Mature and Ancient Woodlands provide important carbon sinks – their loss would release carbon back into the atmosphere. They can also have a positive impact on mitigating localised flooding and can significantly help species adapt to climate change.</p> <p>Criterion 3 could help Resilience and Adaptation: the sustainable urban extensions and larger housing schemes have the potential to generate significant positive effects particularly with regard to minimising flooding and making local buildings and infrastructure more resilient to flooding events.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term – will depend upon implementation. In the long-term, positive impacts are likely to be more evident as mitigation measures become established and take effect.</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>significant affect upon climate change.</p>
<p>13. Economy and Employment</p>	<p>•/x</p>	<p>•</p>	<p>•</p>	<p>The promotion of sustainable development will have positive impacts against this objective by ensuring that access to local shops and services is good or has the capacity to improve (see Objective 3). However, some settlements including Fishtoft, Gedney Hill and Wrangle have relatively poor access to employment opportunities, due to the distances involved and lack of available high frequency bus services.</p> <p>It is considered that over the medium to long-term, positive effects relating to access to employment opportunities should increase but much will depend on mitigation. Improvements are reliant on the delivery timescales of housing (i.e. more people are in close proximity to employment opportunities) and supporting infrastructure. The sustainable urban extensions also have the potential to make a specific contribution by encouraging and improving sustainable access. Access to employment may also be improved over the long-term through the</p>	<p>The proposed modification is unlikely to have a significant affect upon economy and employment.</p>

		<p>development of additional employment land. This may help generate more jobs over the long-term.</p> <p>Indirectly, sustainable development is also likely to support the economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed.</p> <p>Specific issues are:</p> <ul style="list-style-type: none"> • Criteria 1 and 8: will help improve the attractiveness of the area, which could help encourage inward investment and inward migration of workers within professional and technical occupations; • Criteria 4 and 5: will help reduce traffic congestion and promote sustainable modes of transport which could reduce journey times to key employment sites. This could have indirect benefits; congestion leads to increased costs for businesses, in terms of access to raw materials and supplies, and in servicing their markets. • Criterion 5: includes the promotion of mobile telecommunications and access to high speed, reliable broadband, which could have a positive impact on this objective, which are considered essential to the national and local economy. <p><i>Likelihood/certainty:</i> Uncertain in the short-term – effects will depend on the delivery timescales of housing and supporting infrastructure. Positive effects should increase in the medium to long-term.</p> <p><i>Temporary or permanent:</i> Permanent</p>	
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The proposed modification is unlikely to give rise to a significant effect across most SA objectives. However, it would ensure that the potential loss of mineral resources is avoided within the development management process. For this reason, a longer term major positive impact is envisaged with regards to the SA objective on sustainable use of land and waste.</p>		

Policy 4: Design of New Development				
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change	
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"> 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; 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; 	
SA Objective		Significance and Duration of Effect		Commentary - Publication Version
		Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)
1. Housing	.	.	..
			<p>Affordable & special needs housing: Generally the tenure, style and size of housing for each site will be considered on a case by case basis, taking into account existing imbalances in the housing stock and market demand. However, it is considered that this policy will promote positive effects by helping to create high quality, safe, sustainable affordable homes, which would help to meet identified need.</p> <p>The policy will also generate positive effects by helping to create development that can be adapted to a range of uses. It is considered that as the quantum of development increases more significant benefits will be secured.</p>	
			<p>The proposed removal of a viability clause could give rise to a situation where design requirements render a proposal unviable or less viable; this could discourage some housing development from coming forward.</p>	

				<p>Energy Efficiency & Fuel Poverty: There is potential for significant benefits to be secured in terms of energy efficiency. For instance, new dwellings will need to adhere to more stringent building regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings. This will deliver more affordable energy bills for residents.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>However, this is not considered to represent a significant issue or considered to outweigh the positive impacts that have previously been assessed.</p>
<p>2. Health and Wellbeing</p>	<p>.</p>	<p>.</p>	<p>..</p>	<p>The policy requires proposals to show how accessibility by a choice of travel modes, including walking and cycling has been taken into account in the design of new development. This has the potential to deliver significant positive impacts by encouraging residents to walk or cycle, thereby supporting healthy lifestyles.</p> <p>The provision of landscaping and its use to enhance biodiversity and green infrastructure is identified and could generate positive benefits: access to open space helps people take part in healthy lifestyles, whether through exercise, recreation or play, and can have an associated impact on life expectancy. It also promotes mental well-being.</p> <p>Considering the size and number of housing allocations, there are likely to be opportunities for significant improvements to the quantity and quality of amenity open space, GI and multi- user routes across the area. These should be identified in a Design and Access Statement for a scheme. The loss of existing green infrastructure should be compensated for through either on-site or off-site provision. Loss of provision in some instance may be more significant depending on existing provision in the ward and density of surrounding housing. Overall therefore, the impact on amenity open space/GI and multi-user routes will depend on implementation.</p> <p>Residential amenity is referred to in the policy, which will help ensure that existing and future residents enjoy living and/or working within a high quality environment. Design can help minimise impacts identified e.g. bunds/screening, improvements to highways/encouragement of sustainable transport options. However, this depends on implementation and would be defined through appropriate air/noise assessments etc.</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

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				<p><i>Likelihood/certainty:</i> Highly probable - As the quantum of development increases, along with associated improvements, the overall positive effects are likely to be more significant. <i>Temporary or permanent:</i> Permanent</p>	
3. Transport	·/x	·/x	·	<p>Through the design of new development, this policy seeks to promote accessibility by a choice of travel modes and for cycle and car parking to be provided. By seeking to focus the majority of new development in and around the higher tier settlements on sites that have good access to services/ facilities and job opportunities (either on foot or by bus) it will positively contribute to reducing the number of trips by car, potentially reducing congestion as well. This policy can help identify mitigation e.g. promotion of a cyclepath through the design of new development.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term – will depend upon implementation and the promotion of sustainable modes of transport. Over the long-term, improvements through design and those secured as a result of planning permission may help address the issues identified.</p> <p><i>Temporary or permanent:</i> Temporary</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
4. Socially Inclusive Communities	·	·	··	<p>The policy emphasises the importance of improving the character and quality of an area through good design. This should help ensure that the environmental quality of a settlement is enhanced, which is particularly important in lower quality areas or areas in need of regeneration. Specific measures identified by the policy, such as the appropriate use of historic buildings, appropriate treatment to facades and the avoidance of visual intrusion will all help generate positive impacts.</p> <p>The policy identifies the need to address crime prevention and community safety. The requirements will vary on a site by site basis to reflect the type of scheme, its use and location within the area. This will be addressed through a Design and Access Statement submitted with a planning application. Consideration of lighting in public places may also help generate positive impacts.</p> <p>As stated in Objective 3 access by a choice of transport modes is promoted by the policy. Easy access to a range of cultural, leisure and recreational facilities would positively encourage use and promote inclusivity amongst residents.</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.

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				<p>Providing access to high speed broadband means that residents can access a range of facilities via the internet from home or work, enhancing inclusivity particularly for those who live some distance from the higher tier settlements. The reference to communication infrastructure implies that this could be a design feature of new development.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent – positive effects are likely to be prominent in the long- term as the impact of more developments can be seen.</p>	
5. Education	0	0	0	<p>The policy requires development proposals to indicate how accessibility by a choice of travel modes including walking and cycling has been taken into account. This would promote connectivity to education facilities and could encourage residents to use sustainable travel for journeys to school and college.</p> <p><i>Likelihood/certainty:</i> N/A (no significant effect identified) <i>Temporary or permanent:</i> N/A (no significant effect identified)</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
6. Biodiversity, Geodiversity and Green Infrastructure	.	.	.	<p>The policy refers to the provision of landscaping and its use to enhance biodiversity and green infrastructure. However, due to the scale and permanence of ecological constraints and opportunities on individual sites, their impacts and associated mitigation, where appropriate would be identified in a Design and Access Statement, an Ecological Statement and/or Phase 1 Habitat Survey to address the specific concerns of a development. In some cases it is considered that there may be potential for net-gains as well as for some residual adverse effects.</p> <p>Considering the number, size and scale of the strategic allocations, this policy could help secure significant improvements to the quantity and quality of amenity open space, GI and multi-user routes across the area. To ensure that improvements are secured such sites should be delivered in accordance with a masterplan or development brief. Some degree of uncertainty exists as to whether this policy will help to deliver GI, open space, or multi-user routes, so effects will depend on implementation and which proposals are delivered alongside new development.</p> <p>Geodiversity: No impact.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and which</p>	The proposed modification removes a viability exception and adds further requirements with regards to GI and biodiversity. Whilst the benefits would be dependent upon the implementation, it is considered that the proposed modifications would ensure positive effects in this regards more so than the unmodified policy. The assessment has been changed from "a combination of

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				proposals are delivered alongside new development. <i>Temporary or permanent:</i> Permanent	positive and negative effects” to “positive effect”.
7. Heritage	-	-	**	<p>The policy seeks to create distinctive places and a sense of place through quality design which would help conserve and enhance South East Lincolnshire’s historic environment. This could generate positive impacts particularly in Conservation Areas at Risk, Buildings at Risk or within regeneration areas. It also seeks to ensure that new development complements existing heritage assets; referring to historic street patterns, density, scale, visual closure, landmarks, views, massing of neighbouring buildings and the surrounding area as important considerations. Use of local traditional styles and materials is also promoted.</p> <p>The policy also makes reference to the appropriate use or re-use of historic buildings which will have a positive impact on this objective.</p> <p>It is envisaged that these issues will be considered on a site by site basis depending on the location of a site, its use and the extent of heritage assets that exist. A Statement of Significance could be required to identify mitigation, if required.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Temporary</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
8. Landscape and Townscape	-	-	**	<p>This policy aims to create distinctive places, partly through taking into account the quality and character of landscape in the area and the use of local traditional styles and materials. This would have a positive impact, minimising the effect that development could have on the landscape, an important consideration in the flat landscape of South East Lincolnshire.</p> <p>All matters should be addressed through a Design and Access Statement or a Landscape Assessment for a scheme. Mitigation should be identified if appropriate.</p> <p><i>Likelihood/certainty:</i> Highly probable – positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen. <i>Temporary or permanent:</i> Temporary</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
9. Air, Soil and Water	·/x	·/x	-	The promotion of sustainable travel modes and renewable energy by this policy will help minimise issues that have contributed to poor air quality in the past,	The proposed modifications are unlikely to significantly alter the previously assessed outcome.

Resources				<p>particularly in the AQMAs of Boston town. This would therefore generate a positive effect.</p> <p>Reference is made to minimising the use of natural resources through good design and the re-use of materials. However development inevitably leads to the use of natural resources in building materials and in many cases involves their transportation to the area.</p> <p>The policy refers to the use of water efficiency measures in design which will help reduce the use of water, an important issue in South East Lincolnshire where the pressure on water is in greater than elsewhere in the country.</p> <p><i>Likelihood/certainty:</i> Uncertain - the effects in the short to medium-term will depend upon implementation. Over the long-term, improvements through new development may help generate positive impacts <i>Temporary or permanent:</i> Temporary</p>	<p>unlikely to significantly alter the previously assessed outcome.</p>
10. Sustainable use of Land and Waste	x	•/x	•	<p>The sites put forward for allocation are a mix of brownfield and greenfield sites. Use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. However, as these sites can be more difficult and costly to develop, particularly in the current economic climate, greenfield sites are likely to be developed at a higher rate.</p> <p>Supporting the waste hierarchy is implied through reference to the storage of refuse bins. Issues relating to access are considered in Objective 3 above.</p> <p><i>Likelihood/certainty:</i> Probable – The effects in the short to medium-term are likely to be negative, but will improve in the long-term as mitigation establishes. <i>Temporary or permanent:</i> Temporary</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>
11. Flood Risk	•	••	••	<p>To help minimise flood risk to people and property in South East Lincolnshire over the plan period the policy makes reference to the mitigation of flood risk, flood resilient design and the use sustainable drainage systems, which generates positive impacts. All will be addressed on a site by site basis through a Flood Risk Assessment and/or Drainage Study where appropriate.</p>	<p>The proposed modification enforces the need to consider flood risk so the proposed</p>

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				<p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>modification would support the previously assessed positive impact.</p>
12. Climate Change	.	.	..	<p>The overall thread of this policy is to minimise energy use and greenhouse gas emissions in the area which will have a positive impact on this objective.</p> <p>The reference to decentralised and renewable low-carbon energy technologies generates positive effects.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modification enforces the need to consider climate change so the proposed modification would support the previously assessed positive impact.</p>
13. Economy and Employment	.	.	.	<p>This policy scored positively against economic objectives. In particular, it requires the design of new development to reduce energy demand which links with running costs, and by taking into account climate change related risks could reduce loss of earnings as a result of extreme weather events. Several measures will contribute toward growth in the renewable energy sector, an important sector for employment growth in South East Lincolnshire.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>
Overall effect of Proposed Modification upon SA assessment	<p>The proposed modification would generally not alter the previously assessed outcomes; however, it is considered that the removal of the viability exception and further requirements with regards to green infrastructure and biodiversity could give rise to further positive effects in this regard.</p>				

Policy 6: Meeting Physical Infrastructure and Service Needs						
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change			
SA15	PMM006	Former Policy 6: Meeting Physical Infrastructure and Service Needs (renumbered as 5)	<p>Policy 6 5: Meeting Physical Infrastructure and Service Needs</p> <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"> • 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; • Extended secondary school capacity for Old Leake, Holbeach, Long Sutton and Donington; • 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; • Extended primary school provision within; Boston, Spalding, Crowland, Donington, Holbeach, Long Sutton, Pinchbeck, Swineshead, Sutterton, Deeping St Nicholas, Gosberton, Quadring, Surfleet and Weston. <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>			
SA Objective		Significance and Duration of Effect		Commentary - Publication Version	Effect of modification	
		Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing		0	0	0	Affordable Homes – No significant impact.	The proposed modification

				<p>Energy efficiency – see Objective 12.</p> <p><i>Likelihood/certainty:</i> N/A – no significant effect identified <i>Temporary or permanent:</i> N/A – no significant effect identified</p>	<p>is unlikely to have a significant affect upon housing.</p>
2. Health and Wellbeing	..	..	..	<p>South East Lincolnshire’s population experiences significant health inequalities and variations in life expectancy exist. Furthermore, access to health facilities varies considerably between settlements or tiers within the hierarchy.</p> <p>The delivery of facilities to meet the physical infrastructure and service needs arising from new development will promote significant positive impacts by helping to reduce health inequalities across the area. These facilities may include a variety of infrastructure (either on- site or off-site) such as healthcare facilities, sports and recreation facilities and open space, the provision of which could help to promote healthier lifestyles. Phasing of new development in line with the capacities of health facilities will be vital. This should be kept under review to avoid any adverse impacts.</p> <p>Infrastructure associated with this policy could improve access by sustainable transport which can have positive health impacts. For example, walking and cycling are good forms of exercise that can help promote mental well-being, whilst promoting equality of access will ensure more residents can more easily access health facilities. This is increasingly important given the health needs of South East Lincolnshire’s growing and ageing population.</p> <p>The provision and/or enhancement of sports facilities, open space and children’s play areas will also help provide opportunities for active and passive recreation. This is especially important given the low levels of physical activity and excess weight in both children and adults in South East Lincolnshire.</p> <p>However, it should be noted that the viability of each scheme could affect the infrastructure to be provided. The type of infrastructure should reflect needs in the local area and the ability of existing infrastructure to accommodate future demand from a specific development. The</p>	<p>The proposed modification adds support to the provision of educational facilities; given the role they play in the health and wellbeing of children, this would support the previously assessed positive outcome.</p>

				<p>Infrastructure Delivery Plan will ensure that appropriate infrastructure is prioritised alongside new development which will have positive impacts. The policy refers to the need to phase infrastructure for larger developments. This will generate positive impacts, ensuring that facilities are delivered at the right time to meet the needs of new residents, but importantly phasing ensures these can be delivered within a viable scheme. A master planning approach should be taken to aid the delivery of sites where infrastructure delivery is particularly complex or the site is considered to be strategic in terms of the Local Plan or settlement.</p> <p>Provision of green infrastructure through new development may also help protect and enhance amenity of existing and future residents/occupiers. This can help minimise noise associated with roads or nearby non residential development, which can lead to mental well-being issues if unmitigated.</p> <p>Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	
<p>3. Transport</p>	<p>•/x</p>	<p>•/x</p>	<p>••</p>	<p>This policy will likely have a significant positive impact on this objective as it will ensure that new development is accompanied by the necessary transport infrastructure to support it.</p> <p>Physical infrastructure improvements to address identified constraints (e.g. investment in bus services, provision of footpaths/cyclepaths, new access roads) are likely to be more viable for larger developments, including the sustainable urban extensions. However, associated delivery timescales may mean that adverse effects could dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective). There is therefore the potential for positive effects for some sites and negative impacts for others.</p>	<p>The proposed modification adds support to the provision of educational facilities to serve residential developments; this would reduce the need to travel long distances. The proposed modification therefore supports the previously assessed positive outcome.</p>

Inevitably, due to the location of the sustainable urban extensions and other major new developments, pressure will increase on the highways network, particularly along key routes through the area e.g. A16, A17, A52, A151. As these routes already suffer from some congestion at peak times, mitigation through physical improvements to the network and promotion of viable alternative transport options will be required if development is to be accommodated and the safety of the highway network is to be maintained.

The promotion of a significant amount of new development in the Sub-Regional Centres and Holbeach could generate a positive impact on facilitating the delivery of strategic transport infrastructure. This is likely to be in the long term when the amount of development has reached the level at which a road (or part of) - such as the Spalding Western Relief Road/Boston Distributor Road - can be delivered. However, this is location-dependent as development to the east of Spalding or Boston town is remote from the proposed road corridors. These are therefore unlikely to secure positive benefits by helping to minimise congestion and improve road safety in the area.

The provision of green infrastructure in development can also have benefits by enhancing the quality and connectivity of the public rights-of-way network.

Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective.

Access to employment is discussed in Objective 13.

Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective.

Likelihood/certainty: Uncertain in the short to medium-term but likely to be

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				<p>much more positive in the long-term as transport infrastructure is delivered. <i>Temporary or permanent:</i> Permanent</p>	
<p>4. Socially Inclusive Communities</p>	·/x	·/x	**	<p>Levels of deprivation vary across the area; the Sutton Bridge ward, South Holland and parts of the Station, Staniland and Skirbeck wards, Boston are deemed to be within the top 30% most deprived areas nationally. Life expectancy is 8.8 years lower for men in those parts of Boston than in the least deprived areas elsewhere.</p> <p>It is likely that a reasonable level of development will take place in both settlements. This policy is likely to have a positive impact in helping to regenerate these areas and improve access to employment opportunities as well as to other services/ facilities. As the quantum of development increases over the Plan period and beyond, it is considered possible for regeneration benefits to become significant.</p> <p>New infrastructure can indirectly also help enhance the quality of a locality. For example, the provision of green infrastructure, footpaths and cyclepaths can enhance environmental conditions, while new or improved educational facilities and community facilities can help provide for a range of services to enhance social conditions in an area. This is particularly important in the more deprived wards and can aid regeneration.</p> <p>As stated in Objective 2, infrastructure may be sought to address a variety of needs including those that are likely to improve the provision of community facilities. The ability of these facilities to meet the needs of additional users also varies. Mitigation would be required in those cases where access is more limited. This could deliver positive benefits by encouraging a sense of community and promoting community integration, particularly important when a new development takes place in a settlement.</p> <p>In many cases, due to their size, the sustainable urban extensions have more limited access however there are opportunities to improve the level of green infrastructure and sports facilities available. Such sites should be developed in accordance with a masterplan, which identifies infrastructure provision to give more certainty to delivery taking place.</p> <p>Additional infrastructure identified in Objective 3 may also help improve</p>	<p>The proposed modification adds support to the provision of educational facilities to serve residential developments; this is positive in ensuring communities are served by the facilities they need and supports community cohesion. The proposed modification therefore supports the previously assessed positive outcome.</p>

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				<p>access to employment opportunities to meet the needs of local people. However, in the lower tier settlements development is unlikely to provide sustainable access to employment opportunities and other services and facilities; at least without a significant level of mitigation (e.g. investment in sustainable/public transport or new facilities on-site/ in local area).</p> <p>The policy ensures that physical infrastructure and service needs are met; this includes provision of broadband which helps generate positive impacts against this policy.</p> <p>Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term, although positive impacts are likely to be more significant in the long-term as additional facilities are delivered.</p> <p><i>Temporary or permanent:</i> Permanent</p>	
<p>5. Education</p>	<p>·/x</p>	<p>·/x</p>	<p>··</p>	<p>Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. In terms of primary provision, need varies according to settlement, whereas for secondary/post 16 provision, need is across the hierarchy. As the Local Plan is expected to permit development within settlement boundaries to meet the needs of that community, it is expected that new development will exacerbate this, so there is potential for adverse impacts. Phasing of new development in line with the capacities of educational facilities will be vital.</p> <p>The need for investment in educational facilities to meet demand could mitigate any impacts, potentially through developer contributions or through new educational facilities at the sustainable urban extensions. It is recommended that where there is land to accommodate new educational facilities on a site that development is carried out in accordance with a masterplan. Over the long-term as extra facilities are built and capacity increases, adverse impacts may be minimised.</p> <p>Access to education facilities could be improved through the provision of</p>	<p>The proposed modification sees the specific educational requirements being moved from the policy's supporting text into the policy itself. This would provide greater strength in securing these new schools in the locations that require them. For this reason, the previous "positive" long term affect has been amended to "major positive".</p>

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				<p>infrastructure identified in Objective 3.</p> <p>Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term, although positive effects are more likely in the long-term as additional educational facilities are delivered.</p> <p><i>Temporary or permanent:</i> Permanent</p>	
6. Biodiversity, Geodiversity and Green Infrastructure	.	.	.	<p>Green Infrastructure – This policy could help secure the provision of new green infrastructure which would have a positive impact on this objective.</p> <p>Biodiversity – Indirectly this policy may help secure the provision and/or improvement of protected and priority habitats through the provision of new green infrastructure. However, provision will be site-specific and will depend upon whether an adverse impact upon green infrastructure has been identified. If this is the case then additional infrastructure could be used to mitigate the impact of the development.</p> <p>Additionally, the promotion of sustainable modes of transport could provide for green corridors, important to allow species to move more easily around the area. This can also help make biodiversity more resilient to climate change.</p> <p>Geodiversity – No specific link</p> <p>Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective.</p> <p><i>Likelihood/certainty:</i> Probable</p> <p><i>Temporary or permanent:</i> Permanent</p>	The proposed modification is unlikely to have a significant affect upon biodiversity, geodiversity and green infrastructure.
7. Heritage	0	0	0	No significant impacts.	The proposed modification is unlikely to have a

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				<p><i>Likelihood/certainty:</i> N/A (no significant effect identified) <i>Temporary or permanent:</i> N/A (no significant effect identified)</p>	significant affect upon heritage.
8. Landscape and Townscape	·/x	·/x	·/x	<p>This policy has the potential to encourage both positive and negative impacts depending on the type of infrastructure that is provided and/or improved. The actual effects will depend upon implementation. The provision and/or enhancement of open space could contribute positively to landscape and townscape quality. The provision of new highways infrastructure, parking provision and sustainable access routes could also help improve the quality of the landscape. All can also have a positive impact on degraded environments, as discussed in Objective 4.</p> <p>Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation <i>Temporary or permanent:</i> Permanent</p>	The proposed modification is unlikely to have a significant affect upon landscape and townscape.
9. Air, Soil and Water Resources	.	.	.	<p>Air – New sustainable transport routes required to bring forward development could lead to a reduction in the number of vehicles on the roads. This will reduce carbon emissions and thus have a positive impact on air quality, especially in the two identified Air Quality Management Areas (AQMAs) in Boston town. Furthermore, the inclusion of green infrastructure can help absorb carbon helping to reduce the level of pollutants in the atmosphere.</p> <p>Water – Where new development creates a demand for increased water resources or where they may compromise water quality, new infrastructure can help adverse effects be mitigated or avoided. For example, the inclusion of green infrastructure within development can help maintain and possibly increase normal runoff infiltration rates and reducing pressure on sewerage systems. The natural infiltration capabilities of green infrastructure can also improve the rate at which groundwater aquifers are replenished.</p> <p>Soil – The provision of green infrastructure within a development may help minimise any adverse impacts on soil quality arising through the loss of greenfield land. However this will depend on implementation and</p>	The proposed modification is unlikely to have a significant affect upon air, soil and water resources.

				<p>positive impacts will only be evident once a scheme has established and matured.</p> <p>Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective.</p> <p>Overall, the impacts are likely to depend on implementation and the type of infrastructure that is secured by each development.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	
10. Sustainable use of Land and Waste	0	0	0	<p>No significant impact.</p> <p><i>Likelihood/certainty:</i> N/A (no significant effect identified) <i>Temporary or permanent:</i> N/A (no significant effect identified)</p>	The proposed modification is unlikely to have a significant affect upon use of land and waste.
11. Flood Risk	•	•	••	<p>The policy covers drainage, which could include the provision of SuDS. This generates positive impacts, particularly in the long term when most new development is likely to have taken place, and the effects of flood management measures can be seen. The provision of SuDS also generates indirect benefits in terms of helping to manage water quality and depending on the type provided can deliver green infrastructure, biodiversity and recreation benefits.</p> <p>Any attempt to undermine the need to meet the policy requirements of the Local Plan – such as through the underdevelopment of a site or a piecemeal approach to applying for planning permission – will not be permitted. This will have a positive impact on this objective.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	The proposed modification is unlikely to have a significant affect upon flood risk.
12. Climate Change	x	•/x	•	<p>The delivery of new infrastructure associated with this policy is likely to generate an adverse impact in the short-term in relation to reducing greenhouse gas emissions as the construction of development is likely to consume high levels of energy. Increasing the level of development within the area, such as new schools and doctors surgeries, will also increase</p>	The proposed modification adds support to the provision of educational facilities to serve residential developments; this is

				<p>energy consumption (i.e. gas and electricity) and increase the number of trips made by car. In the long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes.</p> <p>Transport Emissions: Inevitably transport emissions will increase from current levels due to the increase in the local population that this policy will provide for. However, as new sustainable access can be provided by this policy, the need to travel by car particularly over shorter distances may be reduced, thus reducing emissions. Development at the sustainable urban extensions has the ability to encourage more sustainable transport options and reduce associated transport emissions.</p> <p>Energy Efficiency & Renewable Energy: There is the potential for significant benefits to be secured against this policy. For instance, new development will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.).</p> <p>Furthermore, if green infrastructure is included within development it can contribute to the absorption of greenhouse gases. For example, open space can mitigate against climate 'change by acting as 'carbon sinks'.</p> <p><i>Likelihood/certainty:</i> Could be adverse in the short to medium-term as mitigation establishes. Positive impacts are more likely to be prominent in the long-term.</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>positive in reducing the need to travel and thus transport emissions. The proposed modification therefore supports the previously assessed long term positive outcome.</p>
<p>13. Economy and Employment</p>	<p>•</p>	<p>•</p>	<p>•</p>	<p>This policy should help ensure that employment development is supported by an appropriate level of infrastructure to help the operation and potential future expansion of businesses across the Local Plan area.</p> <p>Improvements to transport infrastructure such as access by sustainable modes of transport could help reduce the number of vehicle journeys made, thereby reducing road congestion. Improvements to road infrastructure/junctions may also have a similar effect. Subsequently, this would lead to a reduction in journey times to key employment sites which is</p>	<p>The proposed modification is unlikely to have a significant affect upon economy and employment.</p>

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				<p>likely to have economic benefits in terms of the cost of moving employees and freight, and by reducing the time wasted during economically productive days.</p> <p>The inclusion of green infrastructure in development should help create more attractive, locally distinctive environments which may help encourage inward investment. This could help diversify the local economy and create additional employment, considered to be significant positive impacts.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The proposed modification sees the specific educational requirements being moved from the policy's supporting text into the policy itself. This would provide greater strength in securing these new schools in the locations that require them. This modification supports the previous assessment outcomes plus an increased positive benefit against the Education objective.</p>				

Policy 7: Developer Contributions			
SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change
SA17	PMM007	Former Policy 7: Developer Contributions (renumbered as 6)	<p>Policy 7 6: Developer Contributions</p> <p>Developments of 11 or more dwellings, and 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 NPPF⁹, or any successor.</p> <p>Developers will either make direct provision or will contribute towards the provision of local and strategic infrastructure and services required by the development, either alone or cumulatively with other developments. Contributions will be determined having regard to:</p> <ul style="list-style-type: none"> • the identified needs generated by the proposed development; • the viability of the proposed development; and • the priorities attached to meeting individual local and strategic infrastructure and service requirements. <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"> • affordable housing will be made in accordance with Local Plan Policy 18: Affordable Housing; • 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"> o Policy 13: South-West Quadrant Sustainable Urban Extension; o Policy 14: South of the North Forty Foot Sustainable Urban Extension; o Policy 15: Vernatts Sustainable Urban Extension; o Policy 16: Holbeach West Sustainable Urban Extension; o Policy 34: Delivering the Boston Distributor Road; and

				<ul style="list-style-type: none"> o Policy 35: Delivering the Spalding Transport Strategy; • education facilities will be made in accordance with the requirements set out in Appendix 8: Developer Contributions for Education Facilities; • health facilities will be made in accordance with the requirements set out in Appendix 9: Developer Contributions for Health Facilities; and • sport facilities, recreational open space and other green infrastructure will be made in accordance with Local Plan Policy 32: Community, Health and Well-being. <p>In addition, the Provision of developer contributions should be in accordance with the relevant requirements of:</p> <ul style="list-style-type: none"> • The proposed Developer Contributions Supplementary Planning Document (SPD) and each Local Planning Authority's adopted Developer Contributions Prioritisation Framework (or successor); • and the South East Lincolnshire Infrastructure Delivery Plan (IDP)⁵, and • a Community Infrastructure Levy (CIL) charging schedule, if considered appropriate in the long-term. 	
SA Objective	Significance and Duration of Effect			Commentary - Publication Version	Effect of the modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	•	•	••	<p>Affordable Homes – This policy means that developer contributions for affordable housing will likely be sought on developments of 11 or more dwellings or more than 1000sqm gross floorspace (unless the proposed development can demonstrate it would be financially unviable) where necessary. This should help increase the amount and type of affordable housing available to meet identified needs over the plan period. The threshold means that provision is only likely to be secured through major development including the sustainable urban extensions. However, associated delivery timescales may mean that significant positive impacts may not be seen in the short/medium-term (i.e. there is a significant increase in the local population and need for housing, but the mitigation measures to help ease this increase are yet to become effective).</p> <p>The Developer Contributions Prioritisation Framework to be adopted will set out the exact infrastructure priorities for each Local Planning Authority area (and settlement within each area), whether it be affordable housing or otherwise. Contributions will be secured through</p>	<p>The proposed modification provides further clarity on the process regarding developer contributions and cross references other policies in the Plan. The proposed modification amends an "and" to an "or" ; the policy was already assessed for "or". The proposed modification unlikely to have a significant affect upon housing.</p>

				<p>s106 legal agreements.</p> <p>Energy efficiency – see Objective 12.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	
2. Health and Wellbeing	<p>South East Lincolnshire’s population experiences significant health inequalities and variations in life expectancy exist. Furthermore, access to health facilities varies considerably between settlements or tiers within the hierarchy.</p> <p>Developer contributions for infrastructure will promote significant positive impacts by helping to reduce health inequalities across the area. Developer contributions may be sought for a variety of infrastructure (either on-site or off-site) such as healthcare facilities, sports and recreation facilities and open space, the provision of which could help to promote healthier lifestyles. Phasing of new development in line with the capacities of health facilities will be vital. This should be kept under review to avoid any adverse impacts.</p> <p>Improving accessibility within the area by a variety of modes of sustainable transport could have positive health impacts. For example, walking and cycling are good forms of exercise that can help promote mental wellbeing, whilst promoting equality of access to facilities will ensure more residents can access health facilities. This is increasingly important given the health needs of South East Lincolnshire’s growing and ageing population.</p> <p>Furthermore, the provision and/or enhancement of sports and recreation facilities as well as open space and children’s play areas will also help provide opportunities for exercise. This is especially important given the low levels of physical activity and excess weight in both children and adults in South East Lincolnshire.</p> <p>However, it should be noted that the viability of each scheme could affect the infrastructure to be provided. The type of infrastructure should reflect needs in the local area and the ability of existing</p>	<p>The proposed modification that provides clarity and extra detail on the process is unlikely to have a significant affect upon health and wellbeing.</p>

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				<p>infrastructure to accommodate future demand from a specific development. The Developer Contributions SPD, which will include exact infrastructure priorities for each Local Planning Authority area (and settlement within each area), will ensure that appropriate infrastructure is prioritised alongside new development which will have positive impacts.</p> <p>Reducing the need to travel by car may also reduce vehicle emissions with associated air quality benefits. This is particularly important for those who suffer with respiratory health problems.</p> <p>Provision of green infrastructure through new development may also help protect and enhance amenity of existing and future residents/occupiers. For instance this can help minimise noise associated with roads or nearby non residential development, which can lead to mental well-being issues if unmitigated.</p> <p>It may be necessary for certain development, such as large scale housing or employment schemes, to be phased to make sure that the appropriate infrastructure is in place at the right time.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	
<p>3. Transport</p>	<p>·/x</p>	<p>·/x</p>	<p>· ·</p>	<p>There is the potential for developer contributions (and perhaps CIL, if considered appropriate in the long term) - particularly those secured for road and highways improvements or for sustainable access - to help improve access to services, facilities and jobs. Furthermore, if developer contributions help to bring forward development that has good access to sustainable modes of travel it may mean that services, facilities and jobs are more accessible by sustainable means. The inclusion of green infrastructure in development where necessary can also have benefits by enhancing the quality and connectivity of the public rights-of-way network.</p> <p>Developer contributions towards infrastructure improvements to address identified constraints (e.g. investment in bus services, provision of footpaths/cyclepaths, new access roads) are likely to be more viable for</p>	<p>The proposed modification that provides clarity and extra detail on the process is unlikely to have a significant affect upon transport.</p>

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				<p>larger developments, including the sustainable urban extensions. It is recommended that sites are developed in accordance with a masterplan to give more certainty to delivery taking place.</p> <p>This policy should also help ensure that key transport infrastructure is delivered by appropriate residential development, whether this be sought through developer contributions or CIL if this is considered appropriate in the long term. This is particularly important in reducing the impacts of congestion in Spalding and Boston town, with associated air quality and quality of life benefits for residents and to the local economy through the ease of vehicular movements around the area.</p> <p>This policy will also ensure that, where a number of developments are likely to cumulatively generate a specific impact, all of them contribute to the provision of local and strategic infrastructure that is required.</p> <p>However, associated delivery timescales may mean that adverse effects could dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective). There is therefore the potential for positive effects for some sites and negative impacts for others.</p> <p>The Developer Contributions Prioritisation Framework to be adopted will set out the exact infrastructure priorities for each Local Planning Authority area (and settlement within each area), whether it be transport projects or otherwise. Contributions will be secured through s106 legal agreements or planning agreements.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term but likely to be much more positive in the long-term as transport infrastructure is delivered.</p> <p><i>Temporary or permanent:</i> Permanent</p>	
<p>4. Socially Inclusive Communities</p>	<p>·/x</p>	<p>·/x</p>	<p>· ·</p>	<p>As stated in Objective 2, developer contributions may be sought for a variety of infrastructure including those that are likely to improve the provision of community facilities. This could deliver positive benefits by encouraging a sense of community and promoting community</p>	<p>The proposed modification that provides clarity and extra detail on the</p>

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				<p>integration, particularly important when a new development takes place in a settlement.</p> <p>Indirectly, developer contributions can also help enhance the quality of a locality. For example, the provision of green infrastructure, footpaths and cyclepaths can enhance environmental conditions, while new or improved educational facilities and community facilities can help provide for a range of services to enhance social conditions in an area. This is particularly important in the more deprived wards.</p> <p>It is particularly positive that the policy ensures that where infrastructure is deemed necessary, a scheme will not be considered acceptable in planning terms unless suitable arrangements have been made for the provision and/or improvement of the infrastructure required. This should ensure that negative impacts associated with a scheme are minimised.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term, although positive impacts are likely to be more significant in the long-term as additional facilities are delivered. <i>Temporary or permanent:</i> Permanent</p>	<p>process is unlikely to have a significant affect upon social inclusion.</p>
<p>5. Education</p>	<p>•/x</p>	<p>•/x</p>	<p>•</p>	<p>This policy is likely to have a positive impact on this objective as it seeks to generate contributions where necessary for education facilities at a number of levels (early years, primary, secondary and tertiary) which is likely to improve the skills and qualifications of those living in South East Lincolnshire.</p> <p>Furthermore, ensuring developer contributions are made where necessary for the provision and enhancement of sports and recreational facilities as well as open space and children’s play areas is also likely to have a positive impact as participation in play and sports is positively linked to educational attainment.</p> <p>This policy may also have an indirect effect in that the promotion of sustainable transport modes and improved accessibility by sustainable transport may help people - who would otherwise not have been able to - access education and training opportunities, potentially improving their skills and qualifications.</p>	<p>The proposed modification that provides clarity and extra detail on the process is unlikely to have a significant affect upon education.</p>

				<p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term, although positive effects are more likely in the long-term as additional educational facilities are delivered.</p> <p><i>Temporary or permanent:</i> Permanent</p>	
6. Biodiversity, Geodiversity and Green Infrastructure	·/x	·/x	·	<p>Green Infrastructure – This policy could help secure developer contributions for the provision of new green infrastructure which would have a positive impact on this objective.</p> <p>Biodiversity - This policy may help secure developer contributions for the provision and/or improvement of priority habitats, including their management. However, the requirement is site specific and will depend upon whether an adverse impact upon biodiversity has been identified. If this is the case then developer contributions could be used to mitigate the impact of the development. It may also be possible through the design of the scheme to secure betterment which would secure significant positive impacts against this objective.</p> <p>The provision and/or enhancement of open space and the use of SuDS in developments may also increase biodiversity.</p> <p>Additionally, the promotion of sustainable modes of transport could provide for green corridors, important to allow species to move more easily around the area. This can also help make biodiversity more resilient to climate change.</p> <p>Geodiversity – No specific link.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term, although positive impacts are likely to be more prominent in the long-term as green infrastructure and habitats become established.</p> <p><i>Temporary or permanent:</i> Permanent</p>	The proposed modification that provides clarity and extra detail on the process is unlikely to have a significant affect upon biodiversity, geodiversity and green infrastructure.
7. Heritage	·/x	·/x	·	<p>Impacts will vary site by site and any adverse effects are unknown at this stage due to uncertainty surrounding the proposed construction of sites that could impact upon heritage.</p> <p>Although there may be potential for residual adverse impacts over the</p>	The proposed modification that provides clarity and extra detail on the process is unlikely to

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				<p>long-term, it is considered that mitigation secured through developer contributions should minimise the impact, and possibly even generate positive effects for example through the maturing of green infrastructure . This is particularly relevant for sites within/adjoining 'at risk'</p> <p>Conservation Areas and/or other heritage assets where quality design could help enhance the built area and depending upon location and the quality of the improvement could reduce the number and/or severity of assets at risk.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the location of sites in relation to heritage assets <i>Temporary or permanent:</i> Permanent</p>	<p>have a significant affect upon heritage.</p>
8. Landscape and Townscape	·/x	·/x	·/x	<p>As with Objective 7, this policy has the potential to encourage both positive and negative impacts depending on the type of infrastructure that is provided and/or improved. The actual effects will depend upon implementation. Developer contributions for the provision and/or enhancement of open space could contribute positively to landscape and townscape quality. They can also have a positive impact on degraded environments, as discussed in Objective 4.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modification that provides clarity and extra detail on the process is unlikely to have a significant affect upon landscape and townscape.</p>
9. Air, Soil and Water Resources	·	·	·	<p>Air – Developer contributions can help ensure that new development has good access to sustainable modes of travel which could lead to a reduction in the number of vehicles on the roads. This will reduce carbon emissions and thus have a positive impact on air quality, especially the two identified Air Quality Management Areas (AQMAs) in the area. Furthermore, the inclusion of green infrastructure where necessary can potentially help absorb carbon helping to reduce the level of pollutants in the atmosphere.</p> <p>Water – Developer contributions can help to ensure that where new developments may compromise water quality the adverse effects can be mitigated against or avoided. For example, the inclusion of green infrastructure and/or SuDS within development (where necessary) can help protect and possibly increase current storm water and normal runoff infiltration rates, helping to prevent pollutants from being</p>	<p>The proposed modification that provides clarity and extra detail on the process is unlikely to have a significant affect upon air, soil and water resources.</p>

				<p>transported to surface waters and reducing pressure on sewerage systems. The natural infiltration capabilities of green infrastructure can also improve the rate at which groundwater aquifers are replenished.</p> <p>Soil – Developer contributions could help ensure that where new developments may compromise land and soil, negative effects can be mitigated against or avoided, through GI for example.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	
10. Sustainable use of Land and Waste	0	0	0	<p>No significant impact.</p> <p><i>Likelihood/certainty:</i> N/A (no significant effect identified) <i>Temporary or permanent:</i> N/A (no significant effect identified)</p>	The proposed modification that provides clarity and extra detail on the process is unlikely to have a significant affect upon use of land and waste.
11. Flood Risk	·/x	·/x	·	<p>This policy will help secure developer contributions for the provision of flood management and sustainable drainage measures where necessary. Consequently, it could have positive implications for ensuring that buildings, communities and infrastructure are flood resilient.</p> <p>It should ensure that the flood risk and impact of a development (on site and elsewhere) has been reduced.</p> <p>However, in most cases, planning conditions are used to secure site specific schemes in accordance with a Flood Risk Assessment. This would include the provision of SuDS. However, there may be strategic sites/schemes which are more appropriately suited to the use of planning obligations. As such, positive impacts are more likely to be seen in the long term when most new development has taken place, and the effects of flood management measures can be seen.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term but positive impacts are more likely to be evident as flood management measures establish and/or become effective <i>Temporary or permanent:</i> Temporary – The effects in the short to medium-term will depend</p>	The proposed modification that provides clarity and extra detail on the process is unlikely to have a significant affect upon flood risk.

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				upon implementation. However, positive effects are likely to be more prominent in the long- term as mitigation becomes effective.	
12. Climate Change	x	·/x	·	<p>The use of developer contributions can help ensure that development has good access to sustainable modes of travel will have a positive impact on reducing the need to travel by car, thereby reducing greenhouse gas emissions.</p> <p>Furthermore, if green infrastructure is included within development it can contribute to the absorption of greenhouse gases. For example, open space can mitigate against climate change by acting as 'carbon sinks'.</p> <p><i>Likelihood/certainty:</i> Could be adverse in the short to medium-term as mitigation establishes. Positive impacts are more likely to be prominent in the long-term.</p> <p><i>Temporary or permanent:</i> Permanent</p>	The proposed modification that provides clarity and extra detail on the process is unlikely to have a significant affect upon climate change.
13. Economy and Employment	·	·	·	<p>This policy should help ensure that employment development is supported by an appropriate level of infrastructure to help the operation and potential future expansion of businesses across the plan area.</p> <p>The use of developer contributions to fund improvements to transport infrastructure such as access by sustainable modes of transport could help reduce the number of vehicle journeys made, thereby reducing road congestion. Improvements to road infrastructure/junctions may also have a similar effect. Subsequently, this would lead to a reduction in journey times to key employment sites which is likely to have economic benefits in terms of the cost of moving employees and freight, and by reducing the time wasted during economically productive days.</p> <p>The inclusion of green infrastructure in development should help create more attractive, locally distinctive environments which may help encourage inward investment. This could help diversify the local economy and create additional employment, considered to be significant positive impacts.</p> <p><i>Likelihood/certainty:</i> Probable</p>	The proposed modification that provides clarity and extra detail on the process is unlikely to have a significant affect upon economy and employment.

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				<i>Temporary or permanent:</i> Permanent	
Overall effect of Proposed Modification upon SA assessment	The proposed modification provides clarity and extra detail on the developer contributions process and is unlikely to have a significant affect upon the assessment previously undertaken.				

New Policy 8 for prestige employment sites			
SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change
SA23	PMM009	New Policy 8 for prestige employment sites	<p>Policy 8 : Prestige Employment Sites</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"> 1. 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; 2. Well-designed schemes that deliver high quality development; 3. Good access to the strategic highway network; 4. Good connections into the local public transport, pedestrian and cycle network; 5. 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. 6. Ensure any flood risk issues are considered in line with Policy 4. <p>The masterplans and any subsequent planning applications will need to take account of the following key parameters for</p>

			<p>each site.</p> <p>Q2: The Quadrant, Boston</p> <ul style="list-style-type: none"> • The site forms part of the Sustainable Urban Extension (Sou006) to Boston (see Policy 13). • Development will comprise B1, A1, A2 and A3 uses associated with the community hub and marina hub as set out in Policy 13. • Access and internal road infrastructure will be delivered as part of an agreed comprehensive development of Sou006. • Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades with reference to Policies 4 and 13. • Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site. • 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. <p>Holbeach Food Enterprise Zone</p> <ul style="list-style-type: none"> • The site will be subject to the production of a Local Development Order that will facilitate delivery of the site. • Development will comprise B1, B2, B8 and D1 uses. • 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. • Additional internal road infrastructure is required to service new development off the main access point to the site. • Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades. • Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site. <p>Kirton Distribution Park</p> <ul style="list-style-type: none"> • Development will comprise B1, B2 and B8 uses with some ancillary sui-generis use permitted. • Access to be provided by existing infrastructure via the junction to the A16 and the spine road that is present on the site. • Additional internal infrastructure is required to service new development off the existing spine road within the site. • Flood risk mitigation measures are already in place for the site but additional flood risk assessments will be required with individual applications. • Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site. <p>Bridge Road, Long Sutton</p>
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			<ul style="list-style-type: none"> • Development will comprise B1, B2 and B8 uses. • Access to be provided from Bridge Road. • Additional internal road infrastructure is required to service new development. • Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades. • Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site. <p>Lincs Gateway, Spalding</p> <ul style="list-style-type: none"> • Development will comprise B1, B2 and B8 uses with some ancillary A3 and A4 uses permitted. • Access to be provided at two points off the B1173 and Barrier Bank from the A16/ A1175. • Additional internal road infrastructure is required to service new development off the two access points to the site. • Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades. • Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site. <p>Clay Lake, Spalding</p> <ul style="list-style-type: none"> • Development will comprise B1, B2 and B8 uses. • Access to be provided from the A16. • Additional internal road infrastructure is required to service new development off the main access to the site. • Provide a scheme that delivers utilities, water & foul water, surface water drainage & flood mitigation upgrades. • Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site. 		
SA Objective	Significance and Duration of Effect			Commentary	Effect of modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	0	0	0	The proposed new policy would introduce greater guidance on how some employment sites should be developed. The employments sites were already included within the Local Plan. Providing greater guidance on the development of	N/A – proposed new policy – see left.

				<p>these sites would not have a significant effect on homes in the area.</p> <p><i>Likelihood/certainty: N/A</i> <i>Temporary or permanent: N/A</i></p>	
2. Health and Wellbeing	.	.	.	<p>By being clear about the constraints and opportunities at these sites, the proposed new policy would give greater confidence to developers, supporting the delivery of these sites. The delivery of employment employment development promoted by this policy is likely to support new jobs; work is generally seen as good for physical and mental health and wellbeing, particularly important to increase the self-esteem of those who are unemployed. By aiming to achieve a more diverse economy with a wider choice of jobs this policy could also better enable people to find work that suits their circumstances, helping them to achieve a better work/life balance, with associated health benefits, with regard to stress for example.</p> <p>The policy supports access via the local public transport, pedestrian and cycle network, and high quality landscape for outdoor recreation. This would have a positive impact upon physical and mental wellbeing of employees.</p> <p><i>Likelihood/certainty: Highly probable</i> <i>Temporary or permanent: Permanent</i></p>	N/A – proposed new policy – see left.
3. Transport	·/x	·/x	.	<p>Due to the location and/or scale of the proposed allocations set out in this policy, road traffic (potentially including HGV traffic) including the number and frequency of trips made is likely to increase. However, in some cases the policy highlights the requirement for highway infrastructure improvements, and proposals that are likely to generate a significant level of traffic will be expected to provide a Transport Assessment and Travel Plan in accordance with Policy 29. This should ensure that potential adverse impacts are appropriately mitigated.</p> <p>The policy is also clear that these sites must be supported by good connections into the local public transport, pedestrian and cycle network. This would help to ensure that access to employment is made easier and more affordable for residents. This will also generate benefits to the environment.</p> <p><i>Likelihood/certainty: Uncertain in the short to medium-term - There is the potential for adverse impacts due to increased pressure on existing infrastructure. However, positive effects are more likely to be prominent in the</i></p>	N/A – proposed new policy – see left.

				<p>long-term as transport infrastructure is delivered.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
4. Socially Inclusive Communities	.	.	..	<p>By being clear about the constraints and opportunities at these sites, the proposed new policy would give greater confidence to developers, supporting the delivery of these sites. The delivery of employment employment development promoted by this policy is likely to support new jobs; work is generally seen as good for physical and mental health and wellbeing, particularly important to increase the self-esteem of those who are unemployed. By aiming to achieve a more diverse economy with a wider choice of jobs this policy could also better enable people to find work that suits their circumstances, helping them to achieve a better work/life balance, with associated health benefits, with regard to stress for example.</p> <p>Physical improvements to the quality of the environment in these areas and elsewhere should also be seen through landscaping and SuDS schemes that may also help mitigate amenity concerns for residents. This can through the design of new development lead to safe environments being created which can have a positive impact on crime and anti social behaviour.</p> <p>The allocations set out in this policy are likely to increase road traffic (including HGV traffic); therefore there is the potential for communities to be adversely effected in terms of noise disturbance, safety and severance. However, the policy recognises the need for the sites to be well connected to public transport, and pedestrian and cycle paths.</p> <p>All the proposed employment sites are expected to be able to connect to superfast broadband.</p> <p><i>Likelihood/certainty:</i> Highly probable – Positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen.</p> <p><i>Temporary or permanent:</i> Permanent</p>	N/A – proposed new policy – see left.
5. Education	.	.	..	<p>The promotion of employment land is likely to generate an associated increase in the quantity and quality of training opportunities available to residents both in the construction and operation of new development.</p> <p>In addition, increasing the availability of more highly-skilled jobs through the designation of Prestige Employment Sites may encourage people to undertake</p>	N/A – proposed new policy – see left.

				<p>training in order to qualify for such jobs or could encourage young people to remain in the area.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	
6. Biodiversity, Geodiversity and Green Infrastructure	?	?	?	<p>Biodiversity - There is the potential for new employment development (both new build and expansion) to have significant positive and negative impacts on biodiversity, and will therefore depend upon implementation. Impacts are likely to be driven by various factors: e.g. loss of greenfield land, impacts from construction/operations of allocated sites, and increase in traffic and associated air pollutants on particular routes.</p> <p>Some of the proposed Prestige Employment Sites (The Quadrant, Kirton Distribution Park and Lincs Gateway) are close to Local Wildlife Sites and Lincs Gateway is in the proximity of the Cowbit Wash SSSI. At these sites, care will need to be taken to ensure that development does not have an adverse impact on the natural environment. To ensure that adverse impacts are avoided/mitigated it is recommended that an appropriate level of ecological assessment is carried out on sites to determine presence/absence of protected species/habitats. There may also be the potential to mitigate and compensate adverse impact on biodiversity over the long-term as e.g. buffering, translocation, structural planting etc has time to become effective (structural planting/new habitat will take time to mature and encourage species).</p> <p>Geodiversity – No impact.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes. <i>Temporary or permanent:</i> Temporary</p>	N/A – proposed new policy – see left.
7. Heritage	·/x	·/x	·/x	<p>A Scheduled Monument (Moated site) adjoins the north-eastern boundary of The Quadrant and there is therefore the potential for an adverse impact upon the significance of this heritage asset. However, the proposed policy as written provides a proactive approach to ensuring this would not be the case by requiring a Heritage Impact Assessment to be undertaken to identify any necessary mitigation. Given that well-designed development could serve to better reveal or enhance the significance of the Scheduled Monument, the overall</p>	N/A – proposed new policy – see left.

				<p>outcome could be positive or negative and is highly dependent on implementation.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation <i>Temporary or permanent:</i> Permanent</p>	
8. Landscape and Townscape	.	.	.	<p>The development of these sites will have a significant effect upon the landscape. However the policy sets out a positive framework to ensure that the sites are well designed to deliver high quality development that incorporate landscaping schemes and respond to each site’s context. This could lead to highly attractive gateway locations being developed which could have positive impacts in terms of attracting new business to the area, and creating jobs.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	N/A – proposed new policy – see left.
9. Air, Soil and Water Resources	x	x	·/x	<p>Soil – the development of these employment sites would see the loss of greenfield land. The policy sets out the requirement for well-designed schemes that should ensure that significant structural planting, provision of green infrastructure and SuDS should be incorporated into the design which would also help mitigate any possible negative impact on soil resources.</p> <p>Air - Any new development will likely lead to increased air pollution, primarily due to increased road traffic. However, where new employment sites are developed, this should present opportunities to make use of renewable technologies and energy efficiency measures which could have a positive impact by reducing emissions resulting from the operation of the employment site itself thereby improving air quality. The policy encourages sustainable modes of transport.</p> <p>There will be dust emissions associated with the construction of development associated with this policy however, planning conditions should be put in place to ensure air pollution is minimised.</p> <p>Water - New employment development is highly likely to increase demands on water resources and sewage infrastructure. Where investment is likely to be required this will be addressed on a site-by-site basis. It will be particularly important that new development is phased with investment to minimise sustainability impacts.</p>	N/A – proposed new policy – see left.

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				<p>Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary – Negative effects are likely in the short to medium- term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.</p>	
10. Sustainable use of Land and Waste	x	x	·/x	<p>The promotion of these sites as Prestige Sites should encourage and support their delivery. During construction, the development will lead to the consumption of minerals, in the form of building materials. Sustainable waste management techniques should be used on-site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact will depend upon the design of new development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.</p> <p>As the site would involve new development it is inevitable that there will be an increase in commercial waste production.</p> <p>The sites will safeguard minerals resources as they lie outside the minerals safeguarding zones.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary – Negative effects are likely in the short to medium- term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.</p>	N/A – proposed new policy – see left.
11. Flood Risk	·/x	·/x	·	<p>All proposed Prestige Employment Sites are located in Flood Zone 3a meaning that they have the potential to be at high risk from flooding. The precise nature of impacts in terms of flood risk will depend upon implementation as they will be affected by the design, layout and scale of any proposed development. This policy sets out a positive strategy for ensuring that the schemes surface water drainage and flood mitigation upgrades. This should avoid adverse impact.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation i.e. mitigation. In the long- term, positive effects are more likely to be generated.</p>	N/A – proposed new policy – see left.

				<i>Temporary or permanent:</i> Permanent	
12. Climate Change	x	·/x	·/x	<p>Delivery of new development associated with this policy is likely to generate an adverse impact in relation to reducing greenhouse gas emissions as the construction of development is likely to consume high levels of energy. Increasing the level of development within the area will also increase domestic energy consumption (i.e. gas and electricity).</p> <p>This policy will also increase the number of trips made by car/HGV, although the policy is also clear that sites must be well connected by public transport and pedestrian and cycle routes. This may therefore reduce the need to drive for some, thereby helping minimise greenhouse gas emissions.</p> <p>Overall, effects in the short-term are likely to be adverse given the delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation.</p> <p>Energy Efficiency & Renewable Energy: There is potential for significant benefits to be secured against this policy; for instance new buildings will need to adhere to more stringent regulations regarding energy efficiency when compared to older buildings and there is also potential for energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.).</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and how sustainable modes of transport are promoted</p> <p><i>Temporary or permanent:</i> Permanent</p>	N/A – proposed new policy – see left.
13. Economy and Employment	<p>The Prestige Employment Sites should have well-designed schemes that responds to each sites’ context. This will have a positive impact as high standards of design can help attract investment to the area, particularly that which is high skilled and high value, which is essential to help diversify the local economy.</p> <p>This policy will help deliver significant economic benefits by clarifying the opportunities and constraints of Prestige Employment Sites. This will provide greater developer confidence, securing and supporting the delivery of these</p>	N/A – proposed new policy – see left.

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				<p>sites and helping to achieve the vision of a growing, diversifying local economy.</p> <p>The policy assists in ensuring that there is a range of different employment opportunities across the Plan Area, improving access to employment to meet different people's skills and the needs of different people's circumstances.</p> <p>This policy is likely to have further positive economic impacts by helping to provide new employment/training opportunities which will help to reduce unemployment levels (albeit that are relatively low) within South East Lincolnshire.</p> <p><i>Likelihood/certainty:</i> Certain <i>Temporary or permanent:</i> Permanent</p>	
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The policy provides a clear set of opportunities and constraints, which is supported by the indicative layout plans, to provide developer clarity and confidence. This is expected to support the delivery of these sites. The policy makes clear what mitigation is expected to alleviate potential adverse impacts arising from the development of these sites. This is considered a positive approach in avoiding significant adverse effects.</p>				

Policy 9: Promoting a Stronger Visitor Economy – policy not subject to proposed Main Modification

Policy 10: Meeting Objectively Assessed Housing Needs					
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change		
SA27	PMM011	Policy 10: Meeting Objectively Assessed Housing Needs	<p>5.2 Meeting Objectively Assessed Housing Needs</p> <p>Policy 10: Meeting Objectively Assessed Housing Needs Requirements</p> <p>Provision will be made for a net increase of at least 18,675 19,425 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"> Boston Borough: 7,550 at 300 per annum 7,744 at 310 per annum South Holland: 11,125 at 445 per annum 11,681 at 467 per annum 		
SA Objective	Significance and Duration of Effect			Commentary - Publication Version	Effect of modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	..	..	..	<p>Affordable Housing: At a strategic level, it is considered that there is potential for significant positive impacts, although these will vary site by site. The policy's supporting text indicates that housing delivery is expected to increase in the long term when larger allocations start to take effect, suggesting that significant positive impacts are likely to be seen in the long term. Generally the tenure, style and size of housing for each site will be considered on a case by case basis taking into account existing imbalances in the housing stock. But a suitable proportion of the 18,675 new homes (a mixture of type, size, and tenure) will be required to be affordable and/or adaptable, which will be based on need and viability. Housing standards will also be governed by building regulations and Local Plan policies. Hence, positive effects are likely in terms of delivering affordable and adaptable housing to meet identified need.</p>	<p>The proposed modification allows for an uplift of 5% to be applied to increase the potential supply of affordable housing. This would support the delivery of more affordable homes sooner into the plan period. For this</p>

				<p>Energy efficiency is considered by Objective 12.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>reason, the “positive” short and medium term affects have been amended to “major positive”.</p>
2. Health and Wellbeing	·/x	·/x	?	<p>Access to health facilities: Capacity of healthcare services is an important issue, which if unmitigated will incur adverse effects against this objective. South East Lincolnshire’s population experiences significant health inequalities and variations in life expectancy exist. Making provision for at least an additional 18,675 new homes to 2036 in the area (7,550 in Boston Borough and 11,125 in South Holland) will, without mitigation (such as in the form of developer contributions), increase pressure on existing facilities. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of health facilities will be vital.</p> <p>Access to open space: Considering the amount of additional housing proposed, there are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area. In cases where new housing will involve the loss of existing open space or playing fields, loss should be compensated for through either on or off- site provision. Loss of provision in some cases may be more significant depending on existing provision in the ward and density of surrounding housing. Consideration should also be given to the value of existing PROW and if necessary how it could be best diverted.</p> <p>Proximity to sources of pollution: At a strategic level, the amount of new housing does not raise any issues of air/noise pollution that would have an adverse impact on human health.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the mitigation that can be secured in respect of health facilities. The impact on amenity open space and GI will depend upon implementation. <i>Temporary or permanent:</i> Temporary</p>	<p>The modification proposes the development of more homes in the area, increasing the pressure on health facilities and representing a potential loss of open space. Equally, more homes offer the opportunity to deliver new facilities and open space. In this respect, the proposed modification is unlikely to give rise to significant effects.</p>
3. Transport	·/x	x	?	<p>Considering the amount of additional housing proposed, there is likely to be an increase in traffic congestion, unless mitigated. Inevitably, pressure will be increased on the highways network, particularly along key routes</p>	<p>The proposed 5% uplift in housing requirements is</p>

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				<p>through the area e.g. A16, A17, A52, A151. As these routes already suffer from some congestion at peak times, mitigation through improvements and promotion of viable alternative transport options will be required if new housing is to be accommodated and the safety of the highways network is to be maintained.</p> <p>An increase in population and traffic levels may be manageable in the short-term as growth/immigration is unlikely to occur immediately. There is likely to be an adverse impact over the medium term unless appropriate mitigation measures are taken (e.g. integration of new housing and traffic calming/sustainable transport measures). If such measures are introduced they are likely to help mitigate the potential adverse impact beyond the plan period.</p> <p>The level of new housing identified could generate a positive impact on facilitating the delivery of strategic transport infrastructure, although this will depend on its location. This is likely to be in the long term, when the level of new housing has reached the level at which a road (or part of) such as the Spalding Western Relief Road/Boston Distributor Road can be delivered.</p> <p>Access to employment is discussed in Objective 13.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the mitigation secured (such as improvements to highways infrastructure) and the promotion of sustainable modes of transport through implementation. In the medium to long-term there could therefore be positive impacts.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>unlikely to give rise to effects beyond those already assessed.</p>
<p>4. Socially Inclusive Communities</p>	<p>·/x</p>	<p>·/x</p>	<p>?</p>	<p>Levels of deprivation vary across the area: the Sutton Bridge ward, South Holland; and parts of the Station, Staniland and Skirbeck wards, Boston are deemed to be with the top 30% most deprived areas nationally. Life expectancy is 8.8 years lower for men in these areas of Boston than in the least deprived areas elsewhere.</p> <p>Should additional housing be located in these areas, this policy would have a positive impact in helping to regenerate the area and improve access to employment opportunities as well as other services/facilities. As the quantum of development increases over the Plan period and beyond, it is considered</p>	<p>The proposed 5% uplift in housing requirements is unlikely to give rise to effects beyond those already assessed.</p>

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				<p>possible for regeneration benefits to become significant.</p> <p>It follows that the provision of an additional 18,675 new homes should see a comparable level of 17,600 jobs and about 82ha of employment land to meet local residents' needs. There is potential for significant positive impacts against this objective, but this is reliant on the location of new employment development being accessible to new housing. As such this relies on implementation and the level of mitigation provided (e.g. investment in sustainable/public transport or new facilities on-site/ in local area).</p> <p>Overall there is potential for the distribution of new development to provide good or more limited access to community facilities, depending on the location of the new housing and the existing provision. The capacity of facilities to meet the needs of additional users also varies. Mitigation would be required in those cases where access is more limited.</p> <p>In many cases, due to their size, the sustainable urban extensions have more limited access, although there are opportunities to improve the level of green infrastructure and sports facilities available. It is recommended that sites are developed in accordance with a masterplan to give more certainty to delivery taking place.</p> <p>The design of new development should promote community safety. Some developments will improve the public realm and may also help to minimise anti-social behaviour and crime, particularly in the most deprived wards. Careful design of new development should also avoid adverse impacts due to loss of open space and potential severance of footpaths/links between communities.</p> <p>Access to high speed broadband is available across the majority of the area. New development should ensure that connection is feasible to ensure positive impacts are generated.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the mitigation that can be secured in respect of community facilities. <i>Temporary or permanent:</i> Permanent</p>	
5. Education	·/x	·/x	·	Evidence suggests that across the area there is an immediate need for extra	The proposed 5%

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				<p>primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. In terms of primary provision, need varies according to settlement, whereas for secondary/post 16 provision, need is across the hierarchy. As the policy is expected to permit at least 18,675 new homes, it is expected that new development will exacerbate this, so there is potential for adverse impacts. Phasing of new development in line with the capacities of educational facilities will be vital. The need for investment in educational facilities to meet demand could mitigate any impacts, potentially through developer contributions or through new educational facilities at the sustainable urban extensions. It is recommended that where there is land to accommodate new educational facilities on a site that development is carried out in accordance with a masterplan. Over the long-term as extra facilities are built and capacity increases, adverse impacts may be minimised.</p> <p>Access to education facilities from new housing will depend on location. The majority of proposed sites are within 3.2km walk of a primary school. For those sites where educational facilities are beyond a short walking distance, often there is good access to high frequency bus services and/ or multi-user routes to encourage sustainable transport choices.</p> <p>Construction of new housing development may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. Due to the anticipated delivery timescale, this is likely to have positive effects in the medium-long-term depending on the phasing of sites and construction periods.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the location of new development and the mitigation that can be secured to address the increased demand on educational facilities.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>uplift in housing requirements is unlikely to give rise to effects beyond those already assessed.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p>?</p>	<p>?</p>	<p>?</p>	<p>The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites taken forward for development.</p> <p>Amenity Open Space & GI: There are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area as a result of the new housing development. To ensure that improvements are secured, development should be delivered in</p>	<p>Generally, the requirement to deliver more homes could equate to an increased potential for loss of biodiversity.</p>

				<p>accordance with masterplans, planning conditions or use of s106 agreements. In cases where new housing will involve the loss of existing open space or playing fields, this should be compensated through either on or off-site provision. Loss of provision in some instances may be more significant depending on existing provision in the ward and density of surrounding housing.</p> <p>Biodiversity: At a strategic level, it is considered that there is potential for significant adverse impacts, although these will vary by site. There could be high levels of disturbance/loss of habitat for protected/priority species/habitats in the short to medium-term through construction and recreational pressure (i.e. increased population). In such circumstances, mitigation is essential to help minimise adverse impacts.</p> <p>In some cases there may be potential for net-gains, due to potential mitigation for sustainable urban extensions and other larger developments. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to minimise adverse impacts and make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long- term as GI/habitats become more establish and mature.</p> <p>Geodiversity: No impact.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the location of new development and the mitigation that can be secured to address any impact on biodiversity.</p> <p><i>Temporary or permanent:</i> Temporary – As mitigation establishes in the long-term, more positive effects may arise.</p>	<p>Equally, the opportunity for net gains in biodiversity could increase. For this reason, the proposed modification would not result in a different SA outcome to that already assessed.</p>
<p>7. Heritage</p>	<p>?</p>	<p>?</p>	<p>?</p>	<p>The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites taken forward for development.</p> <p>However, adverse effects are considered likely in the short to medium-term due to the proposed construction periods of the new housing. Although there may be potential for residual adverse impacts over the long-term, it is considered mitigation to reduce the impact will have begun to take place and even generate positive effects (e.g. improvements to setting of heritage assets)</p>	<p>The requirement to deliver more homes could equate to an increased potential for harm to heritage. Equally, the</p>

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				<p>with the maturing of green infrastructure and removal/improvement of nearby poor quality urban fabric. This is particularly relevant for sites within/adjoining 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area, and if undertaken at a significant scale, in the right location to an appropriate standard could reduce the number and/or severity of assets at risk.</p> <p><i>Likelihood/certainty:</i> Uncertain due to the unknown location of development – adverse effects are likely in the short to medium-term due to expected construction periods, however more positive effects may arise in the long-term as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>opportunity for enhancement could increase. For this reason, the proposed modification would not result in a different SA outcome to that already assessed.</p>
8. Landscape and Townscape	x	x	x	<p>Adverse impacts on the landscape are considered likely as a result of the development of at least 18,675 new homes. Careful consideration should be given to avoiding uncontained urban sprawl at the sustainable urban extensions and settlement coalescence, and how adverse impacts on the landscape can be avoided.</p> <p>The promotion of development within settlement boundaries could secure the use of brownfield land, although it is expected that there will be some adverse impact due to the likely scale and quantum of potential sites that are greenfield, edge of settlement. However, in some cases the development of a site (even at the edge of settlement) may help secure landscape or townscape improvements. Some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement.</p> <p>There could potentially be positive effects in the long-term if significant mitigation is secured e.g. structural landscaping. However, with respect to the strategic edge of settlements sites there will still be adverse residual impacts as development will change the settlement form.</p> <p>Regeneration benefits are discussed by Objective 4.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Likely to be permanent unless significant mitigation is secured. Adverse residual impacts may still be apparent in the long-term at the sustainable urban extensions.</p>	<p>The proposed 5% uplift in housing requirements is unlikely to give rise to effects beyond those already assessed.</p>
9. Air, Soil and	xx	x	x	<p>The expected development of at least 18,675 new homes could secure the use</p>	<p>The proposed 15%</p>

<p>Water Resources</p>			<p>of brownfield land, which could help protect soil resources and divert development from agricultural land. However, the amount of new housing suggests that some quality agricultural land will be lost, resulting in adverse effects on soil resources. Such adverse effects are considered to be significant in the short-term when sites are likely to be under construction. As sites are being built-out, it is likely that impacts will lessen as mitigation (e.g. GI, structure planting, etc.) matures helping to protect soil resources. Adverse impacts on all greenfield sites in relation to the protection of soil resources will also depend on implementation and the level of green infrastructure incorporated into new schemes.</p> <p>The hierarchy promoted may help to aid remediation of brownfield sites which would provide some benefits regarding this objective.</p> <p>Air: By permitting at least 7,550 new dwellings in Boston Borough and 11,125 in South Holland it is inevitable that the number of car trips will increase. This is likely to have an adverse impact on air quality relating to exhaust emissions. However, the extent will depend on implementation and proximity of each site to sustainable/public transport. The provision of additional transport infrastructure such as the Boston Distributor Road may seek to reduce air quality hotspots in Boston Town Centre.</p> <p>There will be dust emissions associated with the construction of new housing associated with this policy however, conditions should be put in place to ensure air pollution is minimised.</p> <p>Water: At a strategic level the impact of the level of housing identified regarding water/sewage treatment infrastructure capacity is broadly acceptable. Where investment is likely to be required this will be addressed on a site-by-site basis. It will be particularly important that new development is phased with investment to minimise sustainability impacts.</p> <p>Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period.</p> <p><i>Likelihood/certainty:</i> Probable</p>	<p>uplift in housing requirements is unlikely to give rise to effects beyond those already assessed.</p>
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				<p><i>Temporary or permanent:</i> Significant adverse effects on soil resources and water quality are likely in the short to medium-term. However, this is likely to lessen as mitigation comes into effect. The impact of new housing development on air quality is more likely to be permanent given the inevitable increase in the number of car journeys that will result.</p>	
10. Sustainable use of Land and Waste	x	x	x	<p>The expected development of at least 18,675 new homes could secure the use of brownfield land which would have a positive impact on this objective. However, the amount of new housing suggests that some quality agricultural land will be lost. Furthermore, as brownfield sites can be more difficult and costly to develop, particularly in the current economic climate, greenfield sites are likely to be developed at a higher rate.</p> <p>Development associated with this policy is unlikely to sterilise economically important mineral resources. There may be a small amount of sites where mitigation is required, particularly in the Crowland area.</p> <p>Issues relating to access are considered in Objective 3 above.</p> <p><i>Likelihood/certainty:</i> Highly Probable <i>Temporary or permanent:</i> Temporary – The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long- term as mitigation establishes.</p>	<p>The proposed 5% uplift in housing requirements is unlikely to give rise to effects beyond those already assessed.</p>
11. Flood Risk	·/x	·/x	·	<p>At a strategic level, the amount of housing identified could have significant adverse impacts against this objective. However, at a site specific level, a sequential approach to locating new housing development must be undertaken to ensure that the majority of new housing will be located in settlements/areas of settlements that are at a lower level of flood risk and hazard. This would have a positive impact against this objective.</p> <p>In many cases, flood management/mitigation measures will be required; implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence the likely effects will become more positive over the long-term as more flood management measures, in particular the strategic schemes take effect, and so may incur positive effects.</p> <p>All new development of 10 or more dwellings will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive</p>	<p>The proposed 5% uplift in housing requirements is unlikely to give rise to effects beyond those already assessed.</p>

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				<p>impacts over the plan period, in terms of minimising surface water run off, and depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation.</p> <p><i>Likelihood/certainty:</i> Highly Probable <i>Temporary or permanent:</i> Temporary – The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long- term as mitigation comes into effect.</p>	
12. Climate Change	x	x	•/x	<p>Delivery of new housing associated with this policy is likely to generate an adverse impact in reducing greenhouse gas emissions as the construction of development is likely to consume high levels of energy. Increasing the level of housing within the area will also increase domestic gas and electricity consumption and increase the number of trips made by car. As such, effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and could help to generate positive outcomes.</p> <p>Transport Emissions: Inevitably transport emissions will increase from current levels due to the increase in the local population that this policy will provide for. However, the exact implications for this objective are dependent on the location of new housing identified and its proximity to key transport routes, which could reduce the need to travel by car particularly over shorter distances, thus reducing emissions. Development at the sustainable urban extensions has the ability to encourage more sustainable transport options and reduce associated transport emissions e.g. provision of bus services, new/ improvements to walking/ cycling routes, provision of essential services on-site.</p> <p>Energy Efficiency & Renewable Energy: There is potential for significant benefits to be secured against this policy. For instance, new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This will deliver more affordable energy bills for residents. Benefits to those in fuel poverty will be greatest where energy efficient design and renewable energy are both addressed in the design of new development.</p>	<p>The proposed 5% uplift in housing requirements is unlikely to give rise to effects beyond those already assessed.</p>

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				<p>It should be noted that there are some identified capacity issues for electricity provision which may require reinforcing the network between the primary locations and the proposed sites. In terms of gas the following settlements have no provision: Deeping St Nicholas, Gedney Hill, Moulton Chapel, Old Leake, Sutton St James, Sutterton, Tydd St Mary and Wrangle. Elsewhere reinforcement works may be required. In these locations, the incorporation of renewable sources of energy in new housing would help to mitigate against the consumption and demand of energy from non-renewable sources such as oil which could generate adverse impacts.</p> <p>Resilience and Adaptation: the sustainable urban extensions and larger housing schemes have the potential to generate significant positive effects in terms of climate change adaptation. This is related to minimising flooding and making local buildings and infrastructure more resilient to flooding events.</p> <p><i>Likelihood/certainty:</i> Highly probable in the short to medium-term. In the long-term impacts will depend upon the location of development and the promotion of sustainable transport.</p> <p><i>Temporary or permanent:</i> Permanent</p>	
<p>13. Economy and Employment</p>	<p>.</p>	<p>.</p>	<p>..</p>	<p>Provision of 18,675 new homes is expected to require a comparable level of 17,600 jobs and about 82ha of employment land to meet local residents' needs. This should help generate significant positive effects against this objective. The provision of 18,675 new homes could also encourage the inward migration of people (e.g. skilled professionals) which will help to support the local economy. An increased local population is also likely to support the economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed.</p> <p>Accessibility to employment sites from new housing is dependent on the location of the new homes and whether they are/can be made to be within walking/cycling distance of an employment site or had good access to public transport. Over the long term, access to employment is also likely to improve as further employment development associated with the Main Employment Areas takes place, extending the employment portfolio in the area. This could help to</p>	<p>The proposed 5% uplift in housing requirements could support inward migration and ensure a working population to support the SE Lincolnshire economy. The proposed modification would not result in a different outcome to that already assessed.</p>

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				<p>support the economy and reduce unemployment.</p> <p>At a strategic level, because of their size, the sustainable urban extensions may have poor access to employment opportunities. But due to their size they are likely to make significant improvements to the level of sustainable transport options and/or links with existing multi-user routes. It is recommended that these sites are developed in accordance with a masterplan.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The proposed modification would see a 5% uplift in housing requirements. This would have positive impacts in ensuring local housing needs would be met, but generally speaking, sustainability impacts would not be significantly altered.</p>				

Policy 11: Distribution of New Housing			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change
SA30	PMM012	Policy 11: Distribution of New Housing	<p>Policy 11: Distribution of New Housing</p> <p>New housing site allocations will be made in the following settlements (in accordance with the Policies Map) to meet, approximately, the following housing numbers:</p> <p>A. Sub-Regional Centres</p> <p>Boston (incl. Parts of Fishtoft and Wyberton Parishes)* 5900 6111 Spalding 5255 5510</p> <p>B. Main Service Centres</p> <p>Crowland 500 524 Pinchbeck 240 252 Donington 450 472 Sutterton* 300 308 Holbeach 2100 2202 Sutton Bridge 260 273 Kirton (incl. parts of Frampton Parish)* 500 514 Swineshead* 400 411 Long Sutton 580 608</p> <p>C. Minor Service Centres</p> <p>Bicker* 50 Old Leake* 100 Butterwick* 70 Quadring 130 Cowbit 120 Surfleet 180 Deeping St Nicholas 80 Sutton St James 70 Fishtoft* 50 Tydd St Mary 40 Fleet Hargate 70 Weston 310</p>

			Gedney Hill	120	
			Whaplode	130	
			Gosberton	270	
			Wigtoft*	30	
			Moulton	90 190	
			Wrangle*	100	
			Moulton Chapel	130	
			* Indicates a settlement in Boston Borough. Settlements with no asterisk are within South Holland District.		
			Housing numbers are inclusive of extant planning permissions and dwellings built since April 2011.		
			Site Reference	Site Name	Site Area (Ha)
					Site Capacity
			Boston		
			Cen001	Land north of Whitehorse Lane	0.48
					50 60
			Fen001	Land west of Fenside Road	1.83
			Fen002	Land north of Langrick Road	1.16
					35
			Fen006	Land east of Fenside Road	8.00
					240
			Fis001	Land east of Lindis Road	7.46
					180
			Fis002	Land north-east of Fishtoft Road	0.41
					12
			Fis003	Land east of White House Lane	3.01
					90
			Fis017a	Land south of Wainfleet Road	9.62
					200
			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 (SUE)	63.31
					1515
			Wes001	Land west of Freshney Way	0.37
					11
			Wes002	Land south of North Forty Foot Bank (SUE)	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
			TOTAL		156.81
					166.45
					4080
					4,290
			Spalding		
			Mon005	Land south of Horseshoe Road	2.93
					88

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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
TOTAL		64.0	1,920
Crowland			
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 48	70
TOTAL		10.2119	205
Donington			
Don001	Land south of Town Dam Lane	2.65	53
Don006	Land east of Town Dam Lane	5.49	110
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
TOTAL		14.98	299
Holbeach			
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
TOTAL		55.11	1,054
Kirton			
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
TOTAL		8.4	168183
Long Sutton			

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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
TOTAL		15.45	319 309
Pinchbeck			
Pin002	Land north of Market Way	1.32	26
Pin019	Land east of Surfleet Road	1.69	34
Pin065	Birchgrove Garden Centre, Surfleet Road	2.44	49
TOTAL		5.45	109
Sutterton			
Sut009/Sut 028	Land south of Spalding Road/west of Station Road	12.44 13.14	263
TOTAL		12.44 13.14	263
Sutton Bridge			
Sub027	Land south of Bridge Road	10.25	210
TOTAL		10.25	210
Swineshead			
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
TOTAL		14.26 10.49	285 210
Bicker			
Bic004	Land east of Donington Road	1.35	27
Bic005	Land west of Low Gate Lane	0.48	10
Bic015	Land west of Drury Lane	0.51	10
Bic017	Land east of St Swithins Close	0.91	18
TOTAL		1.90 2.77	38 55
Butterwick			
But002	Land east of Sea Lane	1.05	21

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But004	Land east of Benington Road	1.03	21
But020	Land north of Peter Paine Close	0.77	15 23
TOTAL		2.85	57
			65
Cowbit			
Cow004	Land west of Backgate	1.63	33
Cow009	Land west of Backgate	1.03	21
TOTAL		2.66	54
Deeping St Nicholas			
Dsn007	Caulton's Field, Littleworth Drive	3.19	66
TOTAL		3.19	66
Fishtoft			
Fis046	Land east of Gaysfield Road	2.69	45
TOTAL		2.69	45
Fleet Hargate			
Fle003	Land south of Fleet Road	1.88	38
TOTAL		1.88	38
Gedney Hill			
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
TOTAL		5.60	112
Gosberton			
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
TOTAL		11.84	237
Moulton			
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
TOTAL		1.37 3.95	27 79
Moulton Chapel			
Mou029	Land south of Roman Road	2.86	46
Mou042	Land north of Roman Road	3.90	78

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		TOTAL		6.76	124
		Old Leake			
		-	-	-	-
		TOTAL		-	-
		Quadring			
	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
	TOTAL		5.72		115
		Surfleet			
	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
	TOTAL		4.71		90
		Sutton St James			
	Suj007	Land south of Chapel Gate	0.53		11
	Suj012	Land south of Chapel Gate	2.10		42
	TOTAL		2.63		53
		Tydd St Mary			
	Tyd014	Land at Lowgate	1.54		31
	TOTAL		1.54		31
		Weston			
	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
	TOTAL		12.82		252
		Whaplode			
	Wha002	Land east of Stockwell Gate	1.95		39
	Wha019	Land south of Cobgate	1.37		27
	Wha029	Land off Main Road	1.61		33
	TOTAL		4.93	3.32	99 66
		Wigtoft			
	Wig014	Land west of Asperton Road	0.94		19
	TOTAL		0.94		19
		Wrangle			
	Wra013	Land west of Tooley Lane/north of Main Road	2.25		45
	TOTAL		2.25		45
					190

SA Objective	Significance and Duration of Effect			Commentary - Publication Version	Effect of modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	•	•	••	<p>Generally the tenure, style and size of housing for each site will be considered on a case by case basis taking into account existing imbalances in the housing stock.</p> <p>Overall, it is considered that this policy will generate positive effects by helping to meet the identified need for new market and affordable housing across the area. Importantly, the quantity of development and affordable housing requirements set out elsewhere in the Local Plan means that this policy will ensure that the affordable housing target can be met. The development of the sustainable urban extensions will play a significant role in this, and should be able to provide the required level of affordable housing and include the required tenure mix to meet local needs at the time of development. The level and distribution of housing development is also required to provide housing that is capable of being readily adapted to meet a range of needs. Positive effects are therefore likely in terms of delivering affordable and adaptable housing to help meet an identified need. It is considered that as the quantum of development increases more significant benefits will be secured.</p> <p>Energy efficiency and fuel poverty is considered by Objective 12.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	The proposed modification increases some housing allocations in some settlements, accommodating the proposed 5% uplift in housing requirement; however, the general outcome of the previous SA assessment would not be altered.
2. Health and Wellbeing	•	•	••	<p>Health facilities: South East Lincolnshire’s population experiences significant health inequalities and variations in life expectancy exist. This policy aims to concentrate proposed new housing development (i.e. 18,675 new homes to 2036) in/around the higher tier settlements where healthcare capacities are greatest. It will therefore enable a larger number of people to access healthcare services which will have a positive impact on this objective. It should be noted however that access to health facilities can vary between settlements and so mitigation should be secured to avoid incurring adverse impacts due to increased pressure on existing facilities. Phasing of new development in line with the capacities of health facilities</p>	The proposed modification increases some housing allocations in some settlements, accommodating the proposed 5% uplift in housing

				<p>will be vital. This should be kept under review to avoid any adverse impacts.</p> <p>Access to open space: Considering the amount and distribution of housing development proposed, there are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area. In cases where new housing development will involve the loss of existing open space or playing fields, loss should be compensated for through either on or off-site provision. Loss of provision in some cases may be more significant depending on existing provision in the ward and density of surrounding housing. Consideration should also be given to the value of existing PROW and if necessary how it could be best diverted.</p> <p>Proximity to sources of pollution: At a strategic level the distribution of new housing through the hierarchy does not raise any issues of air/noise pollution that would have an adverse impact on human health.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>requirement; however, the general outcome of the previous SA assessment would not be altered.</p>
<p>3. Transport</p>	<p>·/x</p>	<p>·/x</p>	<p>·</p>	<p>This policy seeks to focus the majority of new housing development in and around the Sub- Regional Centres, Main Service Centres and Minor Service Centres. This means that sites will generally have good access to services/facilities and job opportunities either on foot, by bicycle or by bus. This would have a positive impact on this objective with respect to reducing/minimising the number of trips made by cars.</p> <p>Mitigation to address constraints (e.g. investment in bus services, provision of footpaths/cyclepaths, connection to existing sustainable transport network) is likely to be more viable for larger developments, including the sustainable urban extensions. However, associated delivery timescales may mean that adverse effects may dominate in the medium- term (i.e. there is a significant increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective). There is therefore the potential for positive effects for some sites and negative impacts for others.</p> <p>Due to the quantity and distribution of new housing development proposed (i.e. 18,675 new homes in total to 2036) there will likely be an associated increase in</p>	<p>The proposed modification increases some housing allocations in some settlements, accommodating the proposed 5% uplift in housing requirement; however, the general outcome of the previous SA assessment would not be altered.</p>

				<p>traffic and trips made by car. This could have a cumulative adverse effect on residents across the area in terms of on community safety and road traffic congestion.</p> <p>Due to the location of some of the sustainable urban extensions and larger sites, it is inevitable development will increase pressure on the highways network and particularly along its key routes (e.g. A16, A17, A151, A52). Mitigation through improvements and promotion of viable alternative transport options will be required if this development is to be accommodated and the safety of the highway network is to be maintained. A key factor will be the phasing of new housing in accordance with such improvements to ensure safety of all users and minimise road congestion. It is also recommended that the sustainable urban extensions are developed in accordance with their associated masterplans in order to minimise increase people's reliance on the car. Travel Plans may also be required to justify how mitigation proposals (e.g. rerouting bus services, new walking/ cycling routes, etc.) will have a positive impact.</p> <p>It is considered that policy 29 adequately addresses transport infrastructure, helping to secure mitigation as a result of development. This could include a Travel Plan/Transport Assessment/Transport Statement for example.</p> <p>The focus of new housing development in the Sub-Regional Centres could generate a positive impact on facilitating the delivery of strategic transport infrastructure. This is likely to be in the long term, when the level of development required has reached the level at which a road (or part of) such as the Spalding Western Relief Road/Boston Distributor Road can be delivered. However, this is dependent on the location of new development; development to the east of Spalding or Boston town is unlikely to secure positive benefits, being remote from the proposed road corridors. Funding for strategic highways infrastructure in Holbeach through new housing development is more certain; the benefits are likely to be positive, and will help minimise congestion and improve road safety in the area.</p> <p>Access to employment is discussed in Objective 13.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term - There is the potential for adverse impacts due to increased pressure on existing infrastructure. However,</p>	
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				<p>positive effects are more likely to be prominent in the long-term as transport infrastructure is delivered.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
4. Socially Inclusive Communities	<p>Levels of deprivation vary across the area: the Sutton Bridge ward, South Holland; and parts of the Station, Staniland and Skirbeck wards, Boston are deemed to be with the top 30% most deprived areas nationally. Life expectancy is 8.8 years lower for men in these areas of Boston than in the least deprived areas elsewhere.</p> <p>Because 5900 dwellings are identified for Boston town and 260 dwellings for Sutton Bridge it is likely that this policy will have a positive impact in helping to regenerate these settlements and improve access to employment opportunities as well as other services/ facilities. As the quantum of development increases over the Plan period and beyond, it is considered possible for regeneration benefits to become significant.</p> <p>It follows that, as more housing development is expected to be permitted in the higher level settlements, that access to employment opportunities will meet the needs of local people. However, development within some lower tier settlements, such as Tydd St Mary, Sutton St James and Wrangle, is unlikely to provide sustainable access to employment opportunities and other services and facilities without a significant level of mitigation (e.g. investment in sustainable/public transport or new facilities on-site/ in local area).</p> <p>Access to and provision of community facilities will depend on implementation; variations will occur depending on the level of existing facilities in a settlement and the level of housing proposed there and its associated impact. It is considered that the following settlements assessed and included within this policy were likely to provide good access: Sub-Regional Centres, all Main Service Centres, followed by Surfleet, Weston, Gosberton, Moulton and Wrangle, while those with poorer access include: Wigtoft, Deeping St Nicholas, Gedney Hill, Cowbit, and Sutton St James.</p> <p>For those considered to have poor access, housing developments offer the potential for significant improvements to be made. Specifically there are opportunities to improve the level of sustainable transport options and link up with existing multi-user routes or through contributions to enhance existing facilities to mitigate an identified impact.</p>	<p>The proposed modification increases some housing allocations in some settlements, accommodating the proposed 5% uplift in housing requirement; however, the general outcome of the previous SA assessment would not be altered.</p>

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				<p>In many cases, due to their size, the sustainable urban extensions have more limited access; although their size provides opportunities to improve the level of green infrastructure and sports facilities available. It is recommended that sites are developed in accordance with a masterplan to give more certainty to delivery taking place.</p> <p>The design of new development should promote community safety - some will improve the public realm and may also help to minimise anti-social behaviour and crime, particularly in the most deprived wards. Careful design of new development should also avoid adverse impacts due to loss of open space and potential severance of footpaths/ links between communities.</p> <p>This policy focuses development on the Sub-Regional Centres, Main Service Centres and Minor Service Centres where access to high speed broadband is available; new development should ensure that connection is feasible.</p> <p><i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i></p>	
<p>5. Education</p>	<p>x</p>	<p>·/x</p>	<p>·</p>	<p>Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. Investment in primary school pupil places is required in order to support proposed housing growth but this varies by settlement. Population projections indicate that investment in the provision of secondary/post 16 places is likely to be needed over the plan period to create extra capacity to meet demand generated by new development.</p> <p>Investment in educational facilities to meet demand could mitigate any impacts, potentially through developer contributions or through new educational facilities at the sustainable urban extensions. It is recommended that where there is land to accommodate new educational facilities on a site (i.e. for nursery and primary provision) this is prioritised and carried out in accordance with a masterplan. Over the long-term as extra facilities are built and capacity increases, adverse impacts may be minimised. However this will depend on implementation and the phasing of facilities in accordance with housing.</p> <p>This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of educational facilities will be vital.</p>	<p>The proposed modification increases some housing allocations in some settlements, accommodating the proposed 5% uplift in housing requirement; however, the general outcome of the previous SA assessment would not be altered.</p>

				<p>Construction of new housing development across the hierarchy may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. This is likely to have positive effects mainly in the medium-long-term reflecting the phasing of sites and construction periods.</p> <p>Capacity issues are considered more significant than access to education facilities even though access is still a key issue. Many settlements are outside a short-walking distance to secondary and post-16 education, but are generally considered accessible by sustainable means. It is more important that primary school facilities are within a short-walking distance to minimise the number of trips made by car. All of the higher tier settlements have a primary school within the settlement boundary. For those sites where primary facilities are beyond a short walking distance, often there is good access to high frequency bus services and/ or multi-user routes to encourage sustainable transport choices. Where access to facilities and bus services are poor and the distances involved are unlikely to encourage walking/ cycling, investment in bus services and educational facilities on site have been recommended.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Temporary</p>	
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p>?</p>	<p>?</p>	<p>?</p>	<p>The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites taken forward for development.</p> <p>Amenity Open Space & GI: There are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area as a result of new housing development. To ensure that improvements are secured, development should be delivered in accordance with masterplans, planning conditions or use of s106 agreements. In cases where new housing involves the loss of existing open space or playing fields, compensation should be through either on or off-site provision. The impact of loss of provision will vary depending on existing provision in the ward and density of surrounding housing. Overall, the impact on amenity open space and GI will depend on implementation.</p> <p>Biodiversity: Impacts will vary by site. There could be high levels of disturbance/loss of habitats protected/priority species through construction and</p>	<p>The proposed modification increases some housing allocations in some settlements, accommodating the proposed 5% uplift in housing requirement; however, the general outcome of the previous</p>

				<p>recreational pressure (i.e. increased population), although the timeframe will depend on delivery timescales. In such circumstances, mitigation is essential to help minimise adverse impacts. As mitigation establishes, the effects may be more positive.</p> <p>In some cases it is considered that there may be potential for net-gains, due to potential mitigation for sustainable urban extensions and other larger developments. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to minimise adverse impacts and make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long-term as GI/habitats become more established and mature.</p> <p>The site assessments have identified instances where site specific issues need to be considered. In these cases, a pre-application Phase I Habitat Survey or Ecological Assessment should be undertaken to determine the presence/ absence of protected/priority species. This should inform the provision of appropriate mitigation for the level of new housing associated with this policy.</p> <p>It is considered that policy 24 adequately addresses the natural environment, helping to secure mitigation as a result of development. This could include a Phase I Habitat Survey or Ecological Assessment for example.</p> <p>Geodiversity: No impact.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>assessment would not be altered.</p>
7. Heritage	?	?	?	<p>The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites taken forward for development.</p> <p>However, adverse effects are considered likely in the short to medium-term due to the proposed construction periods of the new housing. Although there may be potential for residual adverse impacts over the long-term, it is considered mitigation</p>	<p>The proposed modification increases some housing allocations in some settlements,</p>

				<p>to reduce the impact will have begun to take place and even generate positive effects (e.g. improvements to setting of heritage assets) with the maturing of green infrastructure and removal/improvement of nearby poor quality urban fabric. This is particularly relevant for sites within/adjoining 'at risk'</p> <p>Conservation Areas and/or other heritage assets where quality design could help enhance the built area, and if undertaken at a significant scale, in the right location to an appropriate standard could reduce the number and/or severity of assets at risk.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and location of development</p> <p><i>Temporary or permanent:</i> Temporary – as mitigation establishes in the long-term, more positive effects may arise, although there may be some residual adverse impacts in some instances</p>	<p>accommodating the proposed 5% uplift in housing requirement; however, the general outcome of the previous SA assessment would not be altered.</p>
8. Landscape and Townscape	x	x	·/x	<p>At a strategic level, a precautionary approach has been taken, although impacts will vary by site. Adverse impacts on the landscape are considered likely as a result of the new housing associated with the hierarchy, although the identified settlement boundaries are likely to help mitigate negative impacts, particularly in the Other Service Centres and Settlements, and between settlements in close proximity to another. Careful consideration should be given to avoiding uncontained urban sprawl.</p> <p>The promotion of development within settlement boundaries could secure the use of brownfield land and generate a positive impact, although it is expected that there will be some adverse impact due to the likely scale and quantum of new housing that is greenfield/edge of settlement.</p> <p>Where location generates an adverse landscape impact it is considered that there are opportunities to mitigate through good site design and the incorporation of GI in advance of development to help screen it. Elsewhere some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement to the townscape.</p> <p>Overall this policy depends on implementation over the long-term; significant mitigation e.g. in the form of structural landscaping, could help minimise adverse</p>	<p>The proposed modification increases some housing allocations in some settlements, accommodating the proposed 5% uplift in housing requirement; however, the general outcome of the previous SA assessment would not be altered.</p>

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				<p>residual effects, once it has become established. However, with respect to the strategic edge of settlements sites there will still be adverse residual impacts as development will change the settlement form.</p> <p>Due to the scale and location of new housing proposed, it is considered likely that this policy will have significant positive regeneration benefits. Although deprivation levels vary across the area, there are likely to be improvements made to public realm/and the built environment in wards within the top 30% most deprived areas nationally. This will be particularly pertinent to sites within or close to town centres and/or on brownfield land.</p> <p><i>Likelihood/certainty:</i> Highly probable in the short to medium-term. There is more uncertainty attached to the longer-term as it will be dependant upon the implementation of mitigation measures.</p> <p><i>Temporary or permanent:</i> Likely to be temporary – adverse effects on the landscape are expected in the short to medium-term, although positive effects are likely to be more prominent in the long-term as mitigation establishes. However, there is the potential for permanent adverse residual impacts in respect of strategic edge of settlement sites.</p>	
<p>9. Air, Soil and Water Resources</p>	<p>x</p>	<p>x</p>	<p>•/x</p>	<p>The promotion of development within settlement boundaries could secure the use of brownfield land, which could help protect soil resources and divert development from agricultural land. However, the level of new housing proposed for the higher tier settlements suggests that quality agricultural land will be lost, resulting in adverse effects on soil resources. Such adverse effects are considered to be significant in the short to medium-term when sites are likely to be under construction. As sites are being built-out, it is likely that impacts will lessen as mitigation (e.g. GI, structure planting, etc.) matures helping to protect soil resources.</p> <p>Prioritisation of a large proportion of GI across sustainable urban extensions and at greenfield sites will be vital if adverse impacts are to be reduced. Adverse impacts in these locations will depend on implementation and the level of green infrastructure incorporated into new schemes.</p> <p>The distribution of new housing across the hierarchy may help to aid remediation of brownfield sites which would provide some benefits regarding this objective.</p>	<p>The proposed modification increases some housing allocations in some settlements, accommodating the proposed 5% uplift in housing requirement; however, the general outcome of the previous SA assessment would not be altered.</p>

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				<p>Air Quality: The level of new housing distributed by the hierarchy will inevitably increase the number of trips made by car. This is likely to have an adverse impact on air quality relating to exhaust emissions. However, the extent will depend on implementation and proximity of site to sustainable/public transport. The provision of additional transport infrastructure such as the Boston Distributor Road may spread the load of traffic across the network, helping to reduce air quality hotspots in Boston Town Centre also generating a positive impact.</p> <p>There will be dust emissions associated with the construction of development associated with this policy however, conditions should be put in place to ensure air pollution is minimised.</p> <p>Water Quality: At a strategic level the impact of new housing identified should be able to be accommodated within existing water/sewage treatment infrastructure. Where investment is likely to be required this will be addressed on a site-by-site basis and is expected to involve upgrading or extending the network, common in many new housing developments. It will be particularly important that new development is phased with investment to minimise sustainability impacts.</p> <p>Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Adverse effects on soil resources and water quality are likely in the short to medium-term. However, this is likely to lessen as mitigation comes into effect. The impact of new housing development on air quality is more likely to be permanent given the inevitable increase in the number of car journeys that will result.</p>	
<p>10. Sustainable use of Land and Waste</p>	<p>x</p>	<p>x</p>	<p>•/x</p>	<p>The level of new housing associated with this policy is expected to utilise a mix of brownfield and greenfield sites. Use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality which would generate positive impacts. However, as these sites can be more difficult and costly to develop, particularly in the current economic climate, greenfield sites are likely to be developed at a higher rate.</p>	<p>The proposed modification increases some housing allocations in some settlements</p>

				<p>Inevitably with 18,675 new homes being proposed additional waste will be generated. The design of new development is expected to ensure that adequate provision for disposal is incorporated. Space for recycling, composting or other means should be accommodated within the curtilage of each property.</p> <p>At a strategic level, development associated with this policy is also unlikely to sterilise economically important mineral resources.</p> <p>Issues relating to access are considered in Objective 3 above. <i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary – Negative effects are likely in the short to medium-term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.</p>	<p>accommodating the proposed 5% uplift in housing requirement; however, the general outcome of the previous SA assessment would not be altered.</p>
<p>11. Flood Risk</p>	<p>·/x</p>	<p>·/x</p>	<p>·</p>	<p>It is important that the risk and impact of flooding to all new housing is minimised. A sequential approach to locating new housing development has been undertaken to ensure that the majority of new housing will be located in settlements/areas of settlements that are at a lower level of risk and hazard. This approach has been agreed with the Environment Agency and is considered to score highly against this objective.</p> <p>In many cases flood management/mitigation measures will be required. Implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence the likely effects will become more positive over the long-term as more flood management measures, in particular the strategic schemes take effect, and so may incur positive effects.</p> <p>All new development of 10 or more dwellings will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive impacts over the plan period in terms of minimising surface water run off and, depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation.</p> <p><i>Likelihood/certainty:</i> Highly Probable <i>Temporary or permanent:</i> Temporary – The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more</p>	<p>The proposed modification increases some housing allocations in some settlements, accommodating the proposed 5% uplift in housing requirement; however, the general outcome of the previous SA assessment would not be altered.</p>

				prominent in the long- term as mitigation comes into effect.	
12. Climate Change	·/x	·/x	·/x	<p>Delivery of new housing associated with this policy is likely to generate an adverse impact in reducing greenhouse gas emissions as the construction of new housing is likely to consume high levels of energy. The provision of 18,675 homes within the area will also increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. As such, effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of new housing, impacts will depend on implementation.</p> <p>Transport Emissions: Inevitably transport emissions will increase from current levels due to the increase in the local population that this policy will provide for. However, as the majority of new housing is likely to be concentrated in and around the Sub-Regional Centres and Main Service Centres, and therefore in close proximity to key transport routes, the need to travel by car particularly over shorter distances may be reduced; thus reducing emissions.</p> <p>Development at the sustainable urban extensions has the ability to encourage more sustainable transport options and reduce associated transport emissions e.g. provision of bus services, new/improved walking/ cycling routes, provision of essential services on-site. Overall, it is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged.</p> <p>Energy Efficiency & Renewable Energy: There is potential for significant benefits to be secured against this policy. For instance, new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This will deliver more affordable energy bills for residents. Benefits to those in fuel poverty will be greatest where energy efficient design and renewable energy are both addressed in the design of new development. No standards are proposed by this policy in terms of water consumption, although should a higher than minimum standard be adopted by the Local Plan this will help this policy score well against this objective.</p>	<p>The proposed modification increases some housing allocations in some settlements, accommodating the proposed 5% uplift in housing requirement; however, the general outcome of the previous SA assessment would not be altered.</p>

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				<p>It should be noted that there are some identified capacity issues for electricity provision which may require reinforcing the network between the primary locations and the proposed sites. In terms of gas the following settlements have no provision: Deeping St Nicholas, Gedney Hill, Moulton Chapel, Old Leake, Sutton St James, Sutterton, Tydd St Mary and Wrangle and elsewhere reinforcement works may be required. In these locations the use of renewable sources of energy would help to mitigate against the consumption and demand of energy from non-renewable sources such as oil which could generate adverse impacts.</p> <p>Resilience and Adaptation: the sustainable urban extensions and larger housing schemes have the potential to generate significant positive effects in terms of climate change adaptation. This is related to minimising flooding and making local buildings and infrastructure more resilient to flooding events.</p> <p><i>Likelihood/certainty: Uncertain</i> – will depend upon the location and timing of development and the promotion of sustainable transport <i>Temporary or permanent: Permanent</i></p>	
<p>13. Economy and Employment</p>	<p>..</p>	<p>..</p>	<p>..</p>	<p>Due to the approach taken to the distribution of new housing in the hierarchy it is considered likely to have positive effects on the economy over the plan period.</p> <p>By focussing development within the higher tier settlements where access to local shops and services is good or has the capacity to improve may also encourage the inward migration of people (e.g. skilled professionals) which will help to support the local economy. An increased local population is also likely to support the economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed.</p> <p>It is considered that over the medium to long-term, access to employment opportunities will increase as new housing increases and improvements are made to highways, public transport, multi-user routes, etc. Although for certain sites such improvements will depend on implementation and associated mitigation, overall it is considered that positive effects will be possible. Some of the sustainable urban extensions also have the potential to make a specific contribution by encouraging and improving sustainable access.</p>	<p>The proposed modification increases some housing allocations in some settlements, accommodating the proposed 5% uplift in housing requirement; however, the general outcome of the previous SA assessment would not be altered.</p> <p>203</p>

				<p>Most of the settlements were either within walking/cycling distance of employment opportunities or had good access to high frequency bus services so the approach of concentrating new housing in and around the higher tier settlements should help to ensure better access to employment. Those settlements considered to have the most sustainable access to employment opportunities include Boston, Spalding, the Main Service Centres and Bicker, Butterwick, Gosberton, Old Leake and Whaplode.</p> <p>However, there are some settlements including Fishtoft, Gedney Hill, Moulton Chapel, Sutton St James, Tydd St Mary and Wrangle which have relatively poor access to employment opportunities, due to the distances involved and lack of available high frequency bus services. Significant opportunities exist to improve the level of sustainable transport options and link up with existing multi-user routes and public transport routes in these settlements. In other instances, investment in bus services and other transport options should be considered.</p> <p>It is considered that in the short-term this objective would depend on implementation. This is due to the delivery timescales of housing and supporting infrastructure. But access to employment may be improved over the long-term to reflect the additional employment development identified by the Local Plan. It may also help generate more jobs over the long- term.</p> <p>New housing development may also encourage inward migration of people (e.g. skilled professionals) which will help to support the local economy. An increased local population is also likely to support the economy and primacy of the town centre in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed.</p> <p>Employment opportunities are likely to also be generated indirectly by safeguarding existing jobs in local businesses and making South East Lincolnshire a more attractive place for businesses to locate.</p> <p>At a strategic level, because of their size, the sustainable urban extensions may</p>	
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				<p>have poor access to employment opportunities. But due to their size they are likely to make significant improvements to the level of sustainable transport options and/or links with existing multi-user routes. It is recommended that these sites are developed in accordance with a masterplan.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The proposed modification increases some housing allocations in some settlements, accommodating the proposed 5% uplift in housing requirement. The general distribution remains broadly the same as previously assessed however, and so the sustainability impacts would be the same as previously assessed. SA assessments for newly proposed allocations are available at Appendix E of this Report.</p>				

New Policy 12 on release of reserve housing sites																																																																										
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change																																																																							
SA33	PMM013	New Policy 12 on release of reserve housing sites	<p>Policy 12 - Reserve Sites</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>Gos011</td> <td>Land to the north-west of Belchmire Lane</td> <td>4.95</td> <td>99</td> </tr> <tr> <td>Moulton Chapel</td> <td>Mou028</td> <td>Land to the east of Roman Road</td> <td>0.82</td> <td>16</td> </tr> <tr> <td>Old Leake</td> <td>Old005</td> <td>Land to the south and east of School Lane</td> <td>0.66</td> <td>10</td> </tr> <tr> <td>Quadring</td> <td>Qua006</td> <td>Land to the south of Watergate</td> <td>1.90</td> <td>38</td> </tr> <tr> <td>Surfleet</td> <td>Sur018</td> <td>Land between Station Road and the A152</td> <td>5.06</td> <td>101</td> </tr> <tr> <td>Weston</td> <td>Wsn034</td> <td>Land to the south of High Road</td> <td>7.06</td> <td>141</td> </tr> <tr> <td>Wigtoft</td> <td>Wig015</td> <td>Land to the east of Asperton Road</td> <td>0.52</td> <td>10</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	Gos011	Land to the north-west of Belchmire Lane	4.95	99	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	Quadring	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
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SA Objective	Significance and Duration of Effect			Commentary	Effect of modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	•	•	••	<p>Overall, it is considered that this policy will generate positive effects by helping to ensure that the identified need for new market and affordable housing across the area would be met in the case that housing allocations are not delivered. Importantly, the quantity of development and affordable housing requirements set out elsewhere in the Local Plan means that this policy will ensure that the affordable housing target can be met.</p> <p>Energy efficiency and fuel poverty is considered by Objective 12.</p> <p><i>Likelihood/certainty:</i> Uncertain, depending on delivery of housing allocations. <i>Temporary or permanent:</i> Permanent</p>	N/A – new policy – see left.
2. Health and Wellbeing	•	•	••	<p>Health facilities: South East Lincolnshire’s population experiences significant health inequalities and variations in life expectancy exist. This policy aims to concentrate proposed potential reserve housing development in/around the higher tier settlements where healthcare capacities are greatest. It will therefore enable a larger number of people to access healthcare services which will have a positive impact on this objective. It should be noted however that access to health facilities can vary between settlements and so mitigation should be secured to avoid incurring adverse impacts due to increased pressure on existing facilities.</p> <p>Access to open space: Considering the amount and distribution of housing development proposed, there are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area. In cases where new housing development will involve the loss of existing open space or playing fields, loss should be compensated for through either on or off-site provision. Loss of provision in some cases may be more significant depending on existing provision in the ward and density of surrounding housing. Consideration should also be given to the value of existing PROW and if necessary how it could be best diverted.</p>	N/A – new policy – see left.

				<p>Proximity to sources of pollution: At a strategic level the distribution of new housing through the hierarchy does not raise any issues of air/noise pollution that would have an adverse impact on human health.</p> <p><i>Likelihood/certainty:</i> Uncertain <i>Temporary or permanent:</i> Permanent</p>	
3. Transport	·/x	·/x	-	<p>This policy seeks to focus the majority of potential reserve housing development in and around the Sub- Regional Centres, Main Service Centres and Minor Service Centres. This means that sites will generally have good access to services/facilities and job opportunities either on foot, by bicycle or by bus. This would have a positive impact on this objective with respect to reducing/minimising the number of trips made by cars.</p> <p>Mitigation to address constraints (e.g. investment in bus services, provision of footpaths/cyclepaths, connection to existing sustainable transport network) may be more viable for larger developments. However, associated delivery timescales may mean that adverse effects may dominate in the medium- term (i.e. there is an increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective). There is therefore the potential for positive effects for some sites and negative impacts for others.</p> <p>Due to the quantity and distribution of new housing development proposed there will likely be an associated increase in traffic and trips made by car. This could have a cumulative adverse effect on residents across the area in terms of on community safety and road traffic congestion.</p> <p>It is considered that policy 29 adequately addresses transport infrastructure, helping to secure mitigation as a result of development. This could include a Travel Plan/Transport Assessment/Transport Statement for example.</p> <p>Access to employment is discussed in Objective 13.</p> <p><i>Likelihood/certainty:</i> Uncertain. <i>Temporary or permanent:</i> Temporary</p>	N/A – new policy – see left.
4. Socially Inclusive	·	·	··	<p>The proposed reserve sites are not within particularly deprived areas. However, given the relatively low numbers of reserve housing proposed and the uncertainty</p>	N/A – new policy – see left.

<p>Communities</p>				<p>of the policy's implementation, this is not considered to generate a negative impact.</p> <p>Access to employment opportunities and provision of community facilities will depend on each site and potential implementation of the policy.</p> <p>Housing developments offer the potential for improvements to be made to access. Specifically there are opportunities to improve the level of sustainable transport options and link up with existing multi-user routes or through contributions to enhance existing facilities to mitigate an identified impact.</p> <p>The design of new development should promote community safety - some will improve the public realm and may also help to minimise anti-social behaviour and crime. Careful design of new development should also avoid adverse impacts due to loss of open space and potential severance of footpaths/ links between communities.</p> <p>This policy focuses development on the Sub-Regional Centres, Main Service Centres and Minor Service Centres where access to high speed broadband is available; new development should ensure that connection is feasible.</p> <p><i>Likelihood/certainty:</i> Uncertain <i>Temporary or permanent:</i> Permanent</p>	
<p>5. Education</p>	<p>x</p>	<p>•/x</p>	<p>•</p>	<p>Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. Investment in primary school pupil places is required in order to support proposed housing growth but this varies by settlement. Population projections indicate that investment in the provision of secondary/post 16 places is likely to be needed over the plan period to create extra capacity to meet demand generated by new development.</p> <p>Construction of new housing development may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. This is likely to have positive effects mainly in the medium-long-term reflecting the phasing of sites and construction periods.</p>	<p>N/A – new policy – see left.</p>

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				<p>Capacity issues are considered more significant than access to education facilities even though access is still a key issue. Many settlements are outside a short-walking distance to secondary and post-16 education, but are generally considered accessible by sustainable means. It is more important that primary school facilities are within a short-walking distance to minimise the number of trips made by car. All of the higher tier settlements have a primary school within the settlement boundary. For those sites where primary facilities are beyond a short walking distance, often there is good access to high frequency bus services and/ or multi-user routes to encourage sustainable transport choices. Where access to facilities and bus services are poor and the distances involved are unlikely to encourage walking/ cycling, investment in bus services and educational facilities on site have been recommended.</p> <p><i>Likelihood/certainty:</i> Uncertain <i>Temporary or permanent:</i> Temporary</p>	
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	<p>?</p>	<p>?</p>	<p>?</p>	<p>The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites taken forward for development and indeed if the sites in this policy would be required for development within the Plan period.</p> <p>Amenity Open Space & GI: There are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area as a result of new housing development. To ensure that improvements are secured, development should be delivered in accordance with masterplans, planning conditions or use of s106 agreements. In cases where new housing involves the loss of existing open space or playing fields, compensation should be through either on or off-site provision. The impact of loss of provision will vary depending on existing provision in the ward and density of surrounding housing. Overall, the impact on amenity open space and GI will depend on implementation.</p> <p>Biodiversity: Impacts will vary by site. There could be high levels of disturbance/loss of habitats protected/priority species through construction and recreational pressure (i.e. increased population), although the timeframe will depend on delivery timescales. In such circumstances, mitigation is essential to help minimise adverse impacts. As mitigation establishes, the effects may be more positive.</p>	<p>N/A – new policy – see left.</p>

				<p>In some cases it is considered that there may be potential for net-gains, due to potential mitigation for larger developments. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to minimise adverse impacts and make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long-term as GI/habitats become more established and mature.</p> <p>It is considered that policy 24 adequately addresses the natural environment, helping to secure mitigation as a result of development. This could include a Phase I Habitat Survey or Ecological Assessment for example.</p> <p>Geodiversity: No impact.</p> <p><i>Likelihood/certainty:</i> Uncertain <i>Temporary or permanent:</i> Temporary</p>	
7. Heritage	?	?	?	<p>The exact effects this policy would generate against this objective are uncertain as they will be dependent on the specific sites taken forward for development and indeed if the sites in this policy would be required for development within the Plan period.</p> <p>Development that could impact upon heritage assets should be accompanied by a Heritage Assessment that would explore the potential for harm and address how any harm should be avoided or mitigated. Development may offer the opportunity to enhance heritage significance.</p> <p><i>Likelihood/certainty:</i> Uncertain <i>Temporary or permanent:</i> Temporary – as mitigation establishes in the long-term, more positive effects may arise, although there may be some residual adverse impacts in some instances</p>	N/A – new policy – see left.
8. Landscape and Townscape	x	x	·/x	<p>At a strategic level, a precautionary approach has been taken, although impacts will vary by site. Adverse impacts on the landscape are considered likely as a result of the new housing associated with the hierarchy, although the identified settlement boundaries are likely to help mitigate negative impacts. Careful consideration should be given to avoiding uncontained urban sprawl.</p>	N/A – new policy – see left.

				<p>Where location generates an adverse landscape impact it is considered that there are opportunities to mitigate through good site design and the incorporation of GI in advance of development to help screen it. Elsewhere some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement to the townscape.</p> <p>Overall this policy depends on implementation over the long-term and indeed if the sites identified would be required; if they were required, significant mitigation e.g. in the form of structural landscaping, could help minimise adverse residual effects, once it has become established. However, with respect to the strategic edge of settlements sites there will still be adverse residual impacts as development will change the settlement form.</p> <p><i>Likelihood/certainty:</i> uncertain <i>Temporary or permanent:</i> Likely to be temporary – adverse effects on the landscape are expected in the short to medium-term, although positive effects are likely to be more prominent in the long-term as mitigation establishes. However, there is the potential for permanent adverse residual impacts in respect of strategic edge of settlement sites.</p>	
<p>9. Air, Soil and Water Resources</p>	<p>x</p>	<p>x</p>	<p>-/x</p>	<p>Quality agricultural land will be lost should these sites be delivered, resulting in adverse effects on soil resources. This would initially have adverse effects when sites would be under construction. As sites are being built-out, it is likely that impacts will lessen as mitigation (e.g. GI, structure planting, etc.) matures helping to protect soil resources.</p> <p>Prioritisation of a large proportion of GI at greenfield sites will be vital if adverse impacts are to be reduced. Adverse impacts in these locations will depend on implementation and the level of green infrastructure incorporated into new schemes.</p> <p>Air Quality: New housing will inevitably increase the number of trips made by car. This is likely to have an adverse impact on air quality relating to exhaust emissions. However, the extent will depend on implementation and proximity of site to sustainable/public transport.</p> <p>There will be dust emissions associated with the construction of development</p>	<p>N/A – new policy – see left.</p>

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				<p>associated with this policy however, conditions should be put in place to ensure air pollution is minimised.</p> <p>Water Quality: At a strategic level the impact of new housing identified should be able to be accommodated within existing water/sewage treatment infrastructure. Where investment is likely to be required this will be addressed on a site-by-site basis and is expected to involve upgrading or extending the network, common in many new housing developments. It will be particularly important that new development is phased with investment to minimise sustainability impacts.</p> <p>Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period.</p> <p><i>Likelihood/certainty:</i> Uncertain <i>Temporary or permanent:</i> Adverse effects on soil resources and water quality are likely in the short to medium-term. However, this is likely to lessen as mitigation comes into effect. The impact of new housing development on air quality is more likely to be permanent given the inevitable increase in the number of car journeys that will result.</p>	
<p>10. Sustainable use of Land and Waste</p>	<p>x</p>	<p>x</p>	<p>•/x</p>	<p>Quality agricultural land will be lost should these sites be delivered.</p> <p>Inevitably new homes being proposed would generate additional waste. The design of new development is expected to ensure that adequate provision for disposal is incorporated. Space for recycling, composting or other means should be accommodated within the curtilage of each property.</p> <p>Development associated with this policy is also unlikely to sterilise economically important mineral resources.</p> <p>Issues relating to access are considered in Objective 3 above.</p> <p><i>Likelihood/certainty:</i> Uncertain <i>Temporary or permanent:</i> Temporary – Negative effects are likely in the short to medium- term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.</p>	<p>N/A – new policy – see left.</p>

<p>11. Flood Risk</p>	<p>x</p>	<p>x</p>	<p>·/x</p>	<p>It is important that the risk and impact of flooding to all new housing is minimised. A sequential approach to locating new housing development has been undertaken to ensure that the majority of new housing will be located in settlements/areas of settlements that are at a lower level of risk and hazard. This approach has been agreed with the Environment Agency and is considered to score highly against this objective. A number of the sites associated with this policy have identified flood risk issues and this supports why they are reserve sites rather than allocations.</p> <p>In many cases flood management/mitigation measures will be required. Implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence the likely effects will become more positive over the long-term as more flood management measures take effect.</p> <p>All new development of 10 or more dwellings will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive impacts over the plan period in terms of minimising surface water run off and, depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation.</p> <p><i>Likelihood/certainty:</i> Uncertain <i>Temporary or permanent:</i> Temporary – The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long- term as mitigation comes into effect.</p>	<p>N/A – new policy – see left.</p>
<p>12. Climate Change</p>	<p>·/x</p>	<p>·/x</p>	<p>·/x</p>	<p>Delivery of new housing associated with this policy, should it be required, would be likely to generate an adverse impact in reducing greenhouse gas emissions as the construction of new housing is likely to consume high levels of energy. The provision of new homes would also increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. As such, effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of new housing, impacts will depend on implementation.</p> <p>Transport Emissions: Inevitably transport emissions will increase from current levels due to the increase in the local population that this policy will provide for.</p>	<p>N/A – new policy – see left.</p>

				<p>However, as the majority of new housing is likely to be concentrated in and around the Sub-Regional Centres and Main Service Centres, and therefore in close proximity to key transport routes, the need to travel by car particularly over shorter distances may be reduced; thus reducing emissions.</p> <p>Energy Efficiency & Renewable Energy: There is potential for significant benefits to be secured against this policy. For instance, new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This will deliver more affordable energy bills for residents. Benefits to those in fuel poverty will be greatest where energy efficient design and renewable energy are both addressed in the design of new development. No standards are proposed by this policy in terms of water consumption, although should a higher than minimum standard be adopted by the Local Plan this will help this policy score well against this objective.</p> <p>It should be noted that there are some identified capacity issues for electricity provision which may require reinforcing the network between the primary locations and some of the proposed sites. In these locations the use of renewable sources of energy would help to mitigate against the consumption and demand of energy from non-renewable sources such as oil which could generate adverse impacts.</p> <p>Resilience and Adaptation: larger housing schemes have the potential to generate significant positive effects in terms of climate change adaptation. This is related to minimising flooding and making local buildings and infrastructure more resilient to flooding events.</p> <p><i>Likelihood/certainty:</i> Uncertain <i>Temporary or permanent:</i> Permanent</p>	
<p>13. Economy and Employment</p>	<p>•</p>	<p>•</p>	<p>•</p>	<p>The Local Plan's approach taken to the distribution of new housing in the hierarchy it is considered likely to have positive effects on the economy over the plan period.</p> <p>By focussing development within the higher tier settlements where access to local shops and services is good or has the capacity to improve may also encourage the inward migration of people (e.g. skilled professionals) which will help to support the local economy. An increased local population is also likely to support the</p>	<p>N/A – new policy – see left.</p>

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				<p>economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed.</p> <p>It is considered that over the medium to long-term, access to employment opportunities will increase as new housing increases and improvements are made to highways, public transport, multi-user routes, etc. Although for certain sites such improvements will depend on implementation and associated mitigation, overall it is considered that positive effects will be possible.</p> <p>However, the settlements identified in this policy are generally not large and have poorer access to employment opportunities than those larger settlements. Should these sites be required due to a lack of housing delivery in larger settlements, this would have an adverse effect upon this objective. In these cases, opportunities to improve the level of sustainable transport options and link up with existing multi-user routes and public transport routes should be taken.</p> <p>The policy helps to ensure that housing would be delivered. New housing development may encourage inward migration of people (e.g. skilled professionals) which will help to support the local economy. An increased local population is also likely to support the economy and primacy of centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed.</p> <p>Employment opportunities are likely to also be generated indirectly by safeguarding existing jobs in local businesses and making South East Lincolnshire a more attractive place for businesses to locate.</p> <p><i>Likelihood/certainty:</i> Uncertain <i>Temporary or permanent:</i> Permanent</p>	
<p>Overall effect of Proposed Modification upon</p>	<p>The overarching aim of this policy is to help in ensuring that the housing requirements of SE Lincolnshire would be delivered in the case that the allocated sites did not come forward. The policy would have positive impacts in terms of social and economic objectives, but inevitably with policies supporting development, the outcomes with regards to the environment can be adverse. SA assessments for these reserve sites is available at Appendix E of this Report. These sites would in some cases not perform as well in the SA assessment as allocated sites. The likelihood of the sites being needed is uncertain however.</p>				

CAPITA

SA assessment	
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Policy 13: South West Quadrant Sustainable Urban Extension (Sou006)			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change
SA36	PMM014	New Policy 13 for Sou006	<p>Policy 13: South West Quadrant Sustainable Urban Extension (Sou006)</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> <ol style="list-style-type: none"> 1. Approximately 1515 new homes (of which about 1276 will be built in the plan period); 2. Approximately 2.5 ha of employment comprising of B1, A2, A3 and A4 uses; 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; 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.; 5. Community Hub incorporating a site for a new Primary School, local shopping and community facilities; 6. A section of the Boston Distributor Road from London Road to the site and West End Road; 7. Satisfactory mitigation of flood risk; 8. Satisfactory mitigation for impact upon adjacent Scheduled Ancient Monument.
SA Objective	Significance and Duration of Effect		Commentary
	Short term	Medium term (5-)	Long term

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	(next 5 years)	15 years)	(15 years +)		
1. Housing	0	•	••	<p>The South West Quadrant Sustainable Urban Extension (SUE) has the potential to provide a strategically important level of housing to the south west of the urban area of Boston over the plan period and beyond. It will generate positive effects by helping to meet the identified need for new market and affordable housing (at least 20% on site to be policy compliant) across the area.</p> <p>Its development will result in the provision of around 1,200 homes over the plan period (1,515 in total), and ensuring a range of dwelling types and sizes are delivered will have a positive impact on this objective.</p> <p>The provision of homes at this location and will contribute towards a diverse mix of housing types and sizes in accordance with building regulations.</p> <p>Energy efficiency and fuel poverty is considered by Objective 12.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	N/A New Policy
2. Health and Wellbeing	X	•/X	•	<p>New housing development of this scale will create additional demands for, or upon, infrastructure such as healthcare facilities, open space and sports and recreation facilities – all of which are important for residents’ health and wellbeing. This site is assessed as being more than 1km from the majority of existing services and facilities. As such, through the early phases of development is anticipated in resulting in a negative short term effect.</p> <p>The role of this specific proposed modification introduces a clear policy requirement for the provision of supporting community infrastructure with a new community hub incorporating primary school, local shopping and community facilities.</p> <p>The policy also sets out requirements for equipped play space, informal play and integrated footpaths that would all enable opportunities for recreation and physical activity.</p> <p>Assuming such infrastructure is introduced through the development phases the overall effect of the policy is assessed as becoming positive over the long term.</p>	N/A New Policy

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				<i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent	
3. Transport	0	·/X	·/X	<p>Development of this site is assessed as having a potentially negative impact upon this objective due to its scale (over 1,200 homes in the plan period) and potential impacts upon congestion in the local area. The proposed modification introduced with the addition of this policy confirms that the site will contribute towards the delivery of the Boston Distributor Road. The delivery of this route is expected to provide additional highway capacity that will support growth at this SUE.</p> <p>The provision of new community facilities and services on site and the delivery of new open space and footpaths will support and contribute towards minimizing the need for local trips to leave the site high quality new footpath provision linked to the wider foot and cyclepath network will facilitate and encourage sustainable modes of transport.</p> <p>The above on site mitigation brought about through this should ensure mitigation of potential negative impacts of the development. The, overall impacts of the development are considered to depend on implementation and the promotion of sustainable modes of transport in Policy 29 should help minimise this increase.</p> <p><i>Likelihood/certainty:</i> Depends upon implementation <i>Temporary or permanent:</i> Potential for permanent</p>	N/A New Policy
4. Socially Inclusive Communities	·/X	·	·	<p>As discussed in Objective 2, new housing development will create additional demands for, or upon, community infrastructure. This proposed SUE policy sets out a framework to ensure such infrastructure is delivered on-site which should have a positive impact on this objective. However, it is not anticipated that all required infrastructure will be in place until sufficient triggers and funding are in place to enable their delivery. As such in the short term the development and policy approach would have an uncertain effect.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	N/A New Policy
5. Education	·/X	·/X	·/X	<p>The nearest primary and secondary schools are Boston West Primary Academy around 2.6km from the site and Boston Grammar School (with 6th Form) is approx. 3.1km away. The local education authority has indicated that there is currently no capacity available in Boston at primary and secondary level.</p> <p>This policy to guide development of the site identifies a requirement for the provision of a new</p>	N/A New Policy

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			<p>primary school on site. This requirement will ultimately make a significant positive contribution to the potential impacts of development upon this objective. However, with additional constraints upon capacity in the secondary school system the role of the policy itself does not ensure a positive significant effect upon this objective.</p> <p><i>Likelihood/certainty:</i> Depends upon implementation – i.e. what additional educational facilities can be secured to support the development <i>Temporary or permanent:</i> Potential for permanent effects</p>		
6. Biodiversity, Geodiversity and Green Infrastructure	·/X	·/X	·/X	<p>Amenity Open Space & GI: Whilst the development is greenfield the proposal set out in this policy will include the provision of open space for equipped and informal play. It will also provide further green infrastructure for ecological mitigation.</p> <p>Biodiversity: New housing development in this location will lead to a significant loss of greenfield land meaning that some habitat loss, and an associated impact on biodiversity, is unavoidable. Specific provision in this proposed main modification, of land for ecological value and sustainable urban drainage could successfully mitigate any impacts but are not identified as providing or being required to provide any net benefits.</p> <p>Meanwhile, the policy introduces specific proposals to construct a marine hub linked to the South Forty Foot Drainage channel and inland waterways. This is assessed as being constructed within the identified boundaries of the site Sou006. As a Local Wildlife Site the South Forty Foot drainage channel is a designated biodiversity asset that might be at risk of harm as a result of such development if water management and other disturbance from construction and recreation are not appropriately managed.</p> <p>Overall, whilst the probability of a long term negative impact upon biodiversity is considered low and the wider role of local plan policy would support effective protection and enhancement the policy has an uncertain effect upon this objective.</p> <p>Geodiversity: No impact.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	N/A New Policy
7. Heritage	·/X	·/X	·/X	<p>This policy explicitly sets out a requirement for satisfactory mitigation for potential impacts upon the adjacent Scheduled Ancient Monument located on Wyberton West Road, a medieval moated site, which is located in an urban area which has developed close to the south side of</p>	N/A New Policy

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				<p>the South Forty Foot Drain.</p> <p>The policy does not indicate any specific provisions or requirements for consideration in addressing potential mitigation of heritage impacts. Overall therefore the effect of the policy is assessed as uncertain.</p> <p><i>Likelihood/certainty: N/A</i> <i>Temporary or permanent: N/A</i></p>	
8. Landscape and Townscape	X	0	0	<p>Due to the anticipated scale of the urban extension and loss of greenfield land, the SUE is likely to have a negative impact upon landscape and townscape. The proposed policy does not set out any specific provisions for the enhancement or management of landscape or townscape. However, there are opportunities to ensure that new housing development in this location is sympathetic to its surroundings through good design, landscaping etc. The requirement identified in the policy for provision of open space, footpaths, marina and incorporation of mixed uses all expand the opportunities to ensure effective mitigation of the impacts.</p> <p>Overall, whilst in the short term whilst the development is underway and landscape mitigation is delivered and matured there will be negative impacts. Over the longer term these impacts are likely to be effectively mitigated and whilst the site itself will have undergone development the overall impact of the development upon wider townscape and landscape sustainability objectives should not be significant.</p> <p><i>Likelihood/certainty: Highly probable</i> <i>Temporary or permanent: Permanent</i></p>	N/A New Policy
9. Air, Soil and Water Resources	·/X	·/X	0	<p>Soil – The proposal would lead to the permanent loss of approx. 63.31ha of Grade’s 1 and 2 agricultural land. Whilst there is a proposed requirement for provision of open space and ecological mitigation this will not replace or minimise this loss.</p> <p>Air – The effects of the policy upon air quality might be significant. As set out in the site assessment and noted in relation to transport the proposal will result in increased traffic generation. Proposed traffic mitigation, notably through contributing to construction of the Boston Distributor Road will address this whilst provision of services, facilities and employment opportunities on site also minimize potential impacts upon air quality.</p> <p>Water - Development associated with this policy will also increase water consumption and demands on sewage infrastructure. The potential impacts arising from development of current agricultural land upon drainage, flood risk and water quality will be mitigated through provision</p>	N/A New Policy

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				<p>of sustainable urban drainage systems. Overall, such proposals may result in bringing about overall benefits for water quality compared to the impact of agricultural fertiliser's pesticides.</p> <p><i>Likelihood/certainty:</i> Highly probable – the development will lead to loss of agricultural land, place a demand upon water resource and introducing an area of development affect air quality locally.</p> <p><i>Temporary or permanent:</i> Whilst some effects may be permanent the overall effect is likely to be temporary</p>	
10. Sustainable use of Land and Waste	·/X	·/X	0	<p>Land – Development of an urban extension in this location would lead to the loss of a significant amount of greenfield land. Ensuring any development makes best and most efficient use of the land and forms part of a wider strategy for maximising previously developed land would ensure the development forms part of the sustainable use of land.</p> <p>Waste – With approximately 1,000 new homes being proposed for this plan period, it is inevitable that additional waste will be generated. The design of new development is expected to ensure that adequate provision for disposal is incorporated - space for recycling, composting or other means should be accommodated within the curtilage of each property.</p> <p>Minerals - New housing development will also require minerals/aggregate for construction.</p> <p><i>Likelihood/certainty:</i> Probable</p> <p><i>Temporary or permanent:</i> Temporary – Negative effects are likely in the medium-term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.</p>	N/A New Policy
11. Flood Risk	0	·/X	·	<p>The policy set out in this main modification relates to residential development in an area of flood risk. The policy proposes specifically incorporation of sustainable urban drainage and satisfactory mitigation of flood risk. Appropriate managed and delivered this should enable an potential impacts to be mitigated over the long term and potentially deliver minor positive effects upon the indicator.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation i.e. mitigation. In the long-term, positive effects are more likely to be generated.</p> <p><i>Temporary or permanent:</i> Permanent</p>	N/A New Policy
12. Climate Change	0	·/X	·/X	<p>Greenhouse Gas Emissions - The delivery of new housing associated with this policy is unlikely to assist in the reduction of greenhouse gas emissions as the construction of new housing is likely to consume high levels of energy. The provision of approximately 1,000 new homes within the SUE this plan period will also increase domestic energy consumption (i.e. gas</p>	N/A New Policy

				<p>and electricity) and increase the number of trips made by car.</p> <p>However, development of a sustainable urban extension has the ability to encourage more sustainable transport options and reduce associated transport emissions e.g. provision of bus services, new/improved walking and/or cycling routes, and provision of essential services on-site. Overall, it is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged.</p> <p>Energy Efficiency & Renewable Energy - There is potential for significant benefits to be secured against this policy. For instance, new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This will deliver more affordable energy bills for residents. Benefits to those in fuel poverty will be greatest where energy efficient design and renewable energy are both addressed in the design of new development.</p> <p>Resilience and Adaptation - The designation of land as green infrastructure can help contribute to the absorption of greenhouse gases. For example, open space can mitigate against climate change by acting as 'carbon sinks'.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation e.g. design and mitigation secured.</p> <p><i>Temporary or permanent:</i> Permanent</p>	
13. Economy and Employment	0	-	-	<p>The policy sets out a framework for a sustainable urban extension that will include new homes to accommodate growth, employment opportunities and further mixed use leisure and recreation activities. Such proposals are key to enabling and maintaining economic and employment growth.</p> <p><i>Likelihood/certainty:</i> Certain – will depend upon implementation e.g. design and mitigation secured.</p> <p><i>Temporary or permanent:</i> Permanent</p>	N/A New Policy
Overall effect of Proposed Modification upon SA assessment	This proposed modification sets out further policy to guide the delivery of the South West Quadrant Sustainable Urban Extension (Sou006). As a new policy there is no previous assessment but overall the policy brings about greater positive sustainability effects to a site allocated in the publication draft Local Plan. The policy adds and enhances the deliverability of the site and provides additional certainty regarding the key infrastructure requirements to be sought.			N/A New Policy	

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Policy 14: South of the North Forty Foot Sustainable Urban Extension (Wes002)			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change
SA39	PMM015	New Policy 14 for Wes002	<p>Policy 14: South of the North Forty Foot Sustainable Urban Extension (Wes002)</p> <p>Land to the south of the North Forty Foot and adjoining the existing urban area of Boston is allocated as a, predominantly, residential development and will provide:</p> <p>Approximately 1138 new homes; 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; A 0.5.ha site for a Local Centre; A Distributor Road (with landscaping) extending south to north to the North Forty Foot Drain; Good pedestrian and cycle access to nearby employment and community facilities will be integral to the development; Satisfactory mitigation of flood risk.</p>
SA Objective	Significance and Duration of Effect		Commentary
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)
1. Housing	0	•	••
The South of the North Forty Foot Sustainable Urban Extension (SUE) has the potential to			N/A New Policy

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				<p>provide a strategically important level of housing to the west of the urban area of Boston over the plan period and beyond. It will generate positive effects by helping to meet the identified need for new market and affordable housing (at least 20% on site to be policy compliant) across the area.</p> <p>Its development will result in the provision of over 1,000 homes over the plan period, and ensuring a range of dwelling types and sizes are delivered will have a positive impact on this objective.</p> <p>The provision of homes at this location and will contribute towards a diverse mix of housing types and sizes in accordance with building regulations.</p> <p>Energy efficiency and fuel poverty is considered by Objective 12.</p> <p><i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i></p>	
2. Health and Wellbeing	X	-/X	0	<p>New housing development of this scale will create additional demands for, or upon, infrastructure such as healthcare facilities, open space and sports and recreation facilities – all of which are important for residents’ health and wellbeing. This site is assessed as being more than 1km from the majority of existing services and facilities. Locally the CCG have assessed that there is sufficient capacity at GP surgeries to accommodate additional patients.</p> <p>The role of this proposed new policy introduces a requirement for the provision of a new local centre and provision of improved accessibility to community facilities in the surrounding area.</p> <p>The policy also sets out requirements for public open space, footpaths / cyclepaths that would all enable opportunities for recreation and physical activity.</p> <p>Assuming such infrastructure is introduced through the development phases the overall effect of the policy is assessed as neutral over the long term.</p>	N/A New Policy
3. Transport	0	-/X	-/X	<p>Development of this site is assessed as having a potentially negative impact upon this objective due to its scale (over 1,000 homes) and potential impacts upon congestion in the local area. The proposed modification introduced with the addition of this policy confirms that the site will contribute towards the delivery of the Boston Distributor Road. The delivery of this</p>	N/A New Policy

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				<p>route is expected to provide additional highway capacity that will support growth at this SUE.</p> <p>The provision of a new local centre and the delivery of new open space and footpaths will support and contribute towards minimizing the need for local trips to leave the site high quality new footpath provision linked to the wider foot and cyclepath network will facilitate and encourage sustainable modes of transport.</p> <p>The above on site mitigation brought about through this should ensure mitigation of potential negative impacts of the development. The, overall impacts of the development are considered to depend on implementation and the promotion of sustainable modes of transport in Policy 29 should help minimise this increase.</p> <p><i>Likelihood/certainty:</i> Depends upon implementation <i>Temporary or permanent:</i> Potential for permanent</p>	
4. Socially Inclusive Communities	·/X	0	0	<p>As discussed in Objective 2, new housing development will create additional demands for, or upon, community infrastructure. This proposed SUE policy sets out a framework to ensure such infrastructure is accessible and propose a new local centre that should aide community cohesion. However, no specific community facilities are identified as required on site through the policy so overall the policy is likely with effective management and delivery to have a neutral impact. It is not anticipated that all required infrastructure will be in place until sufficient triggers and funding are in place to enable their delivery. As such in the short term the development and policy approach would have an uncertain effect.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	N/A New Policy
5. Education	0	0	0	<p>The nearest primary and secondary schools are Boston West Primary Academy around 2.6km from the site and Boston Grammar School (with 6th Form) is approx. 3.1km away. The local education authority has indicated that there is currently no capacity available in Boston at primary and secondary level.</p> <p>This policy to guide development of the site does not identify any specific requirements for the provision of education facilities as part of the development.</p> <p><i>Likelihood/certainty:</i> Depends upon implementation – i.e. what additional educational facilities can be secured to support the development <i>Temporary or permanent:</i> Potential for permanent effects</p>	
6. Biodiversity,	0	-	-	Amenity Open Space & GI: Whilst the development is greenfield the proposal set out in this	N/A New Policy

Geodiversity and Green Infrastructure				<p>policy will include the provision of open space and further green infrastructure for ecological mitigation.</p> <p>Biodiversity: New housing development in this location will lead to a significant loss of greenfield land meaning that some habitat loss, and an associated impact on biodiversity, is unavoidable. Specific provision of land for ecological value and sustainable urban drainage that would successfully mitigate any impacts but are not identified as providing or being required to provide any net benefits.</p> <p>Overall, whilst the probability of a long term negative impact upon biodiversity is considered low and the wider role of local plan policy would support effective protection and enhancement the policy has an uncertain effect upon this objective.</p> <p>Geodiversity: No impact.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	
7. Heritage	0	0	0	<p>No significant impact identified.</p> <p><i>Likelihood/certainty:</i> N/A <i>Temporary or permanent:</i> N/A</p>	N/A New Policy
8. Landscape and Townscape	X	0	0	<p>Due to the anticipated scale of the urban extension and loss of greenfield land, the SUE is likely to have a negative impact upon landscape and townscape. However, there are opportunities to ensure that new housing development in this location is sympathetic to its surroundings through good design, landscaping etc. The requirement identified in the policy for provision of open space, footpaths, marina and incorporation of mixed uses all expand the opportunities to ensure effective mitigation of the impacts.</p> <p>Overall, whilst in the short term whilst the development is underway and landscape mitigation is delivered and matured there will be negative impacts. Over the longer term these impacts are likely to be effectively mitigated and whilst the site itself will have undergone development the overall impact of the development upon wider townscape and landscape sustainability objectives should not be significant.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	N/A New Policy

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9. Air, Soil and Water Resources	-/X	-/X	0	<p>Soil – The proposal would lead to the permanent loss of approx. 45.92ha of Grade 2 agricultural land. Whilst there is a proposed requirement for provision of open space and ecological mitigation this will not replace or minimise this loss.</p> <p>Air – The effects of the policy upon air quality might be significant. As set out in the site assessment and noted in relation to transport the proposal will result in increased traffic generation. Proposed traffic mitigation, notably through contributing to construction of the Boston Distributor Road will address this whilst provision of services, facilities and employment opportunities on site also minimize potential impacts upon air quality.</p> <p>Water - Development associated with this policy will also increase water consumption and demands on sewage infrastructure. The potential impacts arising from development of current agricultural land upon drainage, flood risk and water quality will be mitigated through provision of sustainable urban drainage systems set out in the policy. Overall, such proposals may result in bringing about overall benefits for water quality compared to the impact of agricultural fertiliser's pesticides.</p> <p><i>Likelihood/certainty:</i> Highly probable – the development will lead to loss of agricultural land, place a demand upon water resource and introducing an area of development affect air quality locally. <i>Temporary or permanent:</i> Whilst some effects may be permanent the overall effect is likely to be temporary</p>	N/A New Policy
10. Sustainable use of Land and Waste	-/X	-/X	0	<p>Land – Development of an urban extension in this location would lead to the loss of a significant amount of greenfield land. Ensuring any development makes best and most efficient use of the land and forms part of a wider strategy for maximising previously developed land would ensure the development forms part of the sustainable use of land.</p> <p>Waste – With approximately 1,000 new homes being proposed for this plan period, it is inevitable that additional waste will be generated. The design of new development is expected to ensure that adequate provision for disposal is incorporated - space for recycling, composting or other means should be accommodated within the curtilage of each property.</p> <p>Minerals - New housing development will also require minerals/aggregate for construction.</p>	N/A New Policy

				<p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary – Negative effects are likely in the medium-term, but positive effects are more likely to be prominent in the long-term as mitigation establishes.</p>	
11. Flood Risk	0	-/X	-	<p>The policy set out in this main modification relates to residential development in an area of flood risk. The policy proposes specifically incorporation of sustainable urban drainage and satisfactory mitigation of flood risk. Appropriately managed and delivered this should enable any potential impacts to be mitigated over the long term and potentially deliver minor positive effects upon the indicator.</p>	N/A New Policy
12. Climate Change	0	-/X	-/X	<p>Greenhouse Gas Emissions - The delivery of new housing associated with this policy is unlikely to assist in the reduction of greenhouse gas emissions as the construction of new housing is likely to consume high levels of energy. The provision of approximately 1,000 new homes within the SUE this plan period will also increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car.</p> <p>However, development of a sustainable urban extension has the ability to encourage more sustainable transport options and reduce associated transport emissions e.g. provision of bus services, new/improved walking and/or cycling routes, and provision of essential services on-site. Overall, it is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged.</p> <p>Energy Efficiency & Renewable Energy - There is potential for significant benefits to be secured against this policy. For instance, new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This will deliver more affordable energy bills for residents. Benefits to those in fuel poverty will be greatest where energy efficient design and renewable energy are both addressed in the design of new development.</p> <p>Resilience and Adaptation - The designation of land as green infrastructure can help contribute to the absorption of greenhouse gases. For example, open space can mitigate against climate change by acting as 'carbon sinks'.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation e.g. design and mitigation secured. <i>Temporary or permanent:</i> Permanent</p>	N/A New Policy

13. Economy and Employment	0	-	-	<p>The policy sets out a framework for a sustainable urban extension that will include new homes to accommodate growth, employment opportunities and further mixed use leisure and recreation activities. Such proposals are key to enabling and maintaining economic and employment growth.</p> <p><i>Likelihood/certainty:</i> Certain – will depend upon implementation e.g. design and mitigation secured.</p> <p><i>Temporary or permanent:</i> Permanent</p>	N/A New Policy
Overall effect of Proposed Modification upon SA assessment	<p>This proposed modification sets out further policy to guide the delivery of the South of the North Forty Foot Sustainable Urban Extension (Wes002). As a new policy there is no previous assessment but overall the policy brings about greater positive sustainability effects to a site allocated in the publication draft Local Plan. The policy adds and enhances the deliverability of the site and provides additional certainty regarding the key infrastructure requirements to be sought.</p>				

Policy 14: Providing a Mix of Housing			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change
SA45	PMM018	Former Policy 14: Providing a Mix of Housing (renumbered as 17)	<p>5.9 Providing a Mix of Housing Policy 14 17: Providing a Mix of Housing</p> <p>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.</p> <p>1. In Boston Borough the following needs have been identified:</p> <ul style="list-style-type: none"> • One bedroom homes: About 5% of market and 33% of affordable • Two bedroom homes: About 33% of market and 40% of affordable • Three bedroom homes: About 48% of market and 26% of affordable • Four or more bedroom homes: About 12% of market and 1% of affordable <p>2. In South Holland the following needs have been identified:</p> <ul style="list-style-type: none"> • One bedroom homes: 0 – 5% of market housing and 20 – 25% of affordable

		<ul style="list-style-type: none"> •Two bedroom homes: 30-35% of market and 35-40% of affordable •Three bedroom homes: 45-50% of market and 30-35% of affordable •Four or more bedroom homes: 15-20% of market and 5-10% of affordable <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>			
SA Objective	Significance and Duration of Effect			Commentary - Publication Version	Effect of modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	..	..	.	<p>Generally the tenure, mix, style and size of housing for each site will be considered on a case by case basis taking into account existing imbalances in the housing stock, and housebuilders specifications. It is assumed that this would include adaptable or other specialist forms of accommodation.</p> <p>Affordable Housing: Positive effects are likely in terms of delivering affordable homes to meet an identified need; this is Local Planning Authority specific in terms of need per area, ensuring that the housing needs of different parts of South East Lincolnshire are met. These targets reflect viability testing in the Whole Plan Viability and the needs identified in the</p>	<p>The modification continues to make reference to evidence base needs for housing but provides less detail on specific percentages. This will provide greater flexibility to respond to needs based upon latest available evidence.</p>

				<p>Strategic Housing Market Assessments for the area. As a result the provision of affordable housing is likely to meet need in the short term. However the medium and long term effects of this policy are uncertain as the targets are based on current need and viability.</p> <p>It is considered appropriate that tenure mix is to be determined on a site by site basis to reflect needs in that local area. This should provide sufficient flexibility to accommodate changing needs and demands over the plan period.</p> <p>The sustainable urban extensions are expected to accommodate a significant amount of housing, including the appropriate proportion of affordable units; an appropriate mix, for each phase will be required to meet identified needs. This is important because the build out timescales are expected to be long-term and needs may change phase by phase. All provision should be developed in accordance with associated masterplans in order to ensure that the appropriate mix of units, including affordable are provided for.</p> <p>Setting out a flexible approach to provision will also help ensure that the appropriate mix of housing is delivered. It is considered that as the quantum of development increases more significant benefits will be secured.</p> <p>Energy efficiency is considered by Objective 12.</p> <p><i>Likelihood/certainty:</i> Certain <i>Temporary or permanent:</i> Permanent</p>	<p>The modification strengthens reference to providing homes capable of adaptation.</p> <p>The modification also introduces reference to non-travelling Gypsy and Travellers and Custom and Self Build</p> <p>All the above enhance the previously assessed positive effect. The previous assessment identified an uncertain effect over the long term. It is considered that the increased flexibility and reference in particular to adaptable homes will also result in a positive effect in the long term.</p>
<p>2. Health and Wellbeing</p>	<p>0</p>	<p>.</p>	<p>.</p>	<p>There is no direct correlation between this policy and the objective to reduce health inequalities and promotion of healthy lifestyles. <i>Likelihood/certainty:</i> (N/A – no significant effect identified) <i>Temporary or permanent:</i> (N/A – no significant effect identified)</p>	<p>The modification introduces specific reference to the aging population profile of SE Lincolnshire and proposes a policy response to that issue through provision</p>

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					<p>adaptable homes.</p> <p>This is assessed as having a positive effect – particularly over the medium and long term as the stock of such homes increases.</p>
3. Transport	•	•	•	<p>The SHMAs and the Employment Technical Paper consider the functional links between where people live and work. This includes functional travel to work areas, which reflect the relationship between places where people live and work. Ensuring that housing mixes and types are identified using such documents will ensure that developments are well positioned to reflect the employment opportunities that surround, thus encouraging sustainable transport options.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>The modification does not affect the scale or distribution of housing or the relationship between homes and transport infrastructure.</p> <p>The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p>
4. Socially Inclusive Communities	•	•	••	<p>There is uncertainty as to whether the percentage targets can be used to meet the specific needs of older people or those with disabilities.</p> <p>Through advocating the SHMAs as the evidence base for identifying appropriate type and mix of housing, this policy will ensure that proposals are developed with an appreciation of local housing markets. Through promoting the right mix of housing the policy is significantly positive against this objective as it helps secure balanced and mixed communities. The policy may also increase opportunities for young people and families to remain within the area.</p> <p>Levels of deprivation vary across the area: the Sutton Bridge ward, South Holland; and parts of the Station, Staniland and Skirbeck wards,</p>	<p>The modification does not alter the fundamental aims of the policy in advocating an evidence based approach to guiding the type of homes that are needed across SE Lincolnshire.</p> <p>The modification is therefore assessed as having no effect upon the previous</p>

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				<p>Boston are deemed to be within the top 30% most deprived areas nationally. Provision of a mix of housing will help those on lower incomes live in their own home, and may help ensure that residents remain in the area, rather than moving to a house outside the area that meets their needs.</p> <p>This policy will support the objective to alleviate deprivation and poverty through ensuring that demand and supply are considered in approving development proposals. As a result it will ensure that appropriate levels of affordable and supported housing are both identified and promoted thus facilitating the ability for future proposals to address levels of deprivation and poverty.</p> <p>Access to employment is considered by Objective 13.</p> <p><i>Likelihood/certainty:</i> Highly probable – positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen.</p> <p><i>Temporary or permanent:</i> Permanent</p>	assessment of the policy.
5. Education	0	0	0	<p>There is no direct correlation between this policy and the improvement of education, training and lifelong learning.</p> <p><i>Likelihood/certainty:</i> (N/A – no significant effect identified)</p> <p><i>Temporary or permanent:</i> (N/A – no significant effect identified)</p>	<p>The modification does not introduce any additional criteria regarding education training and lifelong learning.</p> <p>The modification is therefore assessed as having no implications for the previous assessment of the policy.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	•	•	•	<p>The policy refers to site specific constraints leading to deviations to the policy approach. This is likely to consider the impact of higher or lower density housing on the ecology of the site or adjoining landscape.</p> <p><i>Likelihood/certainty:</i> Highly probable</p>	The modification removes specific reference to site specific constraints.

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				<p><i>Temporary or permanent: Temporary</i></p>	<p>However, a more flexible approach is proposed through the modification and there is no suggestion in the policy that a specific site would be required to achieve a particular level of provision or density to be in conformity.</p> <p>As a consequence whilst the approach is amended, the effects of the policy are assessed to be unchanged.</p>
7. Heritage				<p>The policy refers to site specific constraints leading to deviations to the policy approach. This is likely to consider the impact of higher or lower density housing on the setting of heritage assets.</p> <p><i>Likelihood/certainty: Highly probable</i></p> <p><i>Temporary or permanent: Temporary</i></p>	<p>The modification removes specific reference to site specific constraints. However, a more flexible approach is proposed through the modification and there is no suggestion in the policy that a specific site would be required to achieve a particular level of provision or density to be in conformity.</p> <p>As a consequence</p>

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					whilst the approach is amended, the effects of the policy are assessed to be unchanged.
8. Landscape and Townscape				<p>The policy refers to site specific constraints leading to deviations to the policy approach. This is likely to consider the impact of higher or lower density housing on surrounding landscape or townscape value.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Temporary</p>	<p>The modification removes specific reference to site specific constraints. However, a more flexible approach is proposed through the modification and there is no suggestion in the policy that a specific site would be required to achieve a particular level of provision or density to be in conformity.</p> <p>As a consequence whilst the approach is amended, the effects of the policy are assessed to be unchanged.</p>
9. Air, Soil and Water Resources				<p>The policy refers to site specific constraints leading to deviations to the policy approach. This is likely to consider the impact of higher or lower density housing on soil, such as high quality agricultural land, air and water resources.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Temporary</p>	<p>The modification removes specific reference to site specific constraints. However, a more flexible approach is proposed through the modification and there is no suggestion in the</p>

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					<p>policy that a specific site would be required to achieve a particular level of provision or density to be in conformity.</p> <p>As a consequence whilst the approach is amended, the effects of the policy are assessed to be unchanged.</p>
<p>10. Sustainable use of Land and Waste</p>	<p>.</p>	<p>.</p>	<p>.</p>	<p>The policy refers to site specific constraints leading to deviations to the policy approach. This is likely to consider the impact of higher or lower density housing on minerals resources and greenfield land.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Temporary</p>	<p>The modification removes specific reference to site specific constraints. However, a more flexible approach is proposed through the modification and there is no suggestion in the policy that a specific site would be required to achieve a particular level of provision or density to be in conformity.</p> <p>As a consequence whilst the approach is amended, the effects of the policy are assessed to be unchanged.</p>

<p>11. Flood Risk</p>				<p>The policy refers to site specific constraints leading to deviations to the policy approach. This could for example mean that the appropriate mix of dwelling types and sizes cannot be met in order to accommodate SuDS or flood mitigation. This ensures that a flexible approach to delivery can be secured as part of a viable scheme. <i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>The modification removes specific reference to site specific constraints. However, a more flexible approach is proposed through the modification and there is no suggestion in the policy that a specific site would be required to achieve a particular level of provision or density to be in conformity.</p> <p>As a consequence whilst the approach is amended, the effects of the policy are assessed to be unchanged.</p>
<p>12. Climate Change</p>				<p>The policy will ensure that site characteristics are taken into account when deciding on the appropriate mix of dwelling types and sizes. This is likely to consider the impact of dwelling mix i.e. flats / detached houses on drainage capacity, need for SuDS etc. <i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>The modification removes specific reference to site specific constraints. However, a more flexible approach is proposed through the modification and there is no suggestion in the policy that a specific site would be required to achieve a particular level of provision or</p>

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					<p>density to be in conformity.</p> <p>As a consequence whilst the approach is amended, the effects of the policy are assessed to be unchanged.</p>
13. Economy and Employment	.	.	.	<p>The Employment Land Technical Paper and SHMAs set out the functional linkages between where people live and work. This includes functional travel to work areas. Ensuring that housing mixes and types are identified through reference to this evidence base will ensure that developments are well positioned to reflect the employment opportunities that surround, thus encouraging sustainable transport options.</p> <p>It is considered that utilisation of locally specific data to identify appropriate scheme mix and type will be a key factor in ensuring housing for all levels of economic and social participation is provided. This could be important to maintaining a healthy labour market and encouraging inward migration of those occupying specialist and professional occupations.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>The modification does not alter the fundamental aims of the policy in advocating an evidence based approach to guiding the type of homes that are needed across SE Lincolnshire.</p> <p>The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p>
Overall effect of Proposed Modification upon SA assessment	<p>The modification has been assessed as introducing greater flexibility into the Local Plans approach to securing the type and mix of housing whilst ensuring an evidence based approach is followed. Enhanced reference is made to provision of adaptable homes leading to a positive significant effect upon the health and wellbeing of all.</p>				

Policy 16: Rural Exception Sites - policy not subject to proposed Main Modification

Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change
SA49	PMM020	Former Policy 17: Accommodation for Gypsies, Travellers and Travelling Show People. (renumbered as 20)	<p>Policy 17 20: Accommodation for Gypsies, Travellers and Travelling Showpeople</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"> • 4 new permanent residential pitches for gypsies and travellers; and • 1 new permanent residential plot for travelling showpeople. <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"> • Land at The Stables, Baulkins Drove, Sutton St James allocated as a 'Proposed Residential Travelling Showperson's Site', to provide accommodation for one additional household; and • Land at Bleu Raye Farm, Mill Gate, Whaplode Fen allocated as a 'Proposed Residential Gypsy/Traveller Site', to provide accommodation for four households. <p>Planning permission will be granted for the development of these sites, provided that proposals:</p> <ol style="list-style-type: none"> 1. will be adequately provided with appropriate infrastructure such as electricity, drinking-water, waste-water treatment and recycling/waste management; 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 3. will be successfully assimilated into both their immediate environs and the wider landscape. <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</p>

		<p>to 3 above, and they:</p> <p>Planning permission will be granted for proposals on allocated and unallocated sites provided that they:</p> <ul style="list-style-type: none"> a. provide occupants with an acceptable standard of amenity; b. 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; <p>Planning permission will be granted</p> <ul style="list-style-type: none"> g. for sites for permanent residential use, if they: <ul style="list-style-type: none"> i. provide occupants with access to education, health care and recreational facilities, shops and employment within reasonable travelling distances, preferably by walking, cycling or public transport; ii. are suitable (or capable of being made suitable) for mixed residential and business use; iii. are not located within Flood Zone 3a or 3b; or and, if are located in Flood Zone 2, and the Sequential and Exception Tests have been passed; and h. for sites for transit or stopping place use, if they: are not located within Flood Zone 3b; or and, if are located within Flood Zone 3a, and the Sequential and Exception Tests have been passed. 			
SA Objective	Significance and Duration of Effect			Commentary - Publication Version	Effect of modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	<p>By allocating the sites identified on the Policies Map, this policy seeks to ensure that the identified need for gypsies and travellers accommodation, as identified in the Boston and South Holland Gypsy and Traveller Accommodation Assessment (November 2016) (GTAA) is met across the plan area. This will have a positive impact by ensuring that all residents (either permanent or temporary) have the opportunity to live in a decent home.</p> <p>In terms of sites for permanent residential use, the policy seeks sites that are within</p>	<p>Addition of specific consideration and protection of existing gypsy and traveller and travelling showpeople sites. This will enhance the ability of local plan policy in enabling and</p>

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				<p>reasonable travelling distances of employment and other key services/facilities, preferably by walking, cycling or public transport. This could have a positive impact by helping to reduce fuel poverty through improving transport provision, and thereby access to jobs.</p> <p><i>Likelihood/certainty:</i> Certain <i>Temporary or permanent:</i> Permanent</p>	<p>retaining sufficient provision of such accommodation leading to a further positive effect.</p> <p>The specific listing of Land at the Stables and Land at Bleu Ray improves clarity of the policy and ensure appropriate allocation of the sites. Both sites were originally intended for inclusion in the policy and were included on the Policies Map and a site specific assessment was provided at Appendix 7 of the previous assessment.</p> <p>The remaining modifications address the clarity and implementation of specific criteria for consideration applications for gypsy, traveller and travelling showpeople sites.</p> <p>The modifications improve the operation of the policy but do not alter the likely effects in</p>
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					<p>relation to the plans ability to meet the identified accommodation needs.</p> <p>The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p>
<p>2. Health and Wellbeing</p>	·/x	·/x	·	<p>Statistics show that the travelling community have the worst health status out of all ethnic minorities in England. Ensuring that sites for permanent residential use are accessible to health care will help contribute towards addressing the health issues of gypsies and travellers.</p> <p>However, the capacity of healthcare facilities varies, and if unmitigated, will incur adverse effects against this objective.</p> <p>There is the potential for further positive effects as the policy seeks to ensure that any new gypsy and traveller sites provide occupants with an acceptable standard of amenity and that they do not detract from the amenities of existing local residents and adjoining land users.</p> <p>Access to open space and other facilities: This policy seeks to ensure that permanent residential pitches are located so as to enable access to key services and facilities by more sustainable modes of transport such as walking, cycling and public transport. It also requires the provision of recreational facilities. This could have a positive impact on health and promoting equality of access to community facilities. Such an approach will help create opportunities for exercise, thereby supporting healthy and active lifestyles, promoting mental wellbeing with an associated impact on life expectancy.</p> <p>Proximity to sources of pollution: It is considered that once detailed schemes are submitted policy 4 will cover amenity concerns.</p>	<p>The modifications relevant to this objective address the clarity and implementation of specific criteria for consideration applications for gypsy, traveller and travelling showpeople sites.</p> <p>The modifications improve the operation of the policy but do not introduce new or altered criteria in relation to health and wellbeing.</p> <p>The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p>

				<p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term, although positive effects are likely to be more prominent in the long-term as improvements secured as a result of planning permission may help address issues identified.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
3. Transport	·/x	·/x	·/x	<p>Any new development is likely to lead to a greater number of trips being made in order to access services and employment. However, by making walking, cycling or public transport the most preferable forms of access to new permanent residential pitches, this policy may help facilitate modal shift to more sustainable modes of transport. It could therefore help minimise the traffic impact of new sites by reducing the number and distance of car trips made, thereby potentially reducing congestion as well. There is therefore the potential for positive effects, although it will ultimately depend on implementation.</p> <p>This policy is unlikely to reduce the need to travel in relation to transit or stopping place sites.</p> <p><i>Likelihood/certainty:</i> Uncertain - In the short to medium-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, the overall impacts are considered to depend on implementation such as improvements to highways infrastructure and promotion of sustainable modes of transport.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>The modifications relevant to this objective address the clarity and implementation of specific criteria for consideration of applications for gypsy, traveller and travelling showpeople sites.</p> <p>The modifications improve the operation of the policy but do not introduce new or altered criteria in relation to transport.</p> <p>The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p>
4. Socially Inclusive Communities	··	··	··	<p>This policy requires that new sites for permanent residential use should be accessible to education, health care and other local facilities. This will help ensure that the needs of permanent gypsies and travellers are met and access to services will not be compromised. This is likely to help create stronger and more secure communities, particularly as easy access to these services and facilities would positively encourage use and promote social inclusion.</p>	<p>Addition of specific consideration and protection of existing gypsy and traveller and travelling showpeople sites. This will enhance the ability of local plan</p>

				<p>Furthermore, the provision of permanent pitch sites will create a sense of 'place' for the traveller community and could reduce the number of temporary unauthorised sites. This could have impacts across the adjacent and wider communities, with particular regard to perceived safety and integration issues.</p> <p>As stated previously, walking, cycling or public transport are the preferred modes of transport for permanent residential sites. The use of these more sustainable transport modes can help reduce the impacts of traffic on communities, including noise disturbance, community severance and improving road safety. For example, reduced reliance on the private car is likely to enhance a sense of safety (particularly among families with young children, the mobility impaired and elderly) and create a greater sense of community. Additionally, this policy requires that development proposals should not prejudice highway safety or give rise to problems of parking which will have a positive impact by producing development which creates a sense of safety amongst residents.</p> <p><i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i></p>	<p>policy in enabling and retaining sufficient provision of such accommodation leading to a further positive effect.</p> <p>The modifications relevant to this objective address the clarity and implementation of specific criteria for consideration of applications for gypsy, traveller and travelling showpeople sites.</p> <p>The modifications improve the operation of the policy but do not introduce new or altered criteria in relation to transport.</p> <p>The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p>
<p>5. Education</p>	<p>•/x</p>	<p>•/x</p>	<p>•</p>	<p>Statistics show that the travelling community have the highest proportion of no qualifications for any ethnic group in England and Wales. Improving access to facilities will depend on implementation; provision of foot/cycle paths, proximity to bus stops may help. However,</p>	<p>he modifications relevant to this objective address the clarity and</p>

				<p>evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. If unmitigated, this policy will incur adverse effects against this objective. This should be kept under review to avoid any adverse impacts.</p> <p>The need for investment in educational facilities to meet demand could mitigate any impacts. Over the long-term, as extra facilities are built and capacity increases, adverse impacts may be minimised.</p> <p>Ensuring that sites for permanent residential use are accessible to educational facilities should help to increase the number of children attending school on a regular basis, which is likely to have a positive impact.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the location of new development and the mitigation that can be secured to address the increased demand on educational facilities. <i>Temporary or permanent:</i> Temporary</p>	<p>implementation of specific criteria for consideration of applications for gypsy, traveller and travelling showpeople sites.</p> <p>The modifications improve the operation of the policy but do not introduce new or altered criteria in relation to transport.</p> <p>The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p>
<p>6. Biodiversity, Geodiversity and Green Infrastructure</p>	?	?	?	<p>Overall, the exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of unallocated sites (which are unknown) and implementation (e.g. design and mitigation).</p> <p>Biodiversity: This policy ensures that areas of importance to nature conservation will be considered within the process of determining planning applications for the development of allocated and unallocated sites. This will have a positive impact on this objective.</p> <p>Furthermore, as new site proposals will only be permitted in accordance with other relevant Local Plan policies (such as the Natural Environment policy) this will also provide another level of protection for any potential adverse impacts on either biodiversity or geodiversity.</p> <p>Nonetheless, there is the possibility that the provision of residential pitches may adversely affect the ability to protect, manage and enhance biodiversity and green</p>	<p>The modifications relevant to this objective address the clarity and implementation of specific criteria for consideration of applications for gypsy, traveller and travelling showpeople sites.</p> <p>The modifications improve the operation of the policy but do not introduce new or altered</p>

				<p>infrastructure. Impacts will vary by site. There could be high levels of disturbance/loss of habitats protected/priority species through construction and recreational pressure (i.e. increased population). In such circumstances, mitigation is essential to help minimise adverse impacts.</p> <p>There may be potential for net-gains, due to potential mitigation; a combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long-term as GI/ habitats become more establish and mature.</p> <p>Geodiversity: No impact.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>criteria in relation to biodiversity, geodiversity and green infrastructure.</p> <p>The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p>
7. Heritage	?	?	?	<p>Overall, the exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of unallocated sites (which are unknown) in relation to heritage assets and implementation (e.g. design and mitigation).</p> <p>This policy ensures that heritage assets will be considered within the process of determining planning applications for the development of allocated and unallocated sites. It also means that sites should already be, or be capable of being, successfully assimilated into both their immediate environs and the wider landscape. This could have a positive impact by protecting the setting of heritage assets.</p> <p>As new site proposals will only be permitted in accordance with other relevant Local Plan policies (such as the Historic Environment policy) this will also provide another level of protection for any potential adverse impacts on heritage assets.</p> <p>Although there may be potential for residual adverse impacts over the long-term, it is considered mitigation to reduce the impact should minimise any effects and even generate positive effects for example through the maturing of green infrastructure or</p>	<p>The modifications relevant to this objective address the clarity and implementation of specific criteria for consideration of applications for gypsy, traveller and travelling showpeople sites.</p> <p>The modifications improve the operation of the policy but do not introduce new or altered criteria in relation to heritage.</p>

				<p>the removal/improvement of poor quality urban fabric. This is particularly relevant for sites within/adjoining 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area, and if undertaken at a significant scale, in the right location, to an appropriate standard could reduce the number and/or severity of assets at risk.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and location of development. <i>Temporary or permanent:</i> Temporary</p>	<p>The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p>
8. Landscape and Townscape	?	?	?	<p>Overall, the exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of sites (which are unknown) and implementation (e.g. design and mitigation).</p> <p>As stated in Objective 7, this policy ensures that sites should already be, or be capable of being, successfully assimilated into both their immediate environs and the wider landscape. This could have a positive impact by protecting the quality and character of the landscape and townscape.</p> <p>It could also help ensure that the design of new development reflects the distinctive character and appearance of the local area as it requires sites to respect the scale of the nearest settlement.</p> <p>Furthermore, by seeking sites that are within reasonable travelling distances of key services and facilities, preferably by walking, cycling or public transport, it is likely to have a positive impact on landscape and townscape by assisting in the reduction of the number of motor vehicles on the road and the impact that this has on both landscape and townscape.</p> <p>However, any new development of this nature will likely utilise greenfield land and will therefore impact upon the landscape.</p> <p>Significant mitigation (e.g. in the form of structural landscaping) could help minimise adverse residual effects once it has become established.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term, although adverse</p>	<p>The modifications relevant to this objective address the clarity and implementation of specific criteria for consideration of applications for gypsy, traveller and travelling showpeople sites.</p> <p>The modifications improve the operation of the policy but do not introduce new or altered criteria in relation to townscape and landscape.</p> <p>The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p>

				<p>impacts are considered likely as a result of development associated with this policy. In the long-term, positive effects are likely to be more prominent as mitigation establishes.</p> <p><i>Temporary or permanent: Temporary</i></p>	
<p>9. Air, Soil and Water Resources</p>	x	x	•/x	<p>Soil – As mentioned in Objective 8, any new development of this nature will likely utilize greenfield land and will therefore result in the permanent loss of agricultural land, the majority of which in the area is Grade’s 1 and 2. The siting of caravans will also cause compaction which will affect the function of soil and can deteriorate soil quality generally in terms of removal of top soil and deposits to the ground. Impacts may lessen as mitigation (e.g. GI, structural planting etc.) matures helping to protect soil resources.</p> <p>Air – Any new development will likely lead to increased air pollution, primarily due to increased road traffic. However, the policy favours the use of more sustainable modes of transport which could aid in a reduction of the number of vehicles and traffic/congestion on the roads. This will reduce carbon emissions and thus have a positive impact on air quality.</p> <p>Water – New development such as this is likely to create increased pressure on water. This could be problematic given that the pressure on water in South East Lincolnshire is greater than elsewhere in the country. This policy will have a positive impact by ensuring that new gypsy and traveller sites have adequate connections to the drinking-water supply and waste- water treatment. However, depending on the location of sites, development may cause localised pollution of rivers and streams. Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis.</p> <p><i>Likelihood/certainty: Probable</i></p> <p><i>Temporary or permanent: Adverse effects on soil resources and water quality are likely in the short to medium-term. However, this is likely to lessen as mitigation comes into effect. The impact of new housing development on air quality is more likely to be permanent given the inevitable increase in the number of car journeys that will result.</i></p>	<p>The modifications relevant to this objective address the clarity and implementation of specific criteria for consideration of applications for gypsy, traveller and travelling showpeople sites.</p> <p>The modifications improve the operation of the policy but do not introduce new or altered criteria in relation to air, soil and water resources.</p> <p>The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p>
<p>10. Sustainable use of Land and Waste</p>	x	x	•/x	<p>It is most likely that new gypsy and traveller sites will be located on greenfield land meaning less sustainable use of land.</p> <p>Furthermore, any new development will likely lead to greater levels of waste</p>	<p>The enhanced protection for existing gypsy and traveller and travelling showpeople</p>

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				<p>generation. Recycling and reduced waste should therefore be considered and refuse and recycling facilities should be provided on site.</p> <p>This policy guides development towards sites that are well-located with access to employment and services by a choice of sustainable travel modes which is likely to have a positive impact.</p> <p>Development associated with this policy is unlikely to sterilise economically important mineral resources unless located in close proximity to Crowland.</p> <p><i>Likelihood/certainty:</i> The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation establishes and becomes effective.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>sites might lead to a greater positive effect against this objective. Through retention of existing accommodation future needs for additional new sites elsewhere would be reduced. However, this positive impact is considered to not be sufficient to amend the overall assessed effect of the policy.</p> <p>The modifications relevant to this objective address the clarity and implementation of specific criteria for consideration of applications for gypsy, traveller and travelling showpeople sites.</p> <p>The modifications improve the operation of the policy but do not introduce new or altered criteria in relation sustainable use of land and waste.</p> <p>The modification is</p>
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					therefore assessed as having no effect upon the previous assessment of the policy.
11. Flood Risk	·/x	·/x	·	<p>It is important that the risk and impact of flooding to all new development is minimised. A sequential approach to locating gypsy and traveller sites will be undertaken to ensure that they are located in areas that are at a lower level of risk and hazard – such sites are classified as highly vulnerable and should therefore not be located in flood zone 3. This has been agreed with the Environment Agency and is considered to score highly against this objective.</p> <p>In many cases, flood management/mitigation measures will be identified through a Flood Risk Assessment. Implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures and so may incur positive effects.</p> <p>All new gypsy and traveller sites of more than 10 pitches will be expected to incorporate sustainable drainage systems. This is likely to generate significant positive impacts over the plan period, in terms of minimising surface water run off, and depending on the approach implemented, reducing pollution and promoting biodiversity and access for recreation.</p> <p>As new site proposals will only be permitted in accordance with other relevant Local Plan policies this is also likely to ensure that any risk is avoided or mitigated.</p> <p>The laying of hard standing may result in a slight increase risk of surface level flooding so the use of permeable surfaces should be encouraged as well as the incorporation of green space within the site.</p> <p><i>Likelihood/certainty:</i> Uncertain - The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>The modifications relevant to this objective include specific amendment to explaining that sites in Flood Zone 2 would be permitted if a Sequential Test has been passed.</p> <p>This retains the previous intent of the policy and no change is considered to arise for the anticipated significant effect of the policy.</p>

12. Climate Change	·/x	·/x	·/x	<p>Any new development is likely to increase greenhouse gas emissions, both directly and indirectly. The construction of development is likely to consume fairly high levels of energy and increasing the level of development within the area will also increase domestic energy consumption (i.e. gas and electricity) and the number of trips made by car. As such, there may be adverse in the short-term. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation.</p> <p>Transport emissions: This policy aspires to create sites where the travelling community can access key services and facilities by walking, cycling or public transport. This could help to minimise the need to travel by car, subsequently aiding a reduction in greenhouse gas emissions.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the location and timing of development and the use of sustainable modes of transport. <i>Temporary or permanent:</i> Permanent</p>	<p>The modifications relevant to this objective address the clarity and implementation of specific criteria for consideration of applications for gypsy, traveller and travelling showpeople sites.</p> <p>The modifications improve the operation of the policy but do not introduce new or altered criteria in relation to climate change.</p> <p>The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p>
13. Economy and Employment	?	?	?	<p>An increased local population associated with the provision of gypsy and traveller sites is likely to support the local economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services.</p> <p>However, in terms of accessibility to employment sites, given that the location of gypsy and traveller sites is unknown, it is not possible to determine whether sites would have good access to employment.</p> <p>The policy includes a criteria which means that sites for permanent residential use should be suitable (or capable or being made suitable) for mixed residential and business use. This is important as self-employment is common amongst the gypsy and</p>	<p>The previous assessment considers the inclusion of criteria in support of provision of sites for permanent residential use that are suitable for mixed residential and</p>

			<p>traveller community and so they may require space related to business operation.</p> <p>Over the long-term, access to employment is likely to improve as further employment development associated with the Main Employment Areas and Local Employment Areas takes place, extending the employment portfolio in the area. This could help to support the economy and reduce unemployment.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the location of development, although positive effects in terms of the economy are likely to be more evident in the long-term as the employment portfolio of South East Lincolnshire is extended.</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>business use. Modification to the policy includes additional discussion of the design and layout of proposals that includes business uses with reference to protecting residential amenity.</p> <p>However, the modifications do not introduce additional support for the provision of employment opportunities or economic growth as part of development.</p> <p>The modification is therefore assessed as having no effect upon the previous assessment of the policy.</p>
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>Overall the proposed Main modifications are assessed as improving the operation of policy. Potential enhanced positive effects have been identified in relation to objectives for Housing and Socially Inclusive Communities. However, both objectives were identified as benefiting from significant positive effects so there is no change in the overall assessed significant effects of this policy.</p>			

Policy 18: Housing in Multiple Occupation and the Sub-Division of Dwellings						
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change			
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>Where appropriate for licensing purposes, proposals for the creation of a HMO should be in accordance with DASH space standards (or any successor).</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 policy¹⁰. 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>			
SA Objective		Significance and Duration of Effect		Commentary - Publication Version	Effect of modification	
		Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing		·/x	·/x	·	There are streets/areas within South East Lincolnshire that have become popular for HMOs or conversions mainly as a result of the type of existing dwellings (larger family homes) that are	The proposed main modification to this

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				<p>considered suitable for sub-division. However, evidence in the SHMAs indicates that the greatest demand in the plan period will be for three bed homes. This policy will prevent the loss of 'family-sized dwellings' (houses with 3 or more bedrooms) which is a positive impact.</p> <p>The policy also provides for the appropriate sub-division of larger homes to flats or to HMOs, which would inevitably see the loss of larger homes, but would make an important contribution to low cost accommodation for single people and those on low incomes. Achieving a balance between both issues should be given careful consideration, and will depend on implementation.</p> <p>The policy will also help manage the level of private landlords in such areas and aid the re- introduction/retention of families, where appropriate.</p> <p>All homes for sale or rent provided by this policy should meet minimum national space standards and, for HMOs, decent homes standards. This will have a significant positive impact ensuring that all residents have the opportunity to live within a decent home.</p> <p>It is considered that as the quantum of development increases more significant benefits will be secured.</p> <p>Energy efficiency is considered by Objective 12.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term, although positive impacts are likely to be more evident in the long-term as more development arises.</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>policy assist application of criteria 1 to refine the identification of high density solely to streets and not areas. This will aide the identification of areas that fall within the criteria and potential debate over the extent of an area – assisting the policy in achieving its original intent.</p> <p>Specific reference to DASH space standards would be licensing requirements and are not capable of control through planning. The Policy however, continues to require applications of NDSS.</p> <p>Broadly the main modifications assist implementation. They do not amend the original intent or effect of the</p>
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					policy in relation to the sustainability objective for housing.
2. Health and Wellbeing	.	.	.	<p>Access to health facilities: South East Lincolnshire’s population experiences significant health inequalities and variations in life expectancy exist. By ensuring that sites have good access (400m walk, cycle or to a bus stop) to community facilities will mean that access to health facilities is good for all.</p> <p>The capacity of healthcare facilities varies, and if unmitigated, will incur adverse effects against this objective. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of health facilities will be vital.</p> <p>Access to open space: With no certainty as to the location of these types of dwellings, access to amenity open space, GI and multi-user routes will vary. In cases where the development of sites will involve the loss of existing open space or affects an existing route, loss should be compensated for through either on-site or off-site provision. Overall, access to amenity open space/GI and multi-user routes will depend on implementation as it may be possible through other policies to provide for open space to address the impact generated by a new development.</p> <p>Proximity to sources of pollution: With no certainty as to the location of these types of dwellings this policy does not raise any issues of air/noise pollution that would have an adverse impact on human health. The policy specifically refers to the importance of providing an acceptable standard of accommodation, and adequate amenity for future occupiers, particularly in terms of noise, which will also help generate positive impacts against this objective, for physical and mental health.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	The modification does not propose any changes of direct relevance to consideration of sustainability objectives for health and wellbeing.
3. Transport	./x	./x	./x	<p>This policy will ensure that all dwellings delivered under this policy are within good walking and cycling access of around 400m of community facilities, public transport and local employment, which generates positive impacts against this objective.</p> <p>However, the sub-division of a single dwelling to multiple dwellings is also likely to generate</p>	The modification does not propose any changes of direct relevance to consideration of

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				<p>additional vehicles. Many residents will own cars and this creates problems in residential areas with no off-street parking where some houses with 6 bedrooms could potentially have 6 cars. It could also lead to an increase in traffic and potentially congestion in the surrounding area, unless mitigated. This policy seeks to promote HMOs/flat conversions within more accessible parts of the area which could encourage the use of more sustainable modes of transport particularly for short, local journeys and to ensure that highway access, safety and parking provision is acceptable.</p> <p>Overall impacts will depend on implementation. A Transport Assessment/Statement will ensure that the dwellings can be accommodated safely within a specific area and amenity of residents is not compromised.</p> <p>The size and mix of dwellings addressed means that they are unlikely to be able to contribute towards the delivery of strategic transport infrastructure.</p> <p>Access to employment is discussed in Objective 13.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term. Over the long-term, improvements through design and those secured as a result of planning permission may help address issues identified.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>sustainability objectives for transport.</p>
<p>4. Socially Inclusive Communities</p>	<p>·/x</p>	<p>·/x</p>	<p>·</p>	<p>Levels of deprivation vary across the area. For example, parts of Boston town and Sutton Bridge ward are within the top 30% of most deprived wards in the UK. The provision of HMOs and flats will help single people and those on lower incomes live within affordable, decent accommodation in close proximity to shops and services and local employment. The policy is compatible with this objective in terms of contributing to mixed communities.</p> <p>By ensuring that the quality of accommodation provided is of a good standard and should not have any adverse impacts on the character of the area, it could help secure environmental improvements to the dwelling and/or streetscene. It could also bring positive benefits in terms of regeneration.</p> <p>Access to employment is considered by Objective 13.</p> <p>The nature of this policy is that it is expected to promote housing within the settlement limits. However, access to community facilities will depend on the location of the site and the existing provision. The capacity of these facilities to meet the needs of additional users</p>	<p>The modification does not propose any changes of direct relevance to consideration of sustainability objectives for health and wellbeing.</p>

				<p>also varies. Mitigation may be required in those cases where access is more limited.</p> <p>The danger in the short-term is that the provision of new HMOs as rented accommodation may exacerbate maintenance problems in some houses and areas, which could increase issues of vandalism and anti-social behaviour. However the policy refers to the importance of adequate provision being made for communal gardens and amenity areas which could help generate positive benefits.</p> <p>Most of the area has access to broadband, although some high speed provision may be more limited in some parts of the rural area. New development should therefore ensure that connection is feasible.</p> <p><i>Likelihood/certainty:</i> Uncertain - In the short to medium-term, there are likely to be adverse effects due to an increase in pressure on existing infrastructure. Positive effects are likely to be more prominent in the long-term as the impact of more developments can be seen.</p> <p><i>Temporary or permanent:</i> Permanent</p>	
5. Education	•/x	•/x	•	<p>It is expected that most HMOs or flat conversions will have good access to education facilities (on foot or by bicycle) or be within 400m of a bus stop, as required by the policy. Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. If unmitigated, this policy will incur adverse effects against this objective. This should be kept under review to avoid any adverse impacts. Phasing of new development in line with the capacities of education facilities will be vital.</p> <p>The need for investment in educational facilities to meet demand could mitigate any impacts, potentially through developer contributions, although given the type of housing proposed it is unlikely that sufficient funding will be available to support contributions. Over the long-term, as extra facilities are built and capacity increases, adverse impacts may be minimised.</p> <p>Construction of new development may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area. Due to the anticipated delivery timescale, this is likely to have positive effects in the medium-long-term depending on the phasing of sites and construction periods.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the location of new development and the mitigation that can be secured to address the increased demand on educational facilities.</p>	<p>The modification does not propose any changes of direct relevance to consideration of sustainability objectives for education.</p>

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				<i>Temporary or permanent:</i> Temporary	
6. Biodiversity, Geodiversity and Green Infrastructure	•/x	•/x	•	<p>Access to Amenity Open Space & GI is considered by Objective 2.</p> <p>Biodiversity: The policy states that significant adverse impacts on the natural environment will not be acceptable. This should minimise disturbance/loss of habitat for protected/priority species/habitats.</p> <p>There may also be potential for net-gains. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long-term as GI/ habitats become more established and mature.</p> <p>Geodiversity: No impact.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Temporary</p>	The modification does not propose any changes of direct relevance to consideration of sustainability objectives for biodiversity, geodiversity and green infrastructure.
7. Heritage	•/x	•/x	•	<p>The policy states that significant adverse impacts on the historic environment will not be acceptable. This should ensure that adverse effects are considered and appropriate mitigation is proposed should the sub-division of a dwelling have an adverse impact upon heritage assets. Although there may be potential for residual adverse impacts over the long-term, it is considered mitigation to reduce the impact will have begun to take place and even generate positive effects (e.g. improvements to setting of heritage assets) with the maturing of green infrastructure and removal/improvement of nearby poor quality urban fabric. This is particularly relevant for sites within/adjointing 'at risk' Conservation Areas and/or other heritage assets where quality design could help enhance the built area to an appropriate standard to reduce the number and/or severity of assets at risk.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term – will depend upon implementation and location of development</p> <p><i>Temporary or permanent:</i> Temporary – In the long-term, improvements through design and those secured as a result of planning permission may help address issues identified.</p>	The modification does not propose any changes of direct relevance to consideration of sustainability objectives for heritage.
8. Landscape and Townscape	•/x	•/x	•	<p>The policy states that significant adverse impacts on the character and appearance of the area will not be acceptable. This should ensure that adverse impacts are considered and</p>	The modification amends the scope of

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				<p>appropriate mitigation secured, for example in relation to visual amenity.</p> <p>The development of a site may help secure townscape improvements. Some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement.</p> <p>Regeneration benefits are discussed by Objective 4.</p> <p><i>Likelihood/certainty:</i> Uncertain – effects in the short to medium-term could be adverse, however positive effects are likely to be more prominent in the long-term as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>application of the policy from “high density residential areas and streets” to high density residential streets”.</p> <p>This potentially affects where HMOs would and would not be considered. However, as previously noted the policy criteria address impact upon character and appearance. These criteria remain unchanged and consequently the modifications are not assessed as leading to a significant effect upon this sustainability objective.</p>
<p>9. Air, Soil and Water Resources</p>	<p>•/x</p>	<p>•/x</p>	<p>•</p>	<p>The promotion of HMOs and flat conversions suggests that brownfield land will be used which delivers significant benefits in terms of the re-use of existing dwellings and land, and associated positive benefits on soil resources. As sites are being built-out, use of GI, structure planting, etc. may help enhance soil resources. In some cases this policy may also help to aid remediation of brownfield sites which would provide some benefits regarding this objective.</p> <p>Overall, the impact on air and water resources is likely to depend on implementation.</p> <p>Air: By permitting development within 400m walk/cycle distance of community facilities, public transport and local employment this may minimise the number of car trips for local journeys.</p> <p>However, provision of HMOs/flats is likely to increase the number of cars per plot and</p>	<p>The modification does not propose any changes of direct relevance to consideration of sustainability objectives for biodiversity, geodiversity and green infrastructure.</p>

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				<p>potentially their use. This is likely to have an adverse impact on air quality relating to exhaust emissions but the extent will depend on implementation.</p> <p>There will be dust emissions associated with the construction of development associated with this policy however, conditions should be put in place to ensure air pollution is minimised.</p> <p>Water: Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis. It will be particularly important that new development is phased with investment to minimise sustainability impacts.</p> <p>Development associated with this policy will also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term as it will depend upon implementation. Over the long-term, improvements through new development may help generate positive impacts.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
<p>10. Sustainable use of Land and Waste</p>	<p>**</p>	<p>**</p>	<p>**</p>	<p>The development associated with this policy is expected to be brownfield sites which will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. This also means that development associated with this policy is also unlikely to sterilise economically important mineral resources.</p> <p>The policy makes provision for appropriate storage of refuse and recycling which will generate positive benefits.</p> <p>Issues relating to access are considered in Objective 3 above.</p> <p><i>Likelihood/certainty:</i> Highly probable</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>The modification amends the scope of application of the policy from “high density residential areas and streets” to high density residential streets”. This could potentially increase / or decrease the range of potential locations where HMOs would be assessed as acceptable. However, on balance the amendment is considered to clarify</p>


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					<p>the identification of high density residential locations and would not affect the likely number of HMOs permitted.</p> <p>The modification does not consequently amend the previous significant effect upon this sustainability objectives.</p>
11. Flood Risk	·/x	·/x	·	<p>It is important that the risk and impact of flooding to all new development is minimised. A sequential approach to locating new development will be undertaken to ensure that the majority of new development is located in areas that are at a lower level of risk and hazard. This has been agreed with the Environment Agency and is considered to score highly against this objective.</p> <p>In many cases flood management/mitigation measures will be identified through a Flood Risk Assessment. Implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures are in place and so may incur positive effects.</p> <p>The provision of HMOs or flats may lead to more hardstanding being required in new developments in the form of parking areas for example. Appropriate drainage will be required to minimise surface water run off, and depending on the approach implemented, reduce pollution and promote biodiversity.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>The modification does not propose any changes of direct relevance to consideration of sustainability objectives for flood risk.</p>
12. Climate Change	·/x	·/x	·/x	<p>Re-use of existing dwellings associated with this policy is likely to generate a positive impact by minimising the amount of greenhouse gas emissions used in the construction process. However, increasing the number of units within a property will increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car,</p>	<p>The modification does not propose any changes of direct relevance to</p>

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				<p>particularly for longer journeys as discussed in objective 3. As such, effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation.</p> <p>Transport Emissions: As the location of HMOs and flats is expected to be within 400m walk/cycle of community facilities or public transport it is expected that trips by car may decrease to local shops and services. However, as the number of vehicles per unit is expected to increase transport emissions will also increase from current levels. Overall, it is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged.</p> <p>Energy Efficiency & Renewable Energy: There is potential for significant benefits to be secured against this policy; for instance new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This would also help reduce fuel bills for residents important for those living within an area of fuel poverty.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the location and timing of development and the promotion of sustainable transport.</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>consideration of sustainability objectives for climate change.</p>
<p>13. Economy and Employment</p>	<p>•</p>	<p>•</p>	<p>••</p>	<p>Provision of HMOs and flats may encourage single people and those on low incomes with affordable accommodation to locate within settlements. By ensuring that these developments are within 400m walk/cycle (or bus stop) of local employment will also mean that these residents can more easily access work, by sustainable means or that car journeys are shorter.</p> <p>Over the long term, access to employment is also likely to improve as further employment development associated with the Main and Local Employment Areas and Established Employment Sites takes place, extending the employment portfolio in the area. This could help to support the economy and reduce unemployment.</p> <p>An increased local population within a settlement is also likely to support the local economy and the town centres in terms of increased spend on local facilities, shops, and services.</p>	<p>The modification does not propose any changes of direct relevance to consideration of sustainability objectives for economy and employment.</p>

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		<p>Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The proposed main modification makes two amendments to local plan policy to clarify that application of the policy should be assessed in relation to high density residential streets, and not areas and streets; and removes application of a test regarding housing standards that fall outside the planning regime. Overall, the main modifications are assessed as improving clarity of the policy's application and its operation but do not amend the previous assessed significant effects of the policy.</p>		

Policy 19: Replacement Dwellings in the Countryside						
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change			
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, restoration would be preferred to replacement;</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 have beneficial impacts such as benefit improving 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 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. make the replacement dwelling less intrusive in the rural landscape or achieve safer access to the highway.</p>			
SA Objective		Significance and Duration of Effect		Commentary - Publication Version	Effect of modification	
		Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing		•	•	•	<p>This policy is expected to generate positive impacts by promoting the erection of replacement dwellings on sites where residential use exists, but its internal layout is not fit for the residents current and long term use (perhaps in terms of scale and design). However, the replacement of smaller dwellings with larger ones could lead to the reduction of the number of those dwellings and so only a minor positive score has been attributed.</p> <p>The policy considers an enlargement of 40% as an appropriate level, beyond which replacement would be discouraged unless in exceptional circumstances. Careful consideration needs to be given to ensure that this criterion is used effectively.</p>	<p>The main modification in removing reference to restoration removes a potentially restrictive element of the policy. However, the overall application and effect of the policy is not assessed as changing from the previously assessed positive effect for this housing.</p>

				<p>Energy efficiency is considered by Objective 12.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	sustainability objective.
2. Health and Wellbeing	?	?	?	<p>The nature of these dwellings means that they will be located outside the development limits of a settlement and are therefore likely to be some distance from local shops, services and community facilities, such as health care and open space. Access to different facilities will vary by site.</p> <p>In cases where the development of sites will involve the loss of existing open space or affects an existing route, loss should be compensated for through either on-site or off-site provision.</p> <p>Proximity to sources of pollution: With no certainty as to the location of replacement housing this policy does not raise any issues of air/noise pollution that would have an adverse impact on human health. It is considered that once detailed schemes are submitted policy 4 will cover amenity concerns.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the location of development. <i>Temporary or permanent:</i> Likely to be permanent</p>	The main modification has no implications for the effects of the policy upon health and wellbeing.
3. Transport	x	x	•/x	<p>As this policy restricts development in the countryside to a certain degree it will ensure that the majority of development will be directed to higher tier settlements which have a greater range of services and generally better public transport provision.</p> <p>However, the nature of this policy is such that it will enable housing outside settlement limits where there is likely to be a lack of nearby facilities and services and therefore less opportunity for using sustainable modes of transport. Housing in such areas will most likely rely on the use of a car.</p> <p>Improvements could potentially be made through mitigation to address constraints (e.g. provision of footpaths/cyclepaths). Despite this, associated delivery timescales may mean that adverse effects could dominate in the medium-term (i.e. there is a significant increase in the local population and car use, but the mitigation measures to help ease this increase are yet to become effective). There is therefore the potential for some positive effects.</p> <p>The location of replacement dwellings and their size means that they are unlikely to be able to contribute towards the delivery of strategic transport infrastructure.</p>	The main modification has no implications for the effects of the policy upon transport.

				<p>Access to employment is discussed in Objective 13.</p> <p><i>Likelihood/certainty:</i> Uncertain – In the short to medium-term, there are likely to be adverse effects due to an increase in pressure on existing infrastructure. However, over the long-term improvements through design and those secured as a result of planning permission may help address the issues identified.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
4. Socially Inclusive Communities	?	?	?	<p>The nature of these dwellings means that they will be located outside the development limits of a settlement and are therefore likely to be some distance from community facilities. The capacity of these facilities to meet the needs of additional users also varies. Given the size of the expected development, mitigation is unlikely to be sought. On the other hand, this policy may increase opportunities for families to remain within rural communities if by allowing the enlargement of a smaller dwelling it can better meet the needs of a family. However it may also mean that young people who may occupy a smaller dwelling could leave the area, as options for housing are limited.</p> <p>This policy is likely to have a neutral impact in helping to regenerate the area. Access to employment is considered by Objective 13.</p> <p>The design of new development should promote community safety and may also help to minimise anti-social behaviour and crime.</p> <p>Most of the area has access to broadband, although some high speed provision may be more limited in some parts of the rural area; new development should ensure that connection is feasible.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the location of development <i>Temporary or permanent:</i> Likely to be permanent</p>	<p>The main modification has no implications for the effects of the policy upon socially inclusive communities.</p>
5. Education	?	?	?	<p>The nature of these dwellings means that they will be located outside the development limits of a settlement and are therefore likely to be some distance from educational facilities. The capacity of these facilities to meet the needs of additional users also varies. Given the size of the expected development, mitigation is unlikely to be sought.</p> <p>Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places; a situation which is anticipated to become more severe in the future. Over the long-term, as extra facilities are built and capacity increases, adverse impacts may be minimised.</p>	<p>The main modification has no implications for the effects of the policy upon education.</p>

				<p>Furthermore, construction of new development may generate training opportunities during the construction period, which is likely to help improve the skills and qualifications of young people and adults in the area.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the location of new development and improvements to education provision. <i>Temporary or permanent:</i> Likely to be permanent</p>	
6. Biodiversity, Geodiversity and Green Infrastructure	?	?	?	<p>Overall, the exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of sites and implementation (e.g. design and mitigation).</p> <p>Access to Amenity Open Space & GI is considered by Objective 2.</p> <p>Biodiversity: There is the potential for significant adverse impacts. There could be high levels of disturbance/loss of habitat for protected/priority species/habitats in the short to medium-term through construction and recreational pressure (i.e. increased population). In such circumstances, mitigation is essential to help minimise adverse impacts.</p> <p>However, there may also be potential for net-gains due to potential mitigation. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term and may help to make biodiversity more resilient to climate change. Mitigation is also considered to be more effective over the long-term as GI/habitats become more established and mature.</p> <p>Geodiversity: No impact.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon the location of development and implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Likely to be permanent</p>	The main modification has no implications for the effects of the policy upon education.
7. Heritage	?	?	?	<p>Overall, the exact effects this policy would generate against this objective are uncertain as they will depend on the specific location of sites in relation to heritage assets and implementation (e.g. design and mitigation).</p> <p>Should development impact upon heritage assets, adverse effects are considered likely over the short and medium-term due to the proposed construction periods of proposed</p>	The main modification removes preference for restoration of buildings. However, the criteria retains

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				<p>development. However, the policy appropriately refers to addressing the adverse impact upon traditional and historic buildings. Evidence will be required in the form of a structural report should demolition be proposed. Links to policy 25 also ensure adequate mitigation is promoted which should generate positive impacts against this objective.</p> <p><i>Likelihood/certainty:</i> Uncertain - Probable that there would be adverse effects in the short to medium-term due to the expected construction periods. However, long-term improvements through design and those secured as a result of planning permission may help address issues identified.</p> <p><i>Temporary or permanent:</i> Likely to be permanent</p>	<p>restrictions in relation to buildings of architectural or historic merit.</p> <p>Further main modifications referring to "beneficial impacts that improve" character and appearance rather than simply "benefit" character and appearance potentially enhances the positive effects of the policy. However, the previously assessed uncertainty regarding the exact effects of the policy remain unchanged.</p> <p>The proposed modification therefore does not amend the previously assessed effect upon heritage.</p>
<p>8. Landscape and Townscape</p>	<p>x</p>	<p>*/x</p>	<p>*</p>	<p>As the location of replacement housing is expected to be outside a settlement, there is the potential for adverse impacts on the landscape although the extent will vary by site. Careful consideration should be given to avoiding linear development, and how adverse impacts on the landscape can be avoided.</p> <p>The policy aims to exclude development in the countryside which would have adverse</p>	<p>The main modification removes preference for restoration of buildings. However, the criteria retains</p>

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				<p>impacts on the character of the site and locality, so is likely to direct development away from the most sensitive landscape areas and designated areas. Furthermore, the policy states that acceptable development must protect the countryside from the intrusion of larger dwellings by using a threshold.</p> <p>The development of a site (even outside a settlement) may help secure landscape or townscape improvements. Some sites may have poor environmental quality and there could be an opportunity through development to secure enhancement.</p> <p>Significant mitigation e.g. in the form of structural landscaping, could help minimise adverse residual effects, once it has become established. However, in the short term the visual impacts may be more prominent and adverse.</p> <p>Regeneration benefits are discussed by Objective 4.</p> <p><i>Likelihood/certainty:</i> In the short-term, impacts are likely to be adverse. However, in the medium to long-term it is more uncertain and will depend upon implementation. Positive effects are likely to be more prominent in the long-term as mitigation establishes. <i>Temporary or permanent:</i> Temporary</p>	<p>restrictions in relation to buildings of architectural or historic merit.</p> <p>Further main modifications referring to "beneficial impacts that improve" character and appearance rather than simply "benefit" character and appearance potentially enhances the positive effects of the policy. However, this modification relates only to proposals that seek to relocate a building from its original footprint and is not identified as significantly altering the original overall effect of the policy.</p> <p>Modification to supporting justification enhances understanding of the policy but does not alter its implementation.</p> <p>The proposed</p>
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					modification therefore does not amend the previously assessed effect upon landscape and townscape.
9. Air, Soil and Water Resources	x	*/x	*	<p>The promotion of larger development outside settlement boundaries suggests that associated quality agricultural land will be lost, resulting in adverse effects on soil resources. Such adverse effects are considered to be significant in the short-term when sites are likely to be under construction. As sites are being built-out, it is likely that impacts will lessen as mitigation (e.g. GI, structure planting, etc.) matures helping to protect soil resources. Adverse impacts on all greenfield sites in relation to the protection of soil resources will also depend on implementation and the level of green infrastructure incorporated into new schemes.</p> <p>However, in some cases this policy may help to aid remediation of brownfield sites which would provide some benefits regarding this objective.</p> <p>Overall, the impact on air and water resources is likely to depend on implementation. Air: By permitting a larger development outside the settlement boundary it is likely that the number of trips made by car will increase. This is likely to have an adverse impact on air quality relating to exhaust emissions, however the extent will depend on implementation and proximity of site to sustainable/public transport.</p> <p>There will be dust emissions associated with the construction of development associated with this policy however, conditions should be put in place to ensure air pollution is minimised.</p> <p>Water: Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis.</p> <p>The development of a larger home associated with this policy may also increase water consumption. It is considered that this should be kept under review as the quantum of development increases over the Plan period.</p> <p><i>Likelihood/certainty:</i> Adverse effects on soil resources are likely in the short-term. However, this is likely to lessen as mitigation comes into effect. Overall, the impacts in the medium-term are more uncertain but, over the long term, improvements through development may help generate positive impacts.</p>	<p>The main modification has no implications for the effects of the policy upon air, soil and water resources.</p>

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				<i>Temporary or permanent:</i> Temporary	
10. Sustainable use of Land and Waste	x	•/x	•	<p>The development associated with this policy is expected to be a mix of brownfield and greenfield sites. Use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. However, it may also involve some greenfield land which would generate the adverse impacts identified by objective 9.</p> <p>Development associated with this policy is also unlikely to sterilise economically important mineral resources, although some areas close to Crowland may require mitigation. Issues relating to access are considered in Objective 3 above.</p> <p><i>Likelihood/certainty:</i> The effects in the short to medium-term will depend upon implementation – there is the potential for some adverse impacts. However, positive effects are likely to be more prominent in the long-term as mitigation establishes and becomes effective. <i>Temporary or permanent:</i> Temporary</p>	<p>The main modification removes in particular preference for the restoration of buildings. This could have the effect of increasing take-up of land for development. However, in the context of a policy focused upon replacement dwellings in the countryside removal of this preference is not assessed as having a significant effect and does not alter the previous assessed effects of the policy against this objective for the sustainable use of land and waste.</p>
11. Flood Risk	•/x	•/x	•	<p>It is important that the risk and impact of flooding to all new development is minimised. A sequential approach to locating new development will be promoted to ensure that the majority of new development is located in areas that are at a lower level of risk and hazard. This has been agreed with the Environment Agency and is considered to score highly against this objective.</p> <p>In many cases, flood management/mitigation measures will be identified through a Flood Risk Assessment; implementation is considered likely to have a positive impact by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. Hence, the likely effects will become more positive over the long-term as more flood management measures are in place and so may incur positive effects.</p> <p><i>Likelihood/certainty:</i> The effects in the short to medium-term will depend upon</p>	<p>The main modification has no implications for the effects of the policy upon air, soil and water resources.</p> <p>Amendment to supporting justification will not alter the implementation of the policy and is assessed as clarifying the previous intent of the policy – both in terms of flood</p>

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				<p>implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>risk, impacts in the rural landscape and safe access to the highway.</p>
<p>12. Climate Change</p>	<p>•/x</p>	<p>•/x</p>	<p>•/x</p>	<p>This policy generates positive effects by restricting widespread development in the countryside which will ensure that the majority of development is directed towards higher tier settlements. These settlements generally have a good range of facilities and public transport provision, reducing the need to drive and thereby minimising greenhouse gas emissions.</p> <p>In terms of the construction of new development, its delivery is likely to generate an adverse impact in reducing greenhouse gas emissions by consuming high levels of energy through this process. Increasing the size of a dwelling is also likely to increase domestic energy consumption (i.e. gas and electricity) and increase the number of trips made by car. As such, effects are likely to be adverse, particularly in the short-term with delivery timescales of development. In the medium to long-term this is still likely to be a factor, however, it is considered that other variables may be able to help minimise increased emissions and help to generate positive outcomes. With some uncertainty relating to the extent, location and timing of development, impacts will depend on implementation.</p> <p>Transport Emissions: As the location of replacement housing is outside settlement boundaries it is expected that trips by car will increase to access local shops and services. Inevitably transport emissions will also increase from current levels. In some cases, the need to travel by car particularly over shorter distances may be reduced e.g. proximity to bus services, new/improvements to walking/ cycling routes thus reducing emissions. Overall, it is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged.</p> <p>Energy Efficiency & Renewable Energy: There is potential for significant benefits to be secured against this policy; for instance new dwellings will need to adhere to more stringent regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings and there is also potential for domestic energy use to be taken from renewable sources (e.g. solar PV, biomass, etc.). This would also help reduce fuel bills for residents important for those living within an area of fuel poverty. Specific reference to requiring development that exceeds the threshold to be of exceptional quality in terms of energy efficiency will further strengthen the impacts this policy will have against this objective.</p> <p><i>Likelihood/certainty:</i> Uncertain - will depend upon the location and timing of</p>	<p>The main modification has no implications for the effects of the policy upon climate change.</p>

				development and the promotion of sustainable transport. <i>Temporary or permanent: Permanent</i>	
13. Economy and Employment	?	?	?	<p>In terms of accessibility to employment sites, as the location of replacement dwellings is unknown, it is not possible to determine whether sites would have good access to employment.</p> <p>However, permitting the replacement of dwellings in the countryside may help to retain people of working age within rural communities. Additionally, larger replacement dwellings may lead to an increased local population which is also likely to support the local economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. Such positive effects are considered likely to improve over the Plan period as the quantum of development increases with the building-out of sites and others proposed.</p> <p>Over the long term, access to employment is also likely to improve as further employment development associated with the Main and Local Employment Areas as well as Established Employment Sites takes place, extending the employment portfolio in the area. This could help to support the economy and reduce unemployment.</p> <p><i>Likelihood/certainty: Uncertain – will depend upon implementation and location of development</i> <i>Temporary or permanent: Permanent</i></p>	The main modification has no implications for the effects of the policy upon economy and employment.
Overall effect of Proposed Modification upon SA assessment	The modifications assist and have some positive effect in relation to landscape and townscape character but overall is not assessed as amending the previous assessed significant effect of this policy				

Policy 20: The Reuse of Buildings in the Countryside for Residential Use – this policy is not subject to proposed Main Modifications

Policy 21: The Retail Hierarchy			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change
SA53	PMM023	Former Policy 21: The Retail Hierarchy (renumbered as 24)	<p>Policy 21 24: The Retail Hierarchy</p> <p>Retail and other main town centre uses should be located in accordance with the following hierarchy, as defined on the Policies Map:</p> <p>A. Sub-Regional Centres 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. The provision of markets and other appropriate initiatives that would enhance the vitality and viability of Boston and Spalding town centres will be supported.</p> <p>B. District and Local Centres 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. The provision of markets and other appropriate initiatives that would enhance the vitality and viability of such centres will be supported.</p> <p>New development within the Sub-Regional, District and Local Centres will be expected to:</p> <ol style="list-style-type: none"> 1- 1. be of an appropriate scale taking into account the role of the centre; 2- 1. be physically integrated and have good pedestrian and cycle links, with the rest of the centre; 3- 2. generate a reasonable level of footfall and be open to the public; 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>C. Outside the retail hierarchy</p> <p>Outside the retail hierarchy, individual local shops and small neighbourhood clusters of them within a settlement boundary,</p>

			<p>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"> 1. there is sufficient provision in the catchment area; and 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. <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 Framework⁹.</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> <ol style="list-style-type: none"> 1. provides a retail floor space of 500sqm (net) or more outside Boston town centre boundary (but within Boston Borough); and 2. provides a retail floor space of 250sqm (net) or more outside Spalding town centre boundary and the District and Local Centres (for Kirton within Boston Borough and for all other town centres within South Holland District). <p>If planning permission is granted for retail development in an out-of-centre or edge-of-centre location (as defined by national policy⁹), the range of goods sold may be restricted either through planning conditions or legal agreement.</p> <p>New Local Centres</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>		
SA Objective	Significance and Duration of Effect			Commentary - Publication Version	Effect of modification
	Short	Medium	Long		

	term (next 5 years)	term (5-15 years)	term (15 years +)		
1. Housing	✓	✓	✓	<p>This policy will have no impact on providing housing in South East Lincolnshire.</p> <p>However, by focusing the development of strategic town centre uses in the Sub-Regional Centres of Boston and Spalding, it is likely that such opportunities will be accessible to many people, and by public transport which is important for those on lower incomes who may not have access to private transport. This could therefore have a positive impact by helping to reduce fuel poverty.</p> <p><i>Likelihood/certainty: Probable</i></p> <p><i>Temporary or permanent: Permanent</i></p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>
2. Health and Wellbeing	✓	✓	✓✓	<p>South East Lincolnshire's population experiences significant health inequalities and variations in life expectancy exist. By promoting town centre uses (in Sub-Regional, District and Local Centres) and local shops and facilities/services in places that are more easily accessed by either walking, cycling or public transport, this policy is likely to have a positive effect on promoting equality and healthier lifestyles by encouraging people to walk or use healthier modes of transport to access goods/services. This is especially important given the low levels of physical activity and excess weight in both children and adults in South East Lincolnshire. Furthermore, exercise can help promote mental wellbeing with an associated impact on life expectancy.</p> <p>By locating new uses in places that should essentially minimise the need to travel by car, this policy could lead to reduced traffic and congestion which is likely to improve air quality and therefore linked respiratory health problems. However, although Boston and Spalding are accessible by public transport, there is still the possibility that people will use private cars to get to such places - especially from more rural places where public transport is poor - which could increase air pollution. This is a particular issue for Boston town which already has two Air Quality Management Areas.</p> <p>New leisure and intensive sport and recreation uses will be encouraged and</p>	<p>The proposed modification supports the provision of markets and other suitable alternatives that could have a long term positive impact on the health and wellbeing through increased social interactions and footfall in a town centre.</p>

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				<p>directed towards the town centres of Boston and Spalding which will also help to improve healthy lifestyles.</p> <p>This policy will also help to protect against the loss of local shops where it would result in an insufficient provision of such in the catchment area. This is likely to have a positive effect by keeping local shops within a reasonable distance of residents, thereby encouraging them to walk or cycle to access them.</p> <p>Proposals for main town centre uses are expected to achieve an acceptable level of amenity in accordance with the Design of New Development policy which is likely to have a positive impact on the amenities of future occupiers.</p> <p><i>Likelihood/certainty: Probable</i></p> <p><i>Temporary or permanent: Permanent</i></p>	
<p>3. Transport</p>	<p>✓/x</p>	<p>✓/x</p>	<p>✓</p>	<p>Although this policy will not reduce the need to travel or generate an increase in the number of trips made, there is the potential for some trips to be made shorter. By focusing future retail and leisure development in places closer to where people live this may encourage them to shop more locally rather than to travel further to centres higher up the retail hierarchy. Such trips, due to the reduced distance, may also encourage people to use more sustainable modes of transport, particularly for everyday requirements. It would therefore also help minimise the traffic impact of new development by ensuring that people can access jobs and services locally.</p> <p>Development in out of centre locations would encourage more trips and usually by private car. However, this policy seeks to restrict such development to a certain degree so as to protect the vitality and viability of existing town centres. Proposals must be assessed through a sequential test to determine their suitability, but the impacts are likely to depend on implementation.</p> <p>In addition, as discussed in Objective 2, this policy will also help to protect against the loss of local shops where it would result in an insufficient provision of such in the catchment area. This is likely to have a positive effect by keeping local shops within a reasonable distance of residents, thereby encouraging them to walk or cycle to access them as opposed to travelling further afield by car.</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

				<p>Issues relating to access are discussed in Objective 2 above.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the promotion of sustainable modes of transport. Over the long-term, improvements through design and those secured as a result of planning permission may help address the issues identified.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
<p>4. Socially Inclusive Communities</p>	✓	✓	✓✓	<p>Appropriate development is key in achieving a sense of security and safety within communities. Towns with high levels of retail vacancies are more likely to suffer from anti social behaviour. This policy addresses this issue by directing retail development to appropriate locations and so protecting and enhancing the retail focus of South East Lincolnshire’s settlements. This is likely to have positive effects on communities. Furthermore, it states that proposals for main town centre uses are expected to achieve an acceptable level of highway access, parking and servicing. This is likely to have a positive impact in terms of road safety as well as perceptions of road danger.</p> <p>The impact of out of centre development of main town centre uses on the vitality and viability of town centres is a concern. However, this policy aims to safeguard existing town centres and restrict further out of centre development, which is likely to ensure that town centres and, as a result communities, are strengthened.</p> <p>This policy also encourages proposals that contribute to an evening economy, which has a vital role to play in contributing to the safety and sense of safety for residents. A vibrant town centre atmosphere generally also encourages a wider sense of community.</p> <p>It would also have a positive impact by directing new cultural, leisure and recreational facilities to places that are closer to where people live and potentially work.</p> <p>The proposed modification further strengthens the opportunity to increase the vitality and vibrancy of town centres and this could improve social interaction and sense of place within a centre that can help, in part, to foster socially inclusive</p>	<p>The proposed modification reinforces the need to improve the vitality and viability of centres. The proposed modification would support the previously assessed positive impact.</p>

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				<p>communities.</p> <p><i>Likelihood/certainty:</i> Probable</p> <p><i>Temporary or permanent:</i> Permanent</p>	
5. Education	?	?	?	<p>Locating retail and other main town centre uses in accordance with the retail hierarchy is likely to provide more opportunities for training in locations that are accessible to people (particularly young people) by public transport.</p> <p>Depending on the scale of development, and hence opportunities, there may be the potential for this policy to raise educational and employment aspirations.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend on the business to be located there and the opportunities they may provide.</p> <p><i>Temporary or permanent:</i> Permanent</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
6. Biodiversity, Geodiversity and Green Infrastructure	✓/x	✓/x	✓/x	<p>As existing centres are the preferred location for the development of new main town centre uses, it is likely that it will not involve the loss of greenfield sites meaning that it is arguably less likely for development to have an impact on biodiversity and geodiversity. However, brownfield sites can be rich in biodiversity so prior to development all sites should be subject to ecological surveys to determine the presence or absence of protected species and any required mitigation.</p> <p>As stated before, locating the majority of new main town centre uses in existing centres, focussing particularly on Boston and Spalding, may indirectly reduce car use with a positive impact on areas of designated importance.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation i.e. design, layout, scale and massing of development.</p> <p><i>Temporary or permanent:</i> Temporary - In the short-term, there could be adverse effects depending on location of the site. Over the long-term, improvements secured through new development may help generate positive impacts.</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.

7. Heritage	✓	✓	✓	<p>This policy may potentially enable townscape improvements, particularly in those settlements that are suffering from economic deprivation and where the built environment is generally poor. It will improve the quality and quantity of retail/leisure offer which in turn is likely to make improvements to the townscape, particularly where vacant/under-occupied units are redeveloped. As such, it could have a positive impact on the setting and/or maintenance of the historic environment. This is particularly important given that much of Boston and Spalding's town centres are within designated Conservation Areas.</p> <p><i>Likelihood/certainty:</i> Highly probable</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>
8. Landscape and Townscape	✓/x	✓/x	✓/x	<p>Landscape - As existing centres are the preferred location for the development of new main town centre uses, it is unlikely that development will have an impact on landscape character and appearance.</p> <p>Townscape – As discussed in Objective 7, this policy has the potential to deliver townscape improvements. It also seeks to ensure that proposals are of an appropriate scale considering the role of the centre and that the development can be physically integrated with the rest of the centre. This will have a positive impact by ensuring that any new development has minimal adverse effects on the area in which it is to be located.</p> <p>Furthermore, potential reduced car use is likely to have a positive impact by reducing the impact that this has on both landscape and townscape.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation i.e. the design, layout, scale and massing of development.</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>
9. Air, Soil and Water Resources	✓/x	✓/x	✓	<p>Soil – Given that the policy seeks to direct development towards existing centres, this suggests that it will be brownfield land that is mostly utilised. This will minimise any adverse impact upon quality agricultural land and soil resources. In some cases this policy may also help to aid remediation of brownfield sites which would provide some benefits regarding this objective.</p>	<p>The proposed modifications are unlikely to significantly alter the previously</p>

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				<p>Air - Any new development will likely lead to increased air pollution, primarily due to increased road traffic. However, this policy could reduce the length of trips that are made which may encourage modal shift to more sustainable modes of transport. This could aid in a reduction of the number of vehicles and traffic/congestion on the roads. This will reduce carbon emissions and thus have a positive impact on air quality, especially the two identified Air Quality Management Areas (AQMAs) in the area.</p> <p>Water – This policy is unlikely to have a significant adverse impact on water quality although an increase in retail and other main town centre uses is likely to increase water consumption.</p> <p>Where investment in water/waste water is likely to be required this will be addressed on a site-by-site basis.</p> <p>The precise nature of impacts will, however, ultimately depend on implementation (e.g. design, layout, scale and massing of development).</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term as the impacts will depend upon implementation. Over the long-term, improvements secured through new development may help generate positive impacts</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>assessed outcome.</p>
<p>10. Sustainable use of Land and Waste</p>	<p>✓</p>	<p>✓</p>	<p>✓✓</p>	<p>Land - As new retail and other main town centre uses will largely be located within existing centres it is likely they will be developed upon brownfield land which will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts.</p> <p>Waste - Any new development will likely lead to greater levels of waste generation. However, there is insufficient detail to ascertain the extent to which development will encourage the sustainable and efficient use of materials in terms of recycling and waste management.</p> <p>Development associated with this policy is also unlikely to sterilise economically important mineral resources.</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

				<p>Issues relating to access are considered in Objective 3 above.</p> <p><i>Likelihood/certainty:</i> Highly probable – as mitigation establishes, impacts will be even greater in the long-term.</p> <p><i>Temporary or permanent:</i> Permanent</p>	
11. Flood Risk	✓/x	✓/x	✓/x	<p>The precise nature of impacts in terms of flood risk will depend upon implementation (e.g. design, layout, scale and massing of development). For example, the laying of large areas of hard standing may result in a slight increased risk of surface level flooding and would therefore require mitigation.</p> <p>It is important that the risk and impact of flooding to all new development is minimised. A sequential approach to locating new development will be promoted to ensure that the majority of new development is located in areas that are at a lower level of risk and hazard. This has been agreed with the Environment Agency and is considered to score highly against this objective.</p> <p>In many cases flood management/mitigation measures will be identified through a Flood Risk Assessment. Implementation is considered likely to have a positive impact in the long-term by helping to reduce flood risk on a specific site, and also to people, property and land elsewhere. The likely effects will therefore become more positive over the long-term as more flood management measures arise and so may incur positive effects.</p> <p><i>Likelihood/certainty:</i> The effects in the short to medium-term will depend upon implementation. However, positive effects are likely to be more prominent in the long-term as mitigation comes into effect.</p> <p><i>Temporary or permanent:</i> Temporary</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>
12. Climate Change	✓/x	✓/x	✓/x	<p>Transport emissions: Greater business use in Sub-Regional Centres usually necessitates greater vehicle movement and, as such, emissions. However, if greater choice is given in existing centres this may create a reduction in emissions through a greater local choice mitigating against the pull of more regional centres. By focusing new retail and leisure development in either central locations or in places that are easily accessible by public transport, this policy could encourage either shorter trips by private car or the use of more sustainable mode of transport.</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed</p>

				<p>Having a greater offer in the Sub-Regional Centres may mean that linked trips can be made, which would reduce the number of trips made, potentially by private car. It is considered that this element will depend on implementation in terms of how car use is minimised and sustainable transport options are encouraged.</p> <p>Energy Efficiency & Renewable Energy: There is the potential for significant benefits to be secured against this policy. New development is likely to be constructed in accordance with new building regulations and, as such, will be more efficient than existing development.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the promotion of sustainable modes of transport.</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>outcome.</p>
<p>13. Economy and Employment</p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓✓</p>	<p>Locating new town centre uses in accordance with a retail hierarchy as set out in this policy will help to facilitate a sustainable retail economy and encourage employment. By outlining the level and type of development that will be acceptable in each set of centres it ensures that no one centre encroaches on the vitality and viability of the others and that retail development is appropriate and necessary. Furthermore, it requires the three new Local Centres proposed to consolidate and enhance the existing network and hierarchy of centres and not harm their vitality and viability which will have positive impacts on this objective.</p> <p>This policy is likely to have further positive economic impacts by helping to provide new employment/training opportunities which will help to reduce unemployment levels within South East Lincolnshire. This is particularly important given that the long term unemployment rates for both Boston Borough and South Holland District are higher than the county and national averages. It is also likely to provide economic benefits by supporting/protecting existing businesses and their employees.</p> <p>Furthermore, by directing new town centre uses towards the settlements defined in the retail hierarchy as Sub-Regional Centres, the one District Centre and Local Centres, it will help support the primacy of the town centre and local service centres.</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

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				<p>This policy will also help to protect against the loss of local shops where it would result in an insufficient provision of such in the catchment area.</p> <p><i>Likelihood/certainty:</i> Certain</p> <p><i>Temporary or permanent:</i> Permanent</p>	
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The proposed modification would not significantly alter the previously assessed outcomes. It would further strengthen the vitality and viability of a centre, which is in line with national guidance and help support socially inclusive communities with increased social interactions that would have health and wellbeing benefits in the long term.</p>				

Policy 25: The Historic Environment			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change
SA64	PMM028	Former Policy 25: The Historic Environment (renumbered as 29)	<p>Policy 25 29: The Historic Environment 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:</p> <ul style="list-style-type: none"> • The historic archaeological and drainage landscape of the Fens; • The distinctive character of South East Lincolnshire market towns and villages; • The dominance within the landscape of church towers, spires and historic windmills; <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 known archaeology or that found during development, historic buildings, conservation areas, scheduled monuments, street patterns, streetscapes, landscapes, parks (including Registered Parks and Gardens), river frontages, structures and their settings through high-quality sensitive design.</p> <p>A. Listed Buildings</p> <ol style="list-style-type: none"> 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. 2. Proposals involving the demolition of Listed Buildings will not be permitted, unless in an exceptional case, or wholly exceptional case (depending on their grade) where a clear and convincing justification is made in line with national policy⁹. 3. 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>B. Conservation Areas</p> <p>1. Proposals for the demolition of buildings or structures in a Conservation Area will not normally be permitted if the building makes a positive contribution to the character or appearance of a 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"> 1. Retain buildings/groups of buildings, existing street patterns, historic building lines and ground surfaces; 2. Retain architectural details that contribute to the character and appearance of the area; 3. Where relevant and practical, remove features which are incompatible with the Conservation Area; 4. Retain and reinforce local distinctiveness with reference to height, massing, scale, form, materials and plot widths of the existing built environment; 5. Assess, and mitigate against, any negative impact the proposal might have on the townscape, roofscape, skyline and landscape; 6. Aim to protect trees, or where losses are proposed, demonstrate how such losses are appropriately mitigated against. <p>C. Archaeology and Scheduled Monuments</p> <ol style="list-style-type: none"> 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. 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. 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. 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. 5. Any work undertaken as part of the planning process must be appropriately archived in a way agreed with the local planning authority. <p>D. Registered Parks and Gardens</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>E. Enabling Development</p> <p>Proposals for enabling development adjacent to, or within the setting of, a heritage asset and used to secure the future</p>
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		<p>of a heritage asset through repair, conservation, restoration or enhancement will only be permitted where:-</p> <ol style="list-style-type: none"> 1. it will not materially harm the heritage values of a heritage asset or its setting; 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 and national policy <p>F. Development Proposals 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 and evaluations (such as heritage impact assessments, desk-based appraisals, field evaluation and historic building reports) that:</p> <ol style="list-style-type: none"> 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; 3. provide a clear explanation and justification for the proposal in order for the harm to be weighed against public benefits; and, 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 significance of the asset; and whether the works proposed are the minimum required to secure the long term use of the asset. 			
SA Objective	Significance and Duration of Effect			Commentary - Publication Version	Effect of modification
	Short term (next 5 years)	Medium term (5- 15 years)	Long term (15 years +)		
1. Housing	✓/x	✓/x	✓/x	Affordable and special needs housing: This policy may constrain the location of housing in some locations but there is also the possibility that heritage assets	The proposed modifications are unlikely to

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				<p>may be conserved through change of use to a dwelling.</p> <p>Energy Efficiency and Fuel Poverty: Opportunities may arise to improve the energy efficiency of heritage assets which could have a positive impact on fuel poverty.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the location of development.</p> <p><i>Temporary or permanent:</i> Permanent.</p>	significantly alter the previously assessed outcome.
2. Health and Wellbeing	✓	✓	✓	<p>The retention and restoration of heritage assets - especially historic parks and gardens, open space within designations and access to river frontages - are likely to contribute to promoting healthy lifestyles and generate positive impacts by protecting and potentially securing improvements to open space.</p> <p>This policy refers to the conservation and enhancement of river frontages and their setting. This has the potential to deliver significant positive impacts by creating an attractive environment which encourages residents to walk or cycle, thereby supporting healthy lifestyles.</p> <p><i>Likelihood/certainty:</i> Highly probable</p> <p><i>Temporary or permanent:</i> Permanent as long as asset(s) is maintained</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
3. Transport	0	0	0	<p>As stated in Objective 2, access to river frontages is an aim of this policy. This could help facilitate a shift towards more sustainable modes of transport, reducing the number of trips by car, potentially reducing congestion and associated pollution as well. However, the impact is likely to be minimal.</p> <p>There are limited other impacts unless a designation leads to an increase in visitors to an asset, which could lead to a negative impact relating to road safety and congestion.</p> <p><i>Likelihood/certainty:</i> N/A (no significant impact identified).</p> <p><i>Temporary or permanent:</i> N/A (no significant impact identified).</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.

<p>4. Socially Inclusive Communities</p>	✓	✓	✓	<p>The policy seeks to ensure that development proposals conserve or enhance the character and appearance of a range of designated and non-designated heritage assets and their settings through high-quality sensitive design. This should help ensure that the environmental condition of a settlement is enhanced, which is particularly important in lower quality areas or areas in need of regeneration.</p> <p>In general, the conservation of heritage assets and settings helps to promote a sense of community. Heritage sites can make a positive contribution to community life, adding character and distinctiveness to the area as well as providing people with a sense of cohesion and belonging. Conserving and enhancing these assets - for their historic as well as their leisure and recreational value - would positively encourage use and promote inclusivity amongst residents, thereby generating positive impacts.</p> <p>The policy has the potential to increase cultural awareness through development where education and recreational opportunities are promoted, so long as it does not detract from the heritage asset. Objective 5 indicates how the policy could be strengthened to reflect this.</p> <p>Disused or at risk buildings can have a negative impact upon residents feelings of community safety and security for communities. The policy aims to address this through promoting the restoration of heritage assets.</p> <p><i>Likelihood/certainty:</i> Highly probable</p> <p><i>Temporary or permanent:</i> Permanent as long as asset(s) is maintained</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>
<p>5. Education</p>	✓	✓	✓	<p>The historic environment has the potential to have a positive impact on education – it is a good educational resource for people of all ages and can provide lifelong learning as well as bringing communities together through shared understanding.</p> <p><i>Likelihood/certainty:</i> Probable</p> <p><i>Temporary or permanent:</i> Permanent as long as asset(s) is maintained</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>
<p>6. Biodiversity, Geodiversity</p>	✓	✓	✓✓	<p>Historic parks and gardens, other green space within a designation as well as river frontages play a vital role in providing space for protected and/or priority habitats and species, including trees, especially in urban areas. Their protection</p>	<p>The proposed modifications are unlikely to</p>

<p>and Green Infrastructure</p>				<p>is important to securing the long term future of species. This will therefore have a positive impact on this objective.</p> <p>Where UK and Lincolnshire Biodiversity Action Plan habitats and species are present, this policy should be taken into account in decisions. It is likely that in the long-term, areas such as this will become more important to species as habitats decrease due to development pressure and climate change.</p> <p>However, due to the scale and permanence of ecological constraints and opportunities on individual sites, their impacts and associated mitigation, where appropriate would be identified in a Design and Access Statement, an Ecological Statement and/or Phase 1 Habitat Survey to address the specific concerns of a development. In some cases it is considered that there may be potential for net-gains as well as for some residual adverse effects.</p> <p>Protection and enhancement of historic parks or gardens, open space within designated areas or river frontages can also provide connectivity enabling people to move easily through the green infrastructure network and use it for leisure and recreation. Other positive impacts are identified in Objective 2.</p> <p><i>Likelihood/certainty:</i> Certain. Positive impacts in the long-term will be significant as habitats decrease due to development pressure and climate change.</p> <p><i>Temporary or permanent:</i> Permanent</p>	<p>significantly alter the previously assessed outcome.</p>
<p>7. Heritage</p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓✓</p>	<p>The policy seeks to ensure that development proposals conserve or enhance the character and appearance of a range of designated and non-designated heritage assets and their settings. This would have significant positive impacts, by protecting the areas historic environment, especially given that the proportion of Conservation Areas and Listed Buildings at risk in South East Lincolnshire is above the national average.</p> <p>The policy seeks to ensure that new development, including changes of use, is not permitted where it would have an adverse impact on the fabric, character, appearance or setting or listed buildings or sites of special historic, architectural or archaeological interest. This would also generate significant positive impacts</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome, but the proposed modifications do further strengthen the positive effects</p>

				<p>by providing protection to a range of heritage assets.</p> <p>Protection is given to non designated heritage assets of local interest. This generates a positive impact by safeguarding locally important buildings and features for future generations.</p> <p>This policy also supports enabling development that would secure the future of a heritage asset.</p> <p>It is envisaged that issues will be considered on a site by site basis depending on the location of a site, its use and the type and extent of heritage assets that exist. A Statement of Significance could be required, which could identify mitigation, if required.</p> <p>In some cases, heritage assets remain unused for a long period of time and fall into a state of disrepair, partly because of the cost associated with restoration, which would have a negative impact. In some exceptional cases, it is possible to promote the re-use/redevelopment of heritage assets through enabling development. This is particularly important in South East Lincolnshire where at risk assets are high.</p> <p><i>Likelihood/certainty: Certain</i></p> <p><i>Temporary or permanent: Permanent</i></p>	<p>of this policy.</p>
<p>8. Landscape and Townscape</p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓✓</p>	<p>Street patterns, streetscapes and landscapes are amongst the heritage assets that this policy seeks to protect and improve, particularly through the use of high-quality sensitive design. This would have a positive impact, assisting in the protection of the landscape and townscape.</p> <p>The policy ensures the retention of historic buildings which make a positive contribution to the character or appearance of the area.</p> <p>It is envisaged that issues will be considered on a site by site basis depending on the location of a site, its use and the type and extent of heritage assets that exist. A Statement of Significance could be required to identify mitigation, if</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

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				<p>required.</p> <p><i>Likelihood/certainty: Certain</i></p> <p><i>Temporary or permanent: Permanent</i></p>	
9. Air, Soil and Water Resources	0	0	0	<p>Soil – Minimal Impact – protection and reuse of designated and non designated sites will help to minimise the loss of soils.</p> <p>Air – no impact.</p> <p>Water – Minimal Impact –protection of heritage sites, in particular green infrastructure could help maintain surface and groundwater quality. Approved development will be expected to comply with policies in the plan including those that deal with efficient use of resources such as water consumption.</p> <p><i>Likelihood/certainty: N/A (no significant impact identified)</i></p> <p><i>Temporary or permanent: N/A (no significant impact identified)</i></p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
10. Sustainable use of Land and Waste	x	✓/x	✓	<p>This policy seeks to secure development on previously developed land by requiring suitable detailed plans for any redevelopment or after-use before any consent to demolish (where a building makes little contribution to the area) is granted. Use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. However, as these sites can be more difficult and costly to develop, particularly in the current economic climate, such adverse effects are considered to be high in the short-term when sites are likely to be under construction. In the medium term it is expected these effects will lessen as mitigation e.g. GI, structure planting, etc. matures helping to protect soil resources.</p> <p>The policy seeks to reuse buildings and land, helping to positively encourage the use of sustainable local materials and divert materials away from landfill. Reused and recycled materials will often be used in the sensitive adaptation of buildings which could generate positive impacts. This will also generate positive impacts by ensuring mineral extraction is minimised.</p> <p><i>Likelihood/certainty: There could be adverse impacts in the short-term during the</i></p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.

				<p>construction period, however in the medium to long-term these effects are likely to lessen as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
11. Flood Risk	0	0	0	<p>The policy gives protection to designated and non designated historic parks and gardens and other green space within a designation which can often play an important role in managing surface water and flood control. However, the impact would likely be minimal.</p> <p><i>Likelihood/certainty:</i> N/A (no significant impact identified)</p> <p><i>Temporary or permanent:</i> N/A (no significant impact identified)</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
12. Climate Change	✓/x	✓/x	✓/x	<p>There are many opportunities to improve the energy efficiency of heritage assets, including through the use of renewable energy, without compromising their historic integrity. Also, many assets occur in rural areas or where no connection to the gas network is made. In line with the Design of New Development policy it is essential that heritage buildings are given every opportunity to benefit from sustainable technologies.</p> <p>The policy makes no direct reference to the installation of renewable energy technologies, although it is left open for development to be permitted where it can be demonstrated that the asset would be conserved and enhanced.</p> <p>Transport emissions are not likely to reduce as a result of the policy. If assets are restored and marketed, it may result in an increase in transport emissions as more visitors visit the site.</p> <p>The protection of historic parks and gardens and other green space within a designation generates a positive impact, as these spaces play an important role in helping to cool local temperatures, and can often provide habitat for vulnerable species, and play an important role in managing surface water and flood control.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation</p> <p><i>Temporary or permanent:</i> Permanent</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.

<p>13. Economy and Employment</p>	✓	✓	✓	<p>The historic environment is an essential element of the economic potential of South East Lincolnshire. Historic assets have the potential to contribute to tourism which, in turn, provides economic benefits, and should therefore be recognised within the policy.</p> <p>Heritage Assets can play a vital role, especially when they are located within areas of deprivation. Depending upon the asset, protection could help to bring visitors to the asset. Services around the asset could benefit from such protection, which could generate economic benefits to the local area.</p> <p>Furthermore, a high quality historic environment may make the area more attractive in terms of investment.</p> <p>There is also the potential for development that is in accordance with other plan policies to be allowed that reuses and adapts buildings, including for commercial/employment uses.</p> <p><i>Likelihood/certainty:</i> Highly probable</p> <p><i>Temporary or permanent:</i> Permanent so long as asset(s) is maintained.</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>
<p>Overall effect of Proposed Modification upon SA assessment</p>				<p>The proposed modifications to the policy further strengthen the protection afforded to the historic environment and make more explicit the factors that would be relevant to determining an application, but this does not alter the previously assessed outcome for the policy.</p>	

Policy 26: Pollution			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change
SA67	PMM029	Former Policy 26: Pollution (renumbered as 30)	<p>Policy 26 30: Pollution</p> <p>Development proposals will not be permitted where, taking account of any proposed mitigation measures, individually or cumulatively, there are adverse impacts on light, noise, odour, fumes, vibration and waste materials and as a consequence they would lead to unacceptable adverse impacts upon:</p> <ol style="list-style-type: none"> 1. health and safety of the public; 2. the amenities of the area; and or 3. the natural, historic and built environment; <p>by way of:</p> <ol style="list-style-type: none"> 1- 4. air quality, including fumes and odour; 2- background 5. noise including vibration; 3- and 6. light levels; 4. 7. land quality and condition; and or 5- 8. surface and groundwater quality. <p>Major planning applications will be accompanied by an Air Quality A, 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> <ol style="list-style-type: none"> 1- 9. impact on the proposed development from poor air quality from identified sources; 2- 10. impact on air quality from the proposed development; and 3- 11. impact on amenity from existing uses. <p>which will illustrate the significance of the proposed development's effect on air quality and suitable mitigation measures will be provided, 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. Proposals will be refused if impacts cannot be suitably mitigated or avoided.</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.					
SA Objective	Significance and Duration of Effect			Commentary - Publication Version	Effect of modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	0	0	0	No significant link between policy and SA objective. <i>Likelihood/certainty:</i> N/A (no significant impact identified) <i>Temporary or permanent:</i> N/A (no significant impact identified)	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
2. Health and Wellbeing	.	.	.	Although this policy does not improve access to healthcare, it does seek to ensure that proposals will not be permitted where, individually or cumulatively, there would be an adverse impact on the emission of pollutants (such as fumes) with a consequential impact for public health. This policy will likely have a positive impact in respect of maintaining local air quality and therefore linked respiratory health problems. In addition, major planning applications will be required to be accompanied by an Air Quality Assessment which will highlight any mitigation measures required. This will have a positive impact. Furthermore, in seeking to avoid the harmful emission of pollutants, this policy could promote the use of more sustainable modes of transport (such as walking and cycling) that do not generate carbon emissions unlike the private car. This policy could therefore potentially have a positive impact on both health and equality. Such an approach would help create opportunities for exercise, thereby supporting healthy and active lifestyles, promoting mental wellbeing with an associated impact on life	The proposed modifications support the previously assessed positive outcome.

				<p>expectancy. However, this depends upon implementation.</p> <p>Additionally, the policy makes reference to development proposals being required to have an acceptable impact on the amenities of the area, particularly by way of background noise and light levels. As mentioned above, it also requires that development proposals minimise the emission of pollutants including light, noise, odour, fumes and vibration which could all have an impact on the amenities that would be enjoyed by new residents and/or occupiers. This has the potential to generate positive impacts by ensuring that existing and future residents can enjoy living and/or working within a high quality environment.</p> <p>This policy requires development proposals to have an acceptable impact on the health of the public and ensures that proposals for development on contaminated land will only be permitted where it is, or has been made, suitable. Overall therefore, this policy means that any possible risk to human health from the emission of pollutants or contaminated land should be avoided.</p> <p><i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Temporary over the long-term with the potential for permanent</i></p>	
3. Transport	.	.	.	<p>As stated in Objective 2, this policy could indirectly promote walking and cycling in new development which would contribute towards facilitating the shift to more sustainable modes of transport. Furthermore, this policy could help direct development towards larger urban areas where the majority of services and facilities are located as this would reduce the need to travel by car, thereby potentially reducing congestion as well. Development located in the higher tier settlements would help people access employment, services as well as green infrastructure locally.</p> <p><i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i></p>	The proposed modifications support the previously assessed positive outcome.
4. Socially Inclusive Communities	.	.	.	<p>This policy means that development proposals will be required to have an acceptable impact on the safety of the public and general amenity. Consequently, this is likely to ensure that sites are developed in such a way so as to deter crime and anti-social behaviour and so reduce the fear of crime. As a result, people's sense of safety may increase.</p>	The proposed modifications support the previously assessed positive outcome.

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				<p>As stated in Objective 2, this policy could indirectly facilitate the greater use of sustainable modes of transport in order to access local services/facilities, thereby reducing reliance on the private car. This is also likely to enhance the feeling of safety (particularly among families with young children, the mobility impaired and elderly) and create a greater sense of community.</p> <p>Furthermore, minimising car travel and promoting sustainable transport use can help reduce other impacts of traffic on communities such as noise disturbance and community severance. As stated in Objective 2, minimising the need to travel by car will lead to reduced traffic and congestion which should help improve road safety as well as perceptions of road danger. Safe and secure public parking for vehicles within and adjacent to town centres should also have a positive impact on road safety as well as crime.</p> <p>As this policy may help direct development towards larger urban areas, it could have a positive impact by ensuring that essential services and facilities (including cultural, leisure and recreational facilities) are close to where people live and work. Easy access to these services and facilities would positively encourage use and promote inclusivity amongst residents. This is particularly important in areas of deprivation where car ownership is likely to be lower.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary over the long-term with the potential for permanent</p>	
5. Education	•/x	•/x	•/x	<p>Although this policy will not increase the quantity or quality of educational or training opportunities, it could improve access to them. By potentially indirectly promoting greater use of sustainable modes of transport (to minimise pollution) and alleviating congestion on the road network, this policy could generate positive impacts by improving access and journey times to the higher tier settlements where the majority of new development will be focused.</p> <p>This could be of particular benefit to rural communities that are not served well by public transport.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation in</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

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				<p>terms of the promotion of sustainable modes of transport and the location of development.</p> <p><i>Temporary or permanent:</i> Temporary over the long-term with the potential for permanent</p>	
6. Biodiversity, Geodiversity and Green Infrastructure	.	.	.	<p>This policy ensures that proposals will be required to have acceptable impacts on the natural environment, by way of air quality and surface and groundwater quality for example. It should therefore help maintain air and water quality and may consequently protect areas of designated importance from any adverse impacts in respect of this. Overall, this policy seeks to prevent development in unsuitable places and so it should have a positive impact by effectively steering development away from any important biodiversity interests.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary over the long-term with the potential for permanent</p>	The proposed modifications support the previously assessed positive outcome.
7. Heritage	.	.	.	<p>Overall this policy seeks to prevent development in unsuitable places and so it should have a positive impact by steering development away from areas where it would have an adverse impact on the historic environment.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary over the long-term with the potential for permanent</p>	The proposed modifications support the previously assessed positive outcome.
8. Landscape and Townscape	.	.	.	<p>This policy seeks to avoid adverse harm to the natural and built environment therefore helping steer development away from areas that are of landscape and townscape character.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary over the long-term with the potential for permanent</p>	The proposed modifications support the previously assessed positive outcome.
9. Air, Soil and Water Resources	..	..	..	<p>Soil – This policy seeks to ensure that development proposals have an acceptable impact on the natural environment by way of land quality and condition which will have a significant positive impact on soil resources. It will also ensure that any reuse of contaminated brownfield sites is managed appropriately by requiring land to be made suitable for the proposed use.</p> <p>Furthermore, by indirectly supporting the greater use of more sustainable modes of transport and guiding development towards larger urban areas,</p>	The proposed modifications support the previously assessed positive outcome.

				<p>this policy may mean that the pressure is reduced for the release of Greenfield land as more Brownfield could be developed. This may therefore help to minimise the loss of better quality Grade 1, 2 and 3a agricultural land to development which would generate a positive effect. However, as Brownfield sites can be more difficult and costly to develop, particularly in the current economic climate, such adverse effects are considered to be high in the short-term when sites are likely to be under construction. In the medium term it is expected these effects will lessen as mitigation e.g. GI, structure planting, etc. matures helping to protect soil resources.</p> <p>Air - This policy seeks to ensure that proposals will not be permitted where, individually or cumulatively, there would be an adverse impact on the emission of pollutants (such as fumes) which would have an impact on air quality. This will have a positive impact on air quality by helping minimise issues that have contributed to poor air quality in the past, particularly in the AQMAs of Boston town. In addition, major planning applications will be required to be accompanied by an Air Quality Assessment which will highlight any mitigation measures required. This will have a positive impact.</p> <p>Water - This policy seeks to ensure that development proposals have an acceptable impact on the natural environment by way of surface and groundwater quality which will have a positive impact on water resources.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Temporary over the long-term with the potential for permanent</p>	
<p>10. Sustainable use of Land and Waste</p>	<p>x</p>	<p>·/x</p>	<p>·</p>	<p>The impacts of this policy on this objective will depend on implementation and the type of contamination issues that need to be addressed. For example, land remediation can involve significant levels of waste soil and so on being sent to landfill.</p> <p>However, it may have a positive impact in that it seeks to ensure that development proposals minimise the production of waste materials and would therefore address the waste hierarchy in terms of preventing</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

				<p>waste.</p> <p>Issues relating to access are considered in Objective 3 above.</p> <p><i>Likelihood/certainty:</i> The effects in the short to medium-term could be negative depending on the location of the site and the issues that are associated with it. However in the long-term these effects are likely to lessen as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
11. Flood Risk	•	•	•	<p>This policy seeks to ensure that new development on contaminated land, or where there is reason to suspect contamination, cannot proceed without an assessment of any possible risks and appropriate mitigation (where necessary). Consequently, if a risk of flooding is identified it will have to be addressed. The policy therefore has the potential to minimise the risk of and from flooding and make the built and natural environment more resilient.</p> <p><i>Likelihood/certainty:</i> Probable</p> <p><i>Temporary or permanent:</i> Temporary over the long-term with the potential for permanent</p>	The proposed modifications support the previously assessed positive outcome.
12. Climate Change	••	••	••	<p>As stated in Objective 9, this policy seeks to ensure that proposals will not be permitted where, individually or cumulatively, there would be an adverse impact on the emission of pollutants (such as fumes), which will have a positive impact on reducing greenhouse gases emissions.</p> <p>Issues relating to minimising flood risk are considered in Objective 11 above.</p> <p><i>Likelihood/certainty:</i> Certain</p> <p><i>Temporary or permanent:</i> Temporary over the long-term with the potential for permanent</p>	The proposed modifications support the previously assessed positive outcome.
13. Economy and Employment	•	•	•	<p>As stated in Objective 2, this policy may indirectly promote more sustainable modes of transport (such as walking and cycling) and guide development towards larger urban areas. This could lead to lower levels of car use and help reduce road congestion. Subsequently, this would lead to a reduction in journey times to key employment sites which is likely to have economic benefits in terms of the cost of moving employees and freight and by reducing the time wasted during economically</p>	The proposed modifications support the previously assessed positive outcome.

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				<p>productive days.</p> <p>Furthermore, 'healthier' modes of transport – such as cycling and walking - have the potential to contribute to better health levels and therefore healthier workforces with reduced sickness absence.</p> <p>Provision is made in the policy to allow proposals to be permitted in exceptional circumstances where the economic benefits of development outweigh the adverse environmental impact. This would have a positive impact for the local economy.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Temporary over the long-term with the potential for permanent</p>	
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The proposed modifications provide further detail on the implementation of the policy. This will make the policy more robust and the proposed modifications would not alter the previously assessed outcomes. No changes have been made to the SA assessment.</p>				

Policy 27: Climate Change and Renewable and Low Carbon Energy					
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change		
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, including SuDS schemes for all 'Major' applications'.</p> <p>'the protection of the quality, quantity and availability of water resources, including for residential developments, complying with the Building Regulation water efficiency standard of 110 litres per person per day;'</p> <p>B. Renewable Energy 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"> 1. visual amenity; , landscape character or quality, or skyscape considerations; 2. residential amenity in respect of: noise, fumes, odour, vibration, shadow flicker, sunlight reflection, broadcast interference, traffic; 3. highway safety (including public rights of way); 4. agricultural land take, landscape character or quality, or skyscape considerations; 5. aviation and radar safety; 6. heritage assets including their setting; and 7. the natural environment. 		
SA Objective		Significance and Duration of Effect		Commentary - Publication Version	Effect of modification
		Short term (next 5	Medium term (5-15	Long term (15 years	

	years)	years)	+))		
1. Housing	.	.	..	<p>Affordable and special needs housing: This policy requires development to be located so as to reduce the need to travel. This means that the majority of development will be located within urban areas - where the majority of services and facilities are located - as set out in the settlement hierarchy, which will have a positive effect on delivering affordable housing.</p> <p>Energy Efficiency and Fuel Poverty: There is potential for significant benefits to be secured in terms of energy efficiency. For instance new dwellings will need to adhere to more stringent building regulations regarding a 'fabric first' approach to energy efficiency compared to older buildings. This will deliver more affordable energy bills for residents. This will not only contribute towards housing affordability but will also have a positive impact on fuel poor communities by helping to alleviate fuel poverty. Benefits to those in fuel poverty will be greatest where energy efficient design and renewable energy are both used.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	The proposed modifications support the previously assessed positive and major positive outcome.
2. Health and Wellbeing	·/x	·/x	.	<p>As stated in Objective 1, reducing the need to travel is an aim of this policy. This has the potential to deliver significant positive impacts by encouraging residents to walk or cycle, thereby supporting healthy lifestyles and consequently reducing health inequalities. Furthermore, seeking to minimise the need to travel by car will lead to reduced traffic and congestion which is likely to improve air quality and therefore linked respiratory health problems.</p> <p>This policy seeks to eliminate the potential for substantial harm to residential amenity in the development of renewable energy schemes in respect of a number of factors. This has the potential to generate positive impacts by ensuring that existing and future residents enjoy living and/or working within a high quality environment. However, this depends upon implementation (the design in particular).</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation. In the short to medium- term some sites may require mitigation. However, as the quantum of development increases along with associated improvements the overall effects are likely to improve. <i>Temporary or permanent:</i> Temporary</p>	The Policy now incorporates a requirement for the use of SUDs in major developments. These enrich the aesthetic and recreational value of a development and promote health and well-being. While this will have a positive effect there could be some negative effects depending on

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					implementation in the short to medium term as identified in the commentary. The proposed modifications are unlikely to significantly alter the previously assessed outcome.
3. Transport	-	-	-	<p>By seeking to focus the majority of new development in and around the higher tier settlements on sites that have good access to services/facilities and job opportunities (either on foot, bicycle or by bus) – thus reducing the need to travel as the policy requires - will contribute to a positive effect with respect to supporting the fullest possible use of sustainable transport, reducing the number of trips by car, thereby potentially reducing congestion as well. This policy can help incorporate mitigation e.g. creation of a cyclepath. However, it does not address reducing the need to travel (i.e. protection and provision of services) in areas which are not served well by public transport. As a result, dependency on the car in these areas will continue which is likely to have a negative impact.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	The proposed modifications support the previously assessed positive outcome.
4. Socially Inclusive Communities	•/x	-	••	<p>As stated in Objective 1, the policy seeks to reduce the need to travel through locational decisions and, where appropriate, by providing a mix of uses. This would have a positive impact by ensuring that accessible essential services and facilities (including cultural, leisure and recreational facilities) are close to where people live and work. Easy access to these services and facilities would positively encourage use and promote inclusivity amongst residents.</p> <p>Reducing the need to travel and mixed use development could also help improve physical access to jobs, thus potentially helping to alleviate deprivation. Furthermore, it should also have a positive effect on community safety in terms of</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.

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				<p>reducing traffic growth. This is particularly important given that the percentage of people travelling to work by car (either as a driver or passenger) in South East Lincolnshire is greater than the national average.</p> <p>However, despite the fact that the policy aims to ensure that there would be no substantial harm to highway safety and residential amenity in respect of traffic in the development of new renewable energy schemes, adverse impacts may be experienced in the short term by local communities as large plant and machinery is transported by roads leading to an increase in HGV presence.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short-term but positive effects are likely to be more prominent in the medium to long-term as the impact of more developments can be seen. <i>Temporary or permanent:</i> Temporary</p>	
5. Education	·/x	·/x	·/x	<p>Through the promotion of renewable energy generation and technologies this policy potentially indirectly supports opportunities for new training and life-long learning and the broadening of the skilled labour market in a valuable emerging sector.</p> <p>However, as development will largely be directed towards urban parts of South East Lincolnshire in order to reduce the need to travel, provision will need to be made to ensure that the viability and enhancement of educational facilities in more rural parts of the area are not compromised.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and what education and training opportunities (if any) renewable energy and technologies bring. <i>Temporary or permanent:</i> There is the potential for permanent effects, however much depends upon outside influences, including government subsidy.</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
6. Biodiversity, Geodiversity and Green Infrastructure	·	· ·	· ·	<p>This policy seeks to ensure that development will incorporate measures which promote and enhance the resilience of ecosystems and biodiversity networks within and beyond the site and will ultimately provide an overall net gain in biodiversity. This would generate a positive impact in terms of protecting and enhancing designated and non designated wildlife sites, ecological networks and habitat corridors to maintain sustainable habitat networks.</p> <p>Therefore, mitigating against the effects of climate change will have a positive impact on the natural environment in a broad sense and generally renewable energy technologies do not have a significant impact upon biodiversity or Geodiversity. However, it is uncertain as to what the specific local impacts will be.</p>	The policy now incorporates a requirement for the use of SUDs in major developments. Once established these will improve the aesthetic and recreational value of a development

				<p>Furthermore, by encouraging the greater use of sustainable transport, this policy has the potential to improve air quality and may therefore impact positively on areas of designated importance.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation as to what the specific local impacts will be <i>Temporary or permanent:</i> Permanent</p>	<p>and support green infrastructure and biodiversity. The medium and long term effects have been changed in the SA assessment from positive to major positive.</p>
7. Heritage	-	-	-	<p>Climate change mitigation measures (such as wind turbines) may potentially be incompatible with the historic environment, consequently generating negative impacts. However, this policy aims to avoid harm to heritage assets in relation to the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies. Development is therefore unlikely to have a negative impact upon the historic environment.</p> <p>Furthermore, climate adaptation measures may enhance local distinctiveness and landscapes (i.e. protection of urban/rural green infrastructure) and can lead to a significant reduction in energy costs, helping to reduce the number of assets at risk. Overall, the reduction in the causes and impacts of climate change should provide positive effects that will benefit the historic and built heritage of South East Lincolnshire e.g. reduction in the impact of severe weather events.</p> <p><i>Likelihood/certainty:</i> Highly probable – positive impacts will be more significant in the long- term as mitigation becomes more established. <i>Temporary or permanent:</i> Permanent</p>	<p>The policy now includes reference to the setting on heritage assets in relation to the development of renewable energy facilities. The proposed modification supports the previously assessed positive impact.</p>
8. Landscape and Townscape	•/x	•/x	•/x	<p>The policy aims to avoid substantial harm to the landscape and skyline in relation to the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies. This is an important consideration in the flat landscape of South East Lincolnshire and it would help protect designated and non designated areas of landscape character and quality.</p> <p>All matters should be addressed through a Design and Access Statement or a Landscape Assessment for a scheme. Mitigation should be identified if appropriate.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the</p>	<p>The policy now includes reference to the setting on heritage assets in relation to the development of renewable energy facilities. The setting may</p>

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				<p>circumstances surrounding the development. If the effect would be negative, impacts may improve in the long-term as mitigation has time to become established.</p> <p><i>Temporary or permanent:</i> Possibility for permanent effects depending upon implementation.</p>	<p>extend to areas of landscape and townscape meaning that the policy would support the protection of these areas. While this will have a positive effect there could be some negative effects depending on implementation and mitigation as identified in the commentary. No changes are proposed to the SA assessment.</p>
<p>9. Air, Soil and Water Resources</p>	<p>..</p>	<p>..</p>	<p>..</p>	<p>Soil - Development that reduces the need to travel is more likely to be directed toward Brownfield as opposed to Greenfield sites and, as a result, the policy may indirectly encourage the remediation of contaminated land. However, the positive effects could be enhanced further by reducing car dependency in rural areas.</p> <p>Furthermore, protection against substantial harm to agricultural land take with regards to the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies will help to minimise the loss of better quality Grade 1, 2 and 3a agricultural land to development. This would therefore generate a positive effect.</p> <p>The policy will also generate positive effects in terms of maintaining and improving soil quality by ensuring that development proposals include measures to address soil moisture decreases associated with the expected climate change impact of the development.</p>	<p>The policy includes tighter Building Regulations optional requirement of 110 litres of water per person per day. This is likely to have a major positive impact on water resources. This has resulted in</p>

				<p>Water - This policy aims to protect the quality, quantity and availability of water resources. Incorporating measures such as green infrastructure can not only promote and enhance the resilience of biodiversity networks but can also help maintain surface and groundwater quality.</p> <p>Air - Seeking to reduce the need to travel and promoting renewable/low carbon energy generation will have a positive impact on air quality by helping minimise issues that have contributed to poor air quality in the past, particularly in the AQMAs of Boston town.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>the SA significance and duration of effect being amended from positive to major positive.</p>
<p>10. Sustainable use of Land and Waste</p>	<p>x</p>	<p>√/x</p>	<p>-</p>	<p>This policy seeks to ensure that the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies would not cause substantial harm to agricultural land take. Development on previously developed land would therefore be preferable. The use of brownfield sites will reduce the loss of agricultural land or areas of higher soil quality, which would generate positive impacts. However, as these sites can be more difficult and costly to develop, particularly in the current economic climate, such adverse effects are considered to be high in the short-term when sites are likely to be under construction. In the medium term it is expected these effects will lessen as mitigation e.g. GI, structure planting, etc. matures helping to protect soil resources.</p> <p>Issues relating to access are considered in Objective 3 above.</p> <p>The use of recycled aggregates in the construction of new developments may help reduce mineral extraction and the associated energy use related to processing and transport.</p> <p>Additionally, the policy encourages renewable energy resources, leading to less reliance on consumption of non-renewable materials such as fossil fuels. This will generate a positive impact by reducing waste and leading to the more efficient use of materials.</p> <p><i>Likelihood/certainty:</i> There could be adverse impacts in the short-term during the construction period, however in the medium to long-term these effects are likely to</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

				lessen as mitigation establishes. <i>Temporary or permanent: Temporary</i>	
11. Flood Risk	.	..	..	<p>To help minimise flood risk to people and property in South East Lincolnshire over the plan period the policy requires development proposals to show that flood-mitigation measures will be incorporated in the design and construction to reduce the effects of flooding. This will ensure that appropriate flood management measures are in place prior to development being permitted. The use of flood resilient design/management measures and sustainable drainage generates positive impacts for this policy.</p> <p>The policy also ensures the adoption of the sequential approach and exceptions test to flood risk which would have a positive effect by steering development towards the most appropriate locations with regards to flood risk. Moreover, it means that where residual risk exists, flood resilience/resistance measures are secured.</p> <p><i>Likelihood/certainty: Certain</i> <i>Temporary or permanent: Permanent</i></p>	<p>The policy now incorporates a requirement for the use of SUDs in major developments. SUDs help to manage flood risk by reducing the volume, frequency and flow rate of surface water runoff and during extreme events. The proposed modification would support the previously assessed positive and major positive impact.</p>
12. Climate Change	..	..	..	<p>This policy aims to support proposals (including those made by a local community) for the development of renewable and low-carbon sources of energy which would generate positive impacts by reducing greenhouse gas emissions.</p> <p>It also aims to ensure the inclusion of measures to minimise and mitigate the risks to development associated with expected climate change impacts. This would help promote climate adapted design and resilient infrastructure.</p> <p>To help facilitate the shift towards more sustainable modes of transport, the policy makes reference to reducing the need to travel through locational decisions and, where appropriate, by providing a mix of uses. This would generate positive effects by reducing carbon emissions which result particularly from car travel.</p>	<p>The proposed modifications support the previously assessed positive outcome.</p>

				<p>The creation of/improvements to green infrastructure will contribute to the absorption of greenhouse gases.</p> <p><i>Likelihood/certainty: Certain</i> <i>Temporary or permanent: Permanent</i></p>	
<p>13. Economy and Employment</p>	<p>.</p>	<p>.</p>	<p>.</p>	<p>This policy scored positively against economic objectives. The supporting of appropriate renewable energy proposals will have a positive impact by contributing toward growth in the renewable energy sector, an important sector for employment growth in South East Lincolnshire. Subsequently this would help generate net new jobs. However, there is potential for negative effects depending on the level of design requirements (BREEAM etc) for new developments which may discourage developers from investing in the area.</p> <p>Furthermore, the requirement in the policy for development proposals to show a reduction in the need to travel would improve accessibility to jobs, encourage the use of local labour, goods and services as well as support the creation of sustainable transport links (cycling, walking and public transport) to employment areas. It will also reduce congestion and journey times which is likely to have economic benefits in terms of the cost of moving employees and freight and by reducing the time wasted during economically productive days.</p> <p>It would also have a positive impact by minimising and mitigating the risks to the development associated with expected climate change impact such as extreme weather events which could help reduce lost economically productive days.</p> <p><i>Likelihood/certainty: Probable – the full extent of the benefits are currently unknown</i> <i>Temporary or permanent: Permanent</i></p>	<p>The proposed modifications support the previously assessed positive outcome.</p>

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Overall effect of Proposed Modification upon SA assessment	<p>The policy now incorporates a requirement for the use of SUDs in major developments. These improve the aesthetic and recreational value of a development, promote health and well-being, support green infrastructure and help to manage flood risk.</p> <p>The policy now includes reference to the setting on heritage assets in relation to the development of renewable energy facilities. This will help to protect the setting of heritage assets which could include areas of landscape and townscape.</p> <p>The policy now includes tighter Building Regulations optional requirement of 110 litres of water per person per day. This is likely to have a major positive impact on water resources.</p> <p>Overall the proposed amendments make the policy more robust and comprehensive. The proposed modifications support the previously assessed impact with an increased positive benefit for water resources, biodiversity and green infrastructure. Changes have been made to the SA assessment to reflect this.</p>	
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Policy 28: Community, Health and Wellbeing																							
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change																				
SA70	PMM031	Former Policy 28: Community, Health and Well-being (renumbered as 32)	<p>Policy 28 32: Community, Health and Well-being</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"> 1. protects and enhances existing public rights of way, and creates new links to the rights of way network; and 2. creates environments which: <ol style="list-style-type: none"> i. discourage crime and disorder, and do not create the fear of crime; ii. encourage healthy eating and local food growing; iii. are accessible to all sections of the community; iv. facilitate walking, cycling and public transport use; and v. encourage community use. <p>Where a development will increase the need for community facilities (education, childcare, teenage services, emergency services, social care, health care, libraries, museums, other cultural facilities, places of worship, community halls, sports facilities, recreational open space, or other green infrastructure), it will not be permitted unless it (where necessary) supports the provision of new facilities, and/or the enhancement of existing facilities in accordance with Policy 6 5. In the case of sports facilities, recreational open space and other green infrastructure, provision will be required in accordance with the standards set out below.</p> <table border="1"> <thead> <tr> <th></th> <th>Hectares / 1,000 additional persons</th> </tr> </thead> <tbody> <tr> <td>Amenity Greenspace</td> <td>0.75</td> </tr> <tr> <td>Provision for children and young people</td> <td>0.10</td> </tr> <tr> <td>Park and Garden</td> <td>0.10</td> </tr> <tr> <td>Allotments</td> <td>0.30</td> </tr> <tr> <td>Churchyards and Cemeteries</td> <td>0.57</td> </tr> <tr> <td>Natural and Semi natural Green Space</td> <td>4.50</td> </tr> <tr> <th></th> <th>Number / 1,000 additional persons</th> </tr> <tr> <td>Sports Hall (33x18x7.6m internal)</td> <td>1/20,000</td> </tr> <tr> <td>Swimming pool (25x13m)</td> <td>1/32,500</td> </tr> </tbody> </table>		Hectares / 1,000 additional persons	Amenity Greenspace	0.75	Provision for children and young people	0.10	Park and Garden	0.10	Allotments	0.30	Churchyards and Cemeteries	0.57	Natural and Semi natural Green Space	4.50		Number / 1,000 additional persons	Sports Hall (33x18x7.6m internal)	1/20,000	Swimming pool (25x13m)	1/32,500
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			Indoor Bowling Green (6 rink)	1/35,000
			Indoor Tennis (4 court)	1/140,000
			Squash Courts	1/16,000
			Gym	1/10,000
			Village Hall	1/2,500
			Athletics Track (400m)	1/250,000
			Synthetic turf pitch (101.4x63m)	1/30,000
			Outdoor Bowling Green	1/4,500
			Outdoor Tennis	1/3,000
			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
		<p>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>The redevelopment or change of use of an existing community facility will be permitted only if:</p> <ol style="list-style-type: none"> an assessment has been undertaken which has clearly shown that the facility is: <ol style="list-style-type: none"> surplus to requirements; or not economically viable; or unfit for purpose; and in the case of recreational open space, that it does not make an important contribution in amenity, visual or nature conservation terms; or 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 (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. <p>The development of new community facilities will be supported, provided that they are shall be located so as to be;</p> <ol style="list-style-type: none"> as close as possible to the community they will serve; readily accessible by public transport, on foot, and by bicycle; compatible with nearby uses and the character and appearance of the neighbourhood; and located and designed to enable (where possible) shared use with other services/facilities. 		

				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.	
SA Objective	Significance and Duration of Effect			Commentary - Publication Version	Effect of modification
	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	•	•	••	<p>Affordable and special needs housing: No clear link between policy and SA objective.</p> <p>Energy Efficiency and Fuel Poverty: This policy seeks to ensure that new development and new community facilities are located and designed so as to facilitate walking, cycling and public transport use. This could have a positive impact by helping to reduce fuel poverty through improving transport provision, and thereby access to jobs.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
2. Health and Wellbeing	••	••	••	As stated in Objective 1, ensuring that sustainable modes of transport (walking, cycling and public transport) are easily accessible to residents, particularly through the design and location of new development, is an aim of this policy. This could have a positive impact by actively promoting equality of access to community facilities. Alongside this, it seeks development which protects and enhances existing public rights of way, and creates new links to the rights of way network (were possible and appropriate), which will have a positive impact on both health and equality. Such an approach will help create opportunities for exercise, thereby supporting healthy and active lifestyles, promoting mental wellbeing with an associated impact on life expectancy. It also seeks to ensure development which encourages healthy eating (where possible and appropriate). This is especially important given the low levels of physical activity and excess weight in both children and adults in South East Lincolnshire.	The proposed modifications sets out standards for the provision of sports facilities, recreational open space and other green infrastructure. This will have a positive impact on health and well-being and supports the previously

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				<p>The policy also means that community facilities shall be provided and/or existing ones enhanced (where necessary) where development will increase the need for it. It should therefore help meet the equality, health and social care needs of the area's population, help to meet the needs of the area's elderly and disabled population, help promote more inclusive and cohesive communities, improve access to essential services and facilities, and make opportunities for culture, leisure and recreation readily accessible.</p> <p>Furthermore, by possibly minimising the need to travel by car, this policy could lead to reduced traffic and congestion which is likely to improve air quality and therefore linked respiratory health problems.</p> <p>It could also have a positive impact by ensuring that new community facilities such as healthcare services are located as close as possible to the community they will serve. This is increasingly important given the health needs of South East Lincolnshire's growing and ageing population.</p> <p>This policy requires the inclusion and/or enhancement of green infrastructure where necessary which will help protect existing and future residents/occupiers standard of amenity in terms of noise as GI can potentially minimise the noise impacts of development.</p> <p><i>Likelihood/certainty: Certain</i> <i>Temporary or permanent: Permanent</i></p>	<p>assessed outcome.</p>
<p>3. Transport</p>	<p>-/x</p>	<p>-/x</p>	<p>.</p>	<p>By ensuring that new development and new community facilities are located and designed so as to facilitate walking, cycling and public transport use (where possible and appropriate), this policy could help facilitate modal shift to more sustainable modes of transport. It could therefore help minimise the traffic impact of new development by reducing the number and distance of car trips made, thereby potentially reducing congestion as well. It will also help people access employment, services as well as green infrastructure locally.</p> <p>Furthermore, ensuring that development proposals will not result in the loss of public rights of way will ensure that existing opportunities for greener modes of travel in South East Lincolnshire are not lost. The inclusion of green infrastructure in development where necessary can also have benefits by enhancing the quality and connectivity of the public rights-of-way network.</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

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				<p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term – will depend upon implementation and how sustainable modes of transport are promoted. Over the long-term, impacts are more likely to be positive.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
4. Socially Inclusive Communities	..	..	..	<p>As stated in Objective 2, this policy seeks to ensure that new community facilities are located as close as possible to the community they will serve. It also requires development to be accessible to all sections of the community and encourage community use (where possible and appropriate). This would have a positive impact by ensuring that key services and facilities (including cultural, leisure and recreational facilities) are close to where people live. Easy access to these services and facilities would positively encourage use and promote social inclusion. This is particularly important in areas of deprivation where car ownership is likely to be lower. It also would improve economic, social and environmental conditions, including for the most deprived areas, disadvantaged groups, the elderly and disabled and/or impaired mobility.</p> <p>Furthermore, ensuring that more sustainable modes of transport (walking, cycling and public transport) are easily accessible to residents, could help improve physical access to jobs, thus potentially helping to alleviate deprivation. This is particularly important given that the percentage of people travelling to work by car (either as a driver or passenger) in South East Lincolnshire is greater than the national average.</p> <p>Facilitating the use of more sustainable transport can also help reduce the impacts of traffic on communities, including noise disturbance, community severance and improving road safety. For example, reduced reliance on the private car is likely to enhance a sense of safety (particularly among families with young children, the mobility impaired and elderly) and create a greater sense of community. Additionally, as this policy requires development to discourage crime and disorder, it will have a positive impact by producing development which creates a sense of safety amongst residents.</p> <p><i>Likelihood/certainty:</i> Certain</p> <p><i>Temporary or permanent:</i> Permanent</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
5. Education	.	.	.	<p>As this policy means that educational and sports facilities and open space shall be provided or existing facilities enhanced (where necessary) where</p>	The proposed modifications are

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				<p>development will increase the need for it, it may increase learning opportunities within South East Lincolnshire. Providing opportunity to participate in play and sports is positively linked to educational attainment.</p> <p>It should also have a positive impact by improving access to educational or training opportunities by ensuring the protection and enhancement of existing public rights of way, and creating new links to the rights of way network.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	unlikely to significantly alter the previously assessed outcome.
6. Biodiversity, Geodiversity and Green Infrastructure	**	**	**	<p>By ensuring that sustainable modes of transport (walking, cycling and public transport) are easily accessible to residents and that new community facilities are located as close as possible to the community they will serve, this policy has the potential to improve air quality and may therefore impact positively on areas of designated importance.</p> <p>Furthermore, the provision of additional and/or enhanced open space in certain development may potentially increase biodiversity.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
7. Heritage	.	.	.	<p>Both designated and non designated assets will be protected through the Historic Environment policy, however this policy ensures that development will contribute to the provision of new and/or enhanced green infrastructure where necessary which may help to enhance the appearance or setting of designated and non-designated heritage assets.</p> <p>Additionally, it requires that new community facilities should be compatible with the character and appearance of the neighbourhood. This could have a positive impact by protecting the setting of heritage assets.</p> <p>It may also have a minor positive impact if assets are linked via transport infrastructure.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
8. Landscape and Townscape	.	.	.	<p>This policy will have a minor positive impact on this objective.</p>	The proposed modifications are

				<p>It requires that development will contribute to the provision of new and/or enhanced open space where necessary which can contribute positively to landscape and townscape quality. This is important given that the quality of the wider environment in which people live is one of a number of key factors influencing people’s health and wellbeing.</p> <p>Furthermore, in seeking to ensure that sustainable modes of transport (walking, cycling and public transport) are easily accessible to residents and that new community facilities are located as close as possible to the community they will serve, this policy is likely to have a positive impact on landscape and townscape by assisting in the reduction of the number of motor vehicles on the road and the impact that this has on both landscape and townscape.</p> <p>As stated in Objective 7, this policy also requires that new community facilities should be compatible with the character and appearance of the neighbourhood. This would have a positive impact by ensuring that the design/type of new development reflects the distinctive character and appearance of the local area.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	<p>unlikely to significantly alter the previously assessed outcome.</p>
<p>9. Air, Soil and Water Resources</p>	<p>•</p>	<p>•</p>	<p>•</p>	<p>Air – By ensuring that sustainable modes of transport (walking, cycling and public transport) are easily accessible to residents and that new community facilities are located as close as possible to the community they will serve, this policy should aid in a reduction of the number of vehicles and traffic/congestion on the roads. This will reduce carbon emissions and thus have a positive impact on air quality, especially the two identified Air Quality Management Areas (AQMAs) in the area. Furthermore, the inclusion of green infrastructure where necessary can potentially minimise the noise impacts of development.</p> <p>Water – The inclusion of green infrastructure within development (where necessary) can also help protect and possibly increase current storm water and normal runoff infiltration rates, helping to prevent pollutants from being transported to surface waters and reducing pressure on sewerage systems. The natural infiltration capabilities of green infrastructure can also improve the</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

				<p>rate at which groundwater aquifers are replenished.</p> <p>Soil – No clear link between policy and SA objective.</p> <p><i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i></p>	
10. Sustainable use of Land and Waste	0	0	0	<p>This policy may generate a minor positive effect in relation to the creation of environments within developments that encourage local food growing. This may lead to a reduction of food packaging waste from residents growing their own food. Otherwise, there is no clear link between this policy and SA objective.</p> <p><i>Likelihood/certainty: N/A (no significant impact identified)</i> <i>Temporary or permanent: N/A (no significant impact identified)</i></p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
11. Flood Risk	.	.	.	<p>The inclusion of green infrastructure within development (where necessary) can contribute positively towards managing surface water and reducing the probability or the severity of flooding events. For example, open spaces have the potential to absorb and store water, thus providing resistance and resilience to flood risk.</p> <p><i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i></p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
12. Climate Change	.	.	.	<p>The potential greater use of sustainable modes of transport would generate positive effects by reducing carbon emissions which result particularly from car travel.</p> <p>Furthermore, the inclusion of green infrastructure within development can contribute to the absorption of greenhouse gases. For example, open space can mitigate against climate change by acting as 'carbon sinks'.</p> <p>This policy also supports local food growing which may lead to a reduction in 'food miles' which would also have a positive impact against this objective.</p> <p><i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i></p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
13. Economy	.	.	.	<p>By ensuring that sustainable modes of transport (walking, cycling and public</p>	The proposed

<p>and Employment</p>				<p>transport) are easily accessible to residents and that new community facilities are located as close as possible to the community they will serve, this policy should aid in a reduction of the number of vehicles on the road and help the move towards reducing road congestion. Subsequently, this would lead to a reduction in journey times to key employment sites which is likely to have economic benefits in terms of the cost of moving employees and freight and by reducing the time wasted during economically productive days.</p> <p>The promotion of 'healthier' modes of transport (e.g. cycling and walking) in this policy has the potential to contribute to better health levels and therefore healthier workforces with reduced sickness absence.</p> <p>Furthermore, new community facilities are likely to provide direct employment opportunities. This would have positive impacts, particularly given that work is generally seen as good for physical and mental health and wellbeing. Additionally, good access to these facilities can also make an area more attractive to investors and investment. The inclusion of green infrastructure in development may also encourage inward investment by helping to create high quality and locally distinctive places.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>modifications are unlikely to significantly alter the previously assessed outcome.</p>
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The proposed modifications improve the policy's clarity and effectiveness by ensuring that the policy plans positively for the provision of community facilities and ensure the provision of the cemetery and open space extensions. The proposed modifications support the policy aims of delivering community health and well-being and do not change the SA assessed effects.</p>				

Policy 29: Delivering a More Sustainable Transport Network						
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change			
SA71	PMM032	Former Policy 29: Delivering a More Sustainable Transport Network (renumbered as 33)	identifying safeguarding routes on the Policies Map, within which the Central 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; Add 'vi. Along West Elloe Avenue and Enterprise Way, Spalding' to Policy.			
SA Objective		Significance and Duration of Effect			Commentary - Publication Version	Effect of modification
		Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing		0	0	0	Affordable and special needs housing: No impact Energy Efficiency and Fuel Poverty: The provision of sustainable modes of transport within communities could help to reduce fuel poverty by improving transport provision, and thereby access to jobs. <i>Likelihood/certainty:</i> N/A (no significant impact identified) <i>Temporary or permanent:</i> N/A (no significant impact identified)	The proposed modifications are unlikely to significantly alter the previously assessed outcome.

<p>2. Health and Wellbeing</p>	<p>.</p>	<p>.</p>	<p>.</p>	<p>By seeking to deliver a more sustainable transport network, this policy will have a positive impact on both health and equality. Promoting walking and cycling by protecting existing routes and improving connectivity will have positive effects for the wellbeing of residents. Such an approach will help create opportunities for exercise, thereby supporting healthy and active lifestyles, promoting mental wellbeing with an associated impact on life expectancy. Furthermore, reduced traffic and congestion is likely to improve air quality and therefore linked respiratory health problems.</p> <p>Travel plans for new developments should either make sure health services are located nearby or are easily accessible through sustainable travel methods. This is increasingly important to consider given the health needs of South East Lincolnshire’s growing and ageing population.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>
<p>3. Transport</p>	<p>..</p>	<p>..</p>	<p>..</p>	<p>The policy will generate positive impacts by helping to facilitate the delivery of key transport infrastructure by: enabling the delivery of Phase 2 of the Boston Distributor Road and the Northern and Southern phases of the Spalding Western Relief Road (including associated junctions and crossing points) as well as safeguarding routes within which the final phases of the roads will be delivered; and enabling the delivery of improvements to the A17/A151 Peppermint Junction, Holbeach and associated new access junction on the A151.</p> <p>In addition to the new roads (Boston Distributor Road and Spalding Western Relief Road) and other transport improvements, the Joint Railway Line is seen as an important component which can deliver economic and environmental benefits. However, recent significant investment by Network Rail has led to the substantial increase of up to fifteen additional rail- freight services a day passing through Spalding, leading to more ‘downtime’ at level crossings and the disruption of the road network. The Spalding Western Relief Road (SWRR) is identified as essential to mitigate the disruption that is likely to be caused in Spalding as a result of this increased ‘downtime’. The policy could have a positive impact by prioritising the delivery of the Northern and Southern phases of the SWRR and the safeguarding of a corridor for the final phases of SWRR which will contribute towards ensuring that increased use of the Joint Line does</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

				<p>not lead to significant disruption to movement and activity at Spalding.</p> <p>The policy promotes and widens the opportunity for more sustainable and greener modes of travel to be delivered. For example, it aims to safeguard existing cycle routes, identify opportunities to improve the cycle network as well as support the development of new multi user routes. The prioritisation of such schemes will have a positive impact on promoting sustainable modes of transport and protecting access to recreational opportunities and green infrastructure locally. They may also encourage people to make 'linked trips' (e.g. cycle and bus). Furthermore, the policy seeks to secure improved rail services and improved connectivity between other forms of sustainable travel and the rail network by providing improved interchange facilities. This could have a positive impact by helping to improve opportunities for multimodal journeys to/from interchanges and promoting sustainable travel to schools and places of work for journeys that may otherwise have been made by private car. This policy could also reduce the need for car travel and ensuring the protection of 'key public transport corridors' will help to maintain accessibility to public transport throughout the area.</p> <p>Implementation is key to deliver success in rural areas by improving public transport and reducing the reliance on private cars or by promoting alternative vehicle fuels and car sharing in such areas.</p> <p>Furthermore, such measures are also tempered by the proposed Boston Distributor Road and Spalding Western Relief Road. Evidence suggests that increased road highways capacity encourages the use of motor vehicles and so people may actually be dissuaded from using more sustainable modes of transport.</p> <p>Good design which promotes sustainable transport through walking, cycling and public transport will help improve access to jobs, services and facilities and will also help promote the use of local shops and services if residents are able to better access them.</p> <p><i>Likelihood/certainty:</i> Certain <i>Temporary or permanent:</i> Permanent</p>	
<p>4. Socially Inclusive</p>	<p>•</p>	<p>•</p>	<p>•</p>	<p>This policy aims to facilitate greater use of sustainable modes of transport to access local services/facilities, thereby reducing reliance on the private car. This</p>	<p>The proposed modifications are</p>

Communities				<p>is likely to enhance the feeling of safety (particularly among families with young children, the mobility impaired and elderly) and create a greater sense of community.</p> <p>Furthermore, promoting the use of more sustainable transport can help reduce the impacts of traffic on communities, including noise disturbance, community severance and improving road safety. For example, projects such as the Boston Distributor Road and Spalding Western Relief Road are important to ensuring a safe, efficient and free flowing highway network. By helping to reduce congestion (particularly by diverting HGVs), the provision of such infrastructure should help improve road safety as well as perceptions of road danger.</p> <p>The policy sets out specific priorities and actions relating to transport infrastructure. By safeguarding transport routes as in this policy, this will help ensure that communities are well connected and residents have improved access to employment, shops and other community facilities, thereby also promoting social inclusion. This is particularly important in areas of deprivation where car ownership is likely to be lower.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>unlikely to significantly alter the previously assessed outcome.</p>
5. Education	<p>•</p>	<p>•</p>	<p>•</p>	<p>Although this policy will not increase the quantity or quality of educational or training opportunities, it will improve access to them. In seeking to improve the rail-based transport network, support the development of new multi user routes and alleviate congestion on the road network, this policy will generate positive impacts by improving access and journey times to the higher tier settlements where the majority of new development will be focused. This could be of particular benefit to rural communities, although the ability for rural communities (in South Holland especially) to access these opportunities depends partly on the successful implementation of a sufficient public transport network.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>
6. Biodiversity, Geodiversity and Green Infrastructure	<p>•/x</p>	<p>•/x</p>	<p>•/x</p>	<p>Biodiversity: The promotion of walking and cycling in this policy - particularly by supporting the development of new multi user routes along the South Forty Foot Drain LWS (Boston), Coronation Channel LWS and at the Deeping Lakes Nature Reserve (South Holland) - could impact negatively on some sensitive</p>	<p>The proposed modifications are unlikely to significantly alter</p>

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				<p>areas.</p> <p>Geodiversity: No significant impact</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation. In the short-term, there could be adverse effects due to an increase in pressure on existing infrastructure. However, in the long-term, positive effects may be more evident as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Temporary</p>	the previously assessed outcome.
7. Heritage	·/x	·/x	·/x	<p>Both designated and non designated assets will be protected through the Historic Environment policy, however this policy is likely to have a minor positive impact if assets are linked via transport infrastructure.</p> <p>Particularly due to the scale and level of construction involved with transport infrastructure, care should be taken to avoid adverse impacts on local heritage when making any improvements to the transport network. It would therefore be necessary to carry out the appropriate level of surveys in order to determine any mitigation measures required.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the location of development</p> <p><i>Temporary or permanent:</i> Permanent</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
8. Landscape and Townscape	·/x	·/x	·/x	<p>In seeking to deliver a more sustainable transport network that has a greater focus on walking, cycling and public transport use, this policy is likely to have a positive impact on landscape and townscape by assisting in the reduction of the number of motor vehicles on the road and the impact that this has on both landscape and townscape.</p> <p>Furthermore, by seeking to improve connectivity, this policy should assist in enhancing the vitality and viability of towns and villages – and also potentially help regenerate any degraded built environments - by improving access to the key services and facilities located there. This could also therefore have a positive impact upon landscape and townscape.</p> <p>However, it should be recognised that due to the nature of some transport infrastructure there is the potential for it to have an adverse impact on</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.

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				<p>landscape and townscape, particularly in respect of its scale. Consequently, roads such as the Boston Distributor Road and Spalding Western Relief Road could have an adverse impact on the landscape by cutting across undeveloped, predominantly high quality, agricultural land. It would therefore be necessary to carry out appropriate surveys in order to determine any mitigation measures required.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term, although adverse impacts are considered likely as a result of development associated with this policy. In the long-term, positive effects are likely to be more prominent as mitigation establishes.</p> <p><i>Temporary or permanent:</i> Temporary</p>	
9. Air, Soil and Water Resources	.	.	.	<p>Air: By promoting the use of more sustainable modes of transport, this policy should aid in a reduction of the number of vehicles and traffic/congestion on the roads. This will reduce carbon emissions and thus have a positive impact on air quality, especially the two identified Air Quality Management Areas (AQMAS) in the area. Furthermore, an increase in the road network capacity could reduce the intensity of air quality issues at some congestion hotspots at peak times.</p> <p>Water: No significant impact, although the delivery of new transport infrastructure – like the construction of new roads such as the Boston Distributor Road and SWRR - could increase surface runoff to water bodies and contribute to pollution.</p> <p>Soil: No significant effects are anticipated.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
10. Sustainable use of Land and Waste	0	0	0	<p>No significant effects are anticipated against this Sustainability Objective.</p> <p><i>Likelihood/certainty:</i> N/A (no signification impact identified) <i>Temporary or permanent:</i> N/A (no signification impact identified)</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.

11. Flood Risk	0	0	0	<p>No significant effects are anticipated against this Sustainability Objective.</p> <p><i>Likelihood/certainty:</i> N/A (no signification impact identified) <i>Temporary or permanent:</i> N/A (no signification impact identified)</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>
12. Climate Change	•	•	•	<p>Enabling greater use of sustainable modes of transport should aid the reduction of greenhouse gas emissions generated by private car use which is likely to have a positive impact in terms of climate change adaptation and mitigation. It would also reduce the use of fossil fuels.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>
13. Economy and Employment	•	•	•	<p>The delivery of new transport infrastructure can help enable significant economic growth and make the economy more resilient by improving connectivity within both South East Lincolnshire and with other parts of the region. This would have a positive impact on the area’s economy.</p> <p>Prioritising the delivery of the two roads in this policy is likely to help the move towards reducing road congestion and the subsequent reduction in journey times to key employment sites. This is likely to have economic benefits in terms of time/cost of moving employees and freight.</p> <p>Furthermore, the promotion of ‘healthier’ modes of transport (e.g. cycling and walking) in this policy has the potential to contribute to better health levels and therefore healthier workforces with reduced sickness absence.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>
Overall effect of Proposed Modification upon SA	<p>The policy provides further clarity about routes that will be safeguarded on the Policies Map. The policy also identifies “West Elloe Avenue and Enterprise Way” as an area for improving connectivity to create a more coherent walking and cycling network through the provision of new multi-user routes. The changes support the aims of delivering a more sustainable transport network and support the previous assessment</p>				

assessment	outcomes. No changes have been made to the SA assessment.	
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Policy 34: Delivering the Boston Distributor Road						
SA Ref.	Proposed Main Mod. Number	Policy/ section	Proposed Change			
SA73	PMM033	New Policy 34 Delivering the Boston Distributor Road	<p>Policy 34: Delivering the Boston Distributor Road</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>			
SA Objective		Significance and Duration of Effect		Commentary	Effect of modification	
		Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		

<p>1. Housing</p>	<p>.</p>	<p>.</p>	<p>.</p>	<p>Affordable and special needs housing: Support local housing growth by providing safe and convenient access.</p> <p>Energy Efficiency and Fuel Poverty: The provision of safe and convenient access transport links within communities could help to reduce fuel poverty by improving transport provision, and thereby access to jobs.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>N/A – proposed new policy – see left.</p>
<p>2. Health and Wellbeing</p>	<p>.</p>	<p>.</p>	<p>.</p>	<p>By seeking to deliver a more sustainable transport network, this policy will have a positive impact on both health and equality. The road would provide an alternative route for traffic travelling through the town centre and therefore would provide a better walking and cycling experience. This will help create opportunities for exercise, thereby supporting healthy and active lifestyles, promoting mental wellbeing with an associated impact on life expectancy. Furthermore, reduced traffic and congestion in the town centre is likely to improve air quality and therefore linked respiratory health problems.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>N/A – proposed new policy – see left.</p>
<p>3. Transport</p>	<p>..</p>	<p>..</p>	<p>..</p>	<p>The policy will generate positive impacts by helping to facilitate the delivery of key transport infrastructure by enabling the delivery of Phase 2 of the Boston Distributor Road as well as safeguarding routes within which the final phase of the road will be delivered; and enabling the delivery of improvements to the town centre.</p> <p>The new road will provide improved access to the principal road network of the county and to the markets beyond and reduce congestion. This will provide more attractive conditions for industry and commerce to invest in future expansion and increase the sustainability of the town’s economy.</p> <p>With any new road there is a risk that increased highway capacity encourages the use of motor vehicles and so people may actually be dissuaded from using more sustainable modes of transport. However, overall it considered that this policy would have a positive impact on transport.</p>	<p>N/A – proposed new policy – see left.</p>

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				<p><i>Likelihood/certainty:</i> Certain <i>Temporary or permanent:</i> Permanent</p>	
4. Socially Inclusive Communities	.	.	.	<p>Improving the capacity of the highway network can help reduce the impacts of traffic on communities, including noise disturbance, community severance and improving road safety. The Boston Distributor Road will ensure a safe, efficient and free flowing highway network. By helping to reduce congestion (particularly by diverting HGVs), the provision of such infrastructure should help improve road safety as well as perceptions of road danger.</p> <p>By safeguarding transport routes in this policy, this will help ensure that communities are well connected and residents have improved access to employment, shops and other community facilities, thereby also promoting social inclusion. This is particularly important in areas of deprivation where car ownership is likely to be lower.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	N/A – proposed new policy – see left.
5. Education	.	.	.	<p>Although this policy will not increase the quantity or quality of educational or training opportunities, it will improve access to them. In seeking to improve the highway network, this policy will generate positive impacts by improving access and journey times for those communities with access to the new distributor road. The policy will also alleviate congestion in other areas thereby benefiting wider areas of the community.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	N/A – proposed new policy – see left.
6. Biodiversity, Geodiversity and Green Infrastructure	·/x	·/x	·/x	<p>Biodiversity: Some impacts on biodiversity which would require mitigation.</p> <p>Geodiversity: Potential geodiversity loss directly under footprint of new road but this is not considered to be a significant impact.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation. In the short-term, there could be adverse effects during construction unless mitigation measures are implemented first. However, in the long-term, positive effects may be more evident as mitigation establishes.</p>	N/A – proposed new policy – see left.

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7. Heritage	-/x	-/x	-/x	<p><i>Temporary or permanent:</i> Temporary</p> <p>Both designated and non designated assets will be protected through the Historic Environment policy; however this policy is likely to have a minor positive impact if assets are linked via transport infrastructure.</p> <p>Particularly due to the scale and level of construction involved with transport infrastructure, care should be taken to avoid adverse impacts on local heritage when making any improvements to the transport network. It would therefore be necessary to carry out the appropriate level of surveys in order to determine any mitigation measures required.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the location of development</p> <p><i>Temporary or permanent:</i> Permanent</p>	N/A – proposed new policy – see left.
8. Landscape and Townscape	-/x	-/x	-/x	<p>The policy aims to remove as much traffic as possible that starts or finishes (or both) in Boston, as well as removing some or all of the through traffic. This will create a more attractive environment for walking and cycling. This policy is likely to have a positive impact on areas of landscape and townscape in Boston.</p> <p>Furthermore, by seeking to improve connectivity and reduce congestion, this policy should assist in enhancing the vitality and viability of towns and villages. This could also therefore have a positive impact upon landscape and townscape.</p> <p>However, it should be recognised that due to the nature of some transport infrastructure there is the potential for it to have an adverse impact on landscape and townscape, particularly in respect of its scale. The Boston Distributor Road could have an adverse impact on the landscape by cutting across undeveloped, predominantly high quality, agricultural land. It would therefore be necessary to carry out appropriate surveys in order to determine any mitigation measures required.</p> <p><i>Likelihood/certainty:</i> Uncertain in the short to medium-term, although adverse impacts are considered likely as a result of development associated with this policy. In the long-term, positive effects are likely to be more prominent as mitigation establishes.</p>	N/A – proposed new policy – see left.

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				<i>Temporary or permanent:</i> Temporary	
9. Air, Soil and Water Resources	.	.	.	<p>Air: This policy will aid in a reduction of the number of vehicles and traffic/congestion on the roads in Boston. This will reduce carbon emissions and thus have a positive impact on air quality. Furthermore, an increase in the road network capacity could reduce the intensity of air quality issues at some congestion hotspots at peak times.</p> <p>Water: The construction of the new road could increase surface runoff to water bodies and contribute to pollution. This could be addressed through mitigation and is not considered to be significant.</p> <p>Soil: No significant effects are anticipated.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	N/A – proposed new policy – see left.
10. Sustainable use of Land and Waste	.	.	.	<p>The new road would not be on previously developed land, however it is proposed to be located on a sustainable route to provide direct access to employment and services.</p> <p><i>Likelihood/certainty:</i> Highly probable <i>Temporary or permanent:</i> Permanent</p>	N/A – proposed new policy – see left.
11. Flood Risk	0	0	0	<p>The design of the distributor road will need to consider areas of flood risk and ensure that existing flood paths are maintained to avoid creating new areas at greater risk of flooding.</p> <p><i>Likelihood/certainty:</i> No significant effects are anticipated if the road is designed with appropriate mitigation.</p> <p><i>Temporary or permanent:</i> N/A (no signification impact identified)</p>	N/A – proposed new policy – see left.
12. Climate Change	·/x	·/x	·/x	<p>The new road will provide new opportunities for safe and direct public transport links. Enabling greater use of sustainable modes of transport should aid the reduction of greenhouse gas emissions generated by private car use which is likely to have a positive impact in terms of climate change adaptation and mitigation.</p> <p>With any new road there is a risk that increased highway capacity encourages the use of motor vehicles and so people may actually be</p>	N/A – proposed new policy – see left.

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				<p>dissuaded from using more sustainable modes of transport.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and quality of public transport.</p> <p><i>Temporary or permanent:</i> Permanent</p>	
13. Economy and Employment	.	.	.	<p>The delivery of new transport infrastructure can help enable significant economic growth and make the economy more resilient by improving connectivity within both South East Lincolnshire and with other parts of the region. This would have a positive impact on the area’s economy.</p> <p>Prioritising the delivery of the road in this policy is likely to help the move towards reducing road congestion and the subsequent reduction in journey times to key employment sites. This is likely to have economic benefits in terms of time/cost of moving employees and freight.</p> <p><i>Likelihood/certainty:</i> Probable</p> <p><i>Temporary or permanent:</i> Permanent</p>	N/A – proposed new policy – see left.
Overall effect of Proposed Modification upon SA assessment	The policy sets out the phases for delivering the Boston Distributor Road and associated design standards. The policy is supported by an indicative layout. Overall the significance and duration of effect of the policy is considered to be positive.				

Policy 30: Delivering the Spalding Transport Strategy			
SA Ref.	Proposed Main Mod. Number	Policy/section	Proposed Change
SA76	PMM034	Former Policy 30: Delivering the Spalding Transport Strategy (renumbered as 35)	<p>Policy 30 35 : Delivering the Spalding Transport Strategy</p> <p>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 Strategy⁴⁴, or any successor, excluding the Northern and Southern sections of the SWRR:</p> <p>A. In accordance with Policy 15 and Policies Map Inset No. 2: Spalding and 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 STS⁴⁴, or any successor:</p> <ul style="list-style-type: none"> • Site Mon005: Land south of Horseshoe Road;

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		<ul style="list-style-type: none"> • Site Mon008: Land north of Bourne Road; • Site Pin002: Land north of Market Way; • Site Pin019: Land east of Surfleet Road; • Site Pin025: Land east of Spalding Road; • Site Pin050: Spalding Lifestyle, Spalding Road; • Site Pin065: Birchgrove Garden Centre, Surfleet Road; • Site Stm004: Land east of Spalding Common; • Site Stm010: Land west of Spalding Common; and • Site Stm028: The Elders. <p>Financial contributions to the schemes identified in the Spalding Transport Strategy⁴⁴ 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> <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>	
SA Objective	Significance and Duration of Effect	Commentary - Publication Version	Effect of modification

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	Short term (next 5 years)	Medium term (5-15 years)	Long term (15 years +)		
1. Housing	0	0	0	<p>This policy means that the specified housing allocations and all developments for 11 or more dwellings 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, excluding the SWRR.</p> <p>Affordable and special needs housing: No impact</p> <p>Energy Efficiency and Fuel Poverty: The Spalding Transport Strategy suggests bringing together the existing cycle paths as a network, and incorporating safe and secure pedestrian and cycle routes into new developments. This could help to reduce fuel poverty by making cycling and walking more attractive, which could improve access to jobs for some. Improvements to existing bus routes in the town could also help. However, it is considered that these improvements would be unlikely to have a significant impact on this objective.</p> <p><i>Likelihood/certainty:</i> N/A (no significant impact identified) <i>Temporary or permanent:</i> N/A (no significant impact identified)</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
2. Health and Wellbeing	•	•	•	<p>The Spalding Transport Strategy outlines a number of options relating to the promotion of sustainable transport. This includes creating a more joined-up cycle network which should help make cycling a more attractive proposition. It also suggests that safeguards should be put in place to ensure sustainable travel modes and infrastructure can be delivered for new large developments. The delivery of a more sustainable transport network, will have a positive impact on both health and equality. For example, encouraging walking and cycling will have positive effects for the both the physical and mental wellbeing of residents. Creating such opportunities for</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.

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				<p>exercise will support healthy and active lifestyles, with an associated impact on life expectancy. This policy could also improve accessibility, including to green spaces and health facilities, particularly for those who do not have access to a private car.</p> <p>The Strategy also identifies traffic pinchpoints in Spalding that should be resolved to avoid excessive congestion arising in the future. This is likely to help minimise the impact on air quality and therefore linked respiratory health problems.</p> <p>The financial contribution from new housing and non residential development (where appropriate) to help deliver such projects will therefore have a positive impact on this objective.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	
<p>3. Transport</p>	<p>**</p>	<p>**</p>	<p>**</p>	<p>It is considered that this policy will have a significant positive impact on this objective. Recent traffic modelling undertaken on behalf of the Local Highway Authority has demonstrated that existing planning commitments for housing growth in Spalding will exacerbate traffic- congestion issues at a number of locations across the town. These issues will be further exacerbated by the proposals for additional housing development and other non residential development in the Spalding and Pinchbeck areas contained in the Local Plan. Utilising financial contributions from new eligible development to fund projects featured in the Spalding Transport Strategy will therefore have a very important part to play in providing solutions to current transport management issues in Spalding, pending the completion of the Spalding Western Relief Road in its entirety.</p> <p>The policy will help secure funding to resolve issues at a number of pinchpoints in the town as well as possible extensions to existing bus routes or new Into Town routes, and potential increased peak frequency of these services. This would have significant positive impacts on reducing, and minimising future, traffic congestion. The promotion of the use of more</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

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				<p>sustainable modes of transport such as bus, walking and cycling (particularly through the joining up of the existing cycle network) will have a significant positive impact on this objective. It will help improve access to jobs, services and facilities and will also help promote the use of local shops and services if residents are able to better access them. Funding for an enhanced bus/rail interchange at the town's rail station will help to improve opportunities for multimodal journeys by means other than the private car. This policy could therefore reduce the need for car travel.</p> <p><i>Likelihood/certainty: Certain</i> <i>Temporary or permanent: Permanent</i></p>	
<p>4. Socially Inclusive Communities</p>	<p>•</p>	<p>•</p>	<p>•</p>	<p>The Spalding Transport Strategy advises that an Access and Mobility audit be conducted so as to identify any existing features which limit access for vulnerable groups, those with limited mobility or disabilities. A list of improvements could therefore be drawn up and prioritised. New eligible development could help fund the undertaking of such an audit, meaning that the policy would have a positive impact on this objective in terms of improving locally specific accessibility for the elderly, disabled and those without access to a private car.</p> <p>Furthermore, the Strategy promotes the use of more sustainable transport which can help reduce the impacts of traffic on communities, including noise disturbance, community severance and improving road safety. For example, aiming to create a more joined-up cycle network should help improve connectivity and make cycling a more attractive proposition. In addition, resolving issues at traffic pinchpoints should help to reduce, and minimise future, traffic congestion, which should help improve road safety as well as perceptions of road danger.</p> <p>The Strategy also suggests improvements to reduce severance in the town caused by the railway and river. This will help ensure that communities are well connected and residents have improved access to employment, shops and other community facilities, thereby also promoting social inclusion. This is particularly important in areas of deprivation where car ownership is likely</p>	<p>The proposed modifications are unlikely to significantly alter the previously assessed outcome.</p>

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				to be lower. <i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i>	
5. Education	-	-	-	<p>Although this policy will not increase the quantity or quality of educational or training opportunities, the funding (by eligible housing development) and implementation of transport projects within the Spalding Transport Strategy will improve access to them.</p> <p>Resolving issues at traffic pinchpoints should help to reduce, and minimise future, traffic congestion, thereby reducing the time taken to access educational facilities. Extending bus routes and increasing the peak frequency of services will help too. Improving pedestrian and cycle links will also have a positive impact for those who either cannot afford to own a private car or to use public transport.</p> <p><i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i></p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
6. Biodiversity, Geodiversity and Green Infrastructure	-	-	-	<p>Biodiversity: The promotion of walking and cycling as well as improvements to the existing cycle network through this policy could improve access to green infrastructure and public rights of way. It could generate a possible reduction in the use of the private car which would have a positive impact for the protection of biodiversity, particularly in terms of minimising carbon emissions that would have an adverse impact on species and habitats.</p> <p>Geodiversity: No significant impact</p> <p><i>Likelihood/certainty: Probable</i> <i>Temporary or permanent: Permanent</i></p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
7. Heritage	·/x	·/x	·/x	Both designated and non designated assets will be protected through the Historic Environment policy. However this policy could have a minor positive impact if assets are linked via sustainable transport infrastructure given that this	The proposed modifications are unlikely to significantly

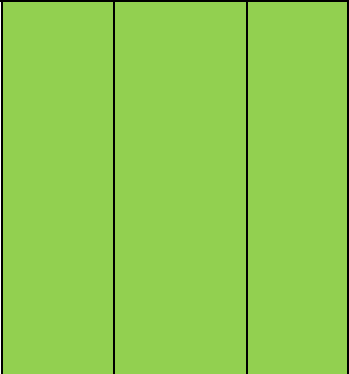
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				<p>would promote accessibility.</p> <p>Care should be taken to avoid adverse impacts on local heritage when making any improvements to the transport network. It would therefore be necessary to carry out the appropriate level of surveys in order to determine any mitigation measures required.</p> <p><i>Likelihood/certainty:</i> Uncertain – will depend upon implementation and the location of development <i>Temporary or permanent:</i> Permanent</p>	alter the previously assessed outcome.
8. Landscape and Townscape	0	0	0	<p>The delivery of a more sustainable transport network in Spalding that has a greater focus on walking, cycling and public transport use, could have a positive impact on landscape and townscape by assisting in the reduction of the number of motor vehicles on the road and the impact that this has on both landscape and townscape. However, it is considered that these improvements would be unlikely to have a significant impact on this objective.</p> <p><i>Likelihood/certainty:</i> N/A <i>Temporary or permanent:</i> N/A</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
9. Air, Soil and Water Resources	-/X	-/X	-/X	<p>Air: This policy should ensure that traffic pinchpoints in the town are resolved thus reducing/minimising congestion in areas that are likely to be affected by poor air quality. However, the alleviation of congestion could encourage continued car use, which may increase air and noise pollution. However, implementation of the policy and the transport projects referred to in the Spalding Transport Strategy could help modal shift by promoting the use of more sustainable modes of transport. The overall effects on air quality and therefore likely to be mixed.</p> <p>Water: It is unlikely that implementation of this policy would impact upon water quality and resources.</p> <p>Soil: Given the location of projects identified in the Spalding Transport Strategy, it is very unlikely that the implementation of this policy would result in the loss of high quality agricultural land.</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.

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				<p><i>Likelihood/certainty:</i> Uncertain - depends upon implementation. The effects resulting from this policy could have a positive or negative impact on this objective.</p> <p><i>Temporary or permanent:</i> Potential to be permanent</p>	
10. Sustainable use of Land and Waste	0	0	0	<p>No significant effects are anticipated against this Sustainability Objective.</p> <p><i>Likelihood/certainty:</i> N/A (no signification impact identified) <i>Temporary or permanent:</i> N/A (no signification impact identified)</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
11. Flood Risk	0	0	0	<p>No significant effects are anticipated against this Sustainability Objective.</p> <p><i>Likelihood/certainty:</i> N/A (no signification impact identified) <i>Temporary or permanent:</i> N/A (no signification impact identified)</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
12. Climate Change	.	.	.	<p>Implementation of this policy and the transport projects referred to in the Spalding Transport Strategy could help modal shift by promoting the use of more sustainable modes of transport, thus reducing the use of fossil fuels. Reducing/minimising use of the private car should aid in reducing greenhouse gas emissions which is likely to have a positive impact in terms of climate change adaptation and mitigation.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	The proposed modifications are unlikely to significantly alter the previously assessed outcome.
13. Economy	.	.	.	Resolving issues at traffic pinchpoints in the town should help to	The proposed

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<p>and Employment</p>		<p>reduce/minimise congestion which could help businesses move around the town more efficiently. This would have economic benefits in terms of time/cost of moving employees and freight.</p> <p>Furthermore, facilitating the delivery of 'healthier' modes of transport (e.g. cycling and walking) has the potential to have a positive impact on this objective as it could contribute to better health levels and therefore healthier workforces with reduced sickness absence.</p> <p><i>Likelihood/certainty:</i> Probable <i>Temporary or permanent:</i> Permanent</p>	<p>modifications are unlikely to significantly alter the previously assessed outcome.</p>
<p>Overall effect of Proposed Modification upon SA assessment</p>	<p>The proposed modifications to the policy has resulted in it being substantially rewritten, however the aims of the policy has not changed and it sets out how new developments will be required to contribute to the delivery of Spalding Transport Strategy. The changes support the previous assessment outcomes. No changes have been made to the SA assessment.</p>		

Policy 31: Vehicle and Cycle Parking – this policy is not subject to proposed Main Modifications