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Appendix E – Potentially Significant Modifications Appraisal Update – New Allocations and Reserve Sites

Appraisal of new allocations and reserve sites identified as proposed Main Modifications and published for consultation alongside a SA Addendum Report in July 2018.

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Proposed New Housing Allocations (Policy 11: Distribution of New Housing)

BIC004: Land to the east of Donington Road, Bicker	
Sustainability Objective	Total site area: 1.35ha Potential no of dwellings: 27
1. Housing	·/x Overall, the site has the potential to contribute towards the 50 dwellings proposed for the Bicker area over the plan period. However, this site would provide over 50% of the village's requirement and any unforeseen problems with delivery would impact on meeting needs. The Strategic Housing Market Assessment has identified the need for new housing over the South East Lincolnshire Plan period. If the type, tenure and affordability of the housing to be constructed on this site would help deliver the housing need identified for Bicker and SE Lincolnshire it will have a positive impact on this objective. Furthermore, housing sites adjacent to defined settlement limits – such as Bic004 – would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Wellbeing	x The majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. Bicker Village Hall, the nearest health centre (Swineshead Medical Group) and open space are all outside the ideal 1km walk. However, the closest playing field (off Low Gate Lane) is approx. 520m from the site. It is anticipated that the increase in population - approximately 59 people (2.2 occupants in each of the 27 dwellings) - would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. Overall, Bicker does not have enough open space to meet its residents' needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. Based on the site area, about 0.14ha of open space may be required, which could be provided on-site to meet future needs. If this

	could be secured on-site through the planning process it would have a positive impact on this objective. The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health. The site is adjacent to the A52, which may have an adverse impact on the amenities that would be enjoyed by new dwellings at the south of the site. However, the scale of the site means that structural landscaping such as trees of mixed provenance can be included to help mitigate any possible noise and air pollution.
3. Transport	·/x
	It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Five Village) showed that 89.9% of households owned at least one car and 44.7% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively. The site is outside the ideal 7km distance to a big supermarket -– the car/van is likely to be the preferred mode of transport for this purpose. However, it is within the ideal 1km walk of a local shop being approx. 840m from Bicker General Store and Post Office. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options and ensuring that they are available to residents throughout the site particularly for local journeys and everyday shopping needs. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Bicker should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. The nearest buses stop around 330m away on Donington Road within the ideal 400m walking distance. Buses run to Boston and Spalding 7/8 times a day (Monday-Saturday).
4. Socially Inclusive Communities	·/x
	ONS statistics depict a varied picture in relation to the deprivation of Five Village ward: Compared with the Lincolnshire average, its long term unemployment rate was above average (30.8% compared to 25.6%). However, the percentage of residents without access to a car is below the county average (10.1% compared to 18%) as is crime rate per 1000 at 39.8 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should

	play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Bic004 is outside the ideal walking distance of some essential services and facilities meaning that it may be more difficult to achieve social inclusion and reduce deprivation. The new housing development may improve physical access to local employment. For instance, JDM Food Group's site (730m) is in walking and driving distance of the site and there are also other employment opportunities within the ideal 7km drive in nearby Donington and Swineshead. Boston town, with its more extensive employment opportunities/facilities, is further away. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	·/x The development would be likely to accommodate 27 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 5 primary pupils and 5 secondary pupils. The nearest primary and secondary schools are: • Donington Cowley Endowed Primary School is around 2.9km away • Thomas Cowley High School is around 2.4km from the site However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys. The local education authority has indicated that there is currently no capacity at the nearest primary and secondary schools in Donington. Additional provision will therefore be required to accommodate the number of pupils new development is anticipated to generate. Furthermore, the nearest sixth form facilities are in Boston where they are currently at capacity. Additional post-16 provision will be required as part of a new school. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for resident's, particularly young people.

6. Biodiversity, Geodiversity and Green Infrastructure	0
	The biodiversity interest on the site is limited and it does not include, and is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the development's needs.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	·/x
	Development of the site is not likely to have an adverse impact on the character and appearance of the area. It is adjacent to the existing built-up area and is contained by strong physical features with Donington Road to the north-west and the A52 to the south-east. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate vegetation within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore increase traffic impact in the Bicker area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in runoff are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. Water mains cross the site and must remain accessible. The design of the site should take this into consideration. The proposal would lead to the permanent loss of approx. 1.35ha of greenfield land, although some of this land might be retained within the development as public open space or landscaping. By selecting a greenfield site for development it

	could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	·/x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within a Mineral Safeguarding Area.
11. Flood Risk	·· This site is within Environment Agency Flood Zone 1 (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact. Given the size of the site, a flood risk assessment is required to consider other sources of flooding. This should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account the impacts of climate change. The design of the development should take into account the vulnerability of its users, without increasing flood risk elsewhere, and, should where possible, reduce flood risk overall from all sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and National Planning Practice Guidance. The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance. It should be possible to help manage surface water run off through good design e.g. the type and extent of hard-standing used, and through green infrastructure; natural features would enable some natural soak away for surface water and provide for biodiversity, thereby helping to deliver Objective 6. Depending on the type selected this could also reduce pollutants in run-off as well as helping to deliver Objective 9. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	·/x Many local facilities and services are outside the ideal walking distances from the site meaning that there is less potential to reduce the need to travel. As identified in Objective 3 and Objective 4, travel to work use by car and the number of

	residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 59 people would generate new car journeys and hence carbon emissions. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in the Bicker area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	·/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. Bicker is a Minor Service Centre – the Local Plan proposes that Bicker will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 59 people within the ideal 7km drive of employment opportunities in Bicker, Donington and Swineshead. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (59 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

MOU035: Former Gardman Premises, High Street	
Sustainability Objective	Total site area: 2.58ha Potential no of dwellings: 52
1. Housing	·

	Overall, the site has the potential to contribute towards the 90 dwellings proposed for the Moulton area over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the South East Lincolnshire Plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Moulton and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to defined settlement limits – such as Mou035 – would, in general, be more important to the delivery of the settlement hierarchy
2. Health and Wellbeing	0 The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km. The closest community centre/village hall (Moulton Community Centre and Village Hall) is approx. 300m away. Furthermore, the nearest accessible playing pitch and open space (Moulton Harrox Playing Field) is around 300m from the site. The Moulton Medical Centre is immediately adjacent. It is anticipated that the increase in population - approximately 114 people (2.2 occupants in each of the 52 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase. Overall, Moulton currently has enough open space to meet its residents' needs. However, the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. If some open space could be secured on-site through the planning process it would have a positive impact on this objective Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	·/x

	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Moulton, Weston and Cowbit) showed that 91.7% of households owned at least one car and 48.4% travelled to work by car/van, above the Lincolnshire average of 82% and 36.9%. The site is within the ideal 7km distance to a big supermarket being around 6km from the Tesco store in Holbeach (Boston Road South) -– the car/van is likely to be the preferred mode of transport for this purpose. Furthermore, it is within the ideal 1km walk of the nearest local shops. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Moulton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. Buses run to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday).
4. Socially Inclusive Communities	·/x ONS statistics (2001) indicate that Moulton, Weston and Cowbit was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (18.4% compared to 27.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.1% compared to 18%) while crime rate per 1000 is 20.4 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents.

	The majority of the area's services and facilities are within the ideal walking distances which should contribute towards achieving social inclusion. The nearest potential employment opportunities are located within the preferred 7km but outside of the ideal 1km walking distance. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	·/x The development would be likely to accommodate 52 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 10 primary pupils and 7 secondary pupils. The nearest primary school is: • The John Harrox Primary School is around 400m from the site However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys. The local education authority has indicated that there is sufficient capacity available at primary level to accommodate the developments proposed in the village. In addition, there is also currently capacity available at the nearest secondary school and sixth form facilities in Spalding. However, this capacity is likely to decrease in the medium to long-term where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school with sixth form places will therefore be required in the second phase of the plan. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for resident's, particularly young people.
6.	0

Biodiversity, Geodiversity and Green Infrastructure	The site is in close proximity to the Moulton Park and River LWS and so development may have an effect on habitats and BAP species and consequently biodiversity. Development of the site may have an adverse impact on matures trees situated along the southern boundary. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Given the scale of the site, good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the development's needs.
7. Heritage	·/x The site is immediately to the south of the grade I listed Moulton Windmill, numerous other listed buildings and the conservation area boundary. The existing light industrial use does not have a positive impact upon the setting of these heritage assets. Redevelopment could offer the opportunity to enhance the setting. Any development proposal would need to be informed by a Heritage Impact Assessment that should explore the opportunity for the development to have a positive impact on the setting of heritage assets.
8. Landscape and Townscape	·/x Development of the site is not likely to have an adverse impact on the character and appearance of the area. The site is an unused employment site and its appropriate development will benefit the character of the village. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is

	likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore increase traffic impact in the Moulton area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. There is considered to be sufficient capacity at Moulton's Water Recycling Centre to accommodate the site. However, demand from the site may place a burden on the water supply network as well as the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. Sewers cross the site and must remain accessible. The design of the site should take this into consideration. The proposal is on brownfield land. The land is filled in places and is a former factory and so there may be some contamination.
10. Sustainable use of Land and Waste	·/x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within a Mineral Safeguarding Area.
11. Flood Risk	··

	This site is within Environment Agency Flood Zone 1 and borders Flood Zone 3a (no hazard, no depth). This means that the site is within a sequentially preferable location in terms of flood risk so generates a positive impact. Given the size of the site, a flood risk assessment is required to consider other sources of flooding. This should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account the impacts of climate change. The design of the development should take into account the vulnerability of its users, without increasing flood risk elsewhere, and, should where possible, reduce flood risk overall from all sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and National Planning Practice Guidance. The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance. It should be possible to help manage surface water run off through good design e.g. the type and extent of hard-standing used, and through green infrastructure; natural features would enable some natural soak away for surface water and provide for biodiversity, thereby helping to deliver Objective 6. Depending on the type selected this could also reduce pollutants in run-off as well as helping to deliver Objective 9. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
	·/x
12. Climate Change	Some local facilities and services are within the ideal walking distances from the site. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in people would generate new car journeys and hence carbon emissions. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in the Moulton area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential

	development in this area. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	·/x The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. Moulton is a Minor Service Centre – the Local Plan proposes that Minor Service Centre's will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing people within the ideal 7km drive of employment opportunities in Spalding and Pinchbeck. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

FIS017a: Land to the south of Wainfleet Road, Boston	
Sustainability Objective	Total site area: 9.62ha Potential no of dwellings: 200
1. Housing	. Overall, the site has the potential to contribute towards the 6,111 dwellings proposed for the Boston area over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the South East Lincolnshire Plan period. If the type, tenure and affordability of the housing to be constructed on this site helps to deliver the housing need identified for Boston and SE Lincolnshire, it will have a positive impact on this objective.

	Housing sites adjacent to Boston's settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Wellbeing	·/x The majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. There is no health centre, open space, leisure centre/publically accessible playing pitches or community centre/village hall within the ideal walking distance. However the site is on the edge of Boston town with good access via public transport to such facilities. It is anticipated that the increase in population - approximately 440 people (2.2 occupants in each of the 200 dwellings) – would place some additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups (CCGs) have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GPs, nurses and other healthcare staff. In the long term, a new GP surgery may be required to accommodate additional patients from the Boston area and this will be reviewed with the CCGs and National Health Service England. Overall, Fishtoft and the majority of Boston town does not have enough open space to meet its residents' needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing their overall quality. Some open space could be provided within a site of this size. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health. There would be opportunities to mitigate such impacts effectively, such as through careful layout and design.
3. Transport	x It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Fishtoft) showed that 84.9% of households owned at least one car and 46.9% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively. The site is well within the ideal short 7km driving distance to a big supermarket being around 2.5km from the Morrisons store in Boston (Horncastle Road). However, it is outside the 1km ideal walk to a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the

	site. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Boston/Fishtoft should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. Increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. An intertown bus service runs in Boston with buses departing every hour, 12 times a day (Monday-Saturday). However, the nearest bus stop is outside the ideal 400m walking distance.
4. Socially Inclusive Communities	·/x ONS statistics indicate that Fishtoft, in general, is not a deprived ward: Compared with the Lincolnshire average, its long term unemployment rate was below average (19.6% compared to 25.6%) as was its crime rate per 1000 at 28.5 compared to 49.7. Furthermore, the percentage of residents without access to a car is below the county average (15.1% compared to 18%). The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. As discussed in Objective 13 the nearest employment opportunities in the General Business Area (2.4km) are within the ideal 7km drive of the site, although they are outside the ideal 1km walking distance. There are also other employment opportunities at employment sites around Boston. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	·/x The development would be likely to accommodate 200 dwellings. On average, every 5 homes of new housing generates 1

	primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 40 primary pupils and 29 secondary pupils. The nearest primary and secondary schools are: • St. Mary's Roman Catholic Primary School - around 2km from the site • Boston High School - approx. 1.4km away The site is also just within the ideal distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 4.7km away. The local education authority has indicated that there is currently no capacity available in Boston at primary and secondary level, as well as in the town's sixth forms, to accommodate the number of pupils new housing development is anticipated to generate. Overall there is a requirement for a new secondary school in Boston with sixth form capacity as well as additional primary capacity to be provided via a new school and extending existing primary schools. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for resident's particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	·/x
	The biodiversity interest on the site is limited and it does not include any statutory designated sites. There is no geodiversity at this site - it is unlikely that a development will have an impact. However, European and national environmental designations at The Wash are about 4.9km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation.
7. Heritage	·/x
	Development of the site may have an adverse impact on nearby historic assets – Grade I listed Rochford Tower, Grade II listed Rochford Tower House and the Rochford Tower SAM (Scheduled Ancient Monument). However, any potential impacts could be mitigated by careful design and layout.
8. Landscape and Townscape	·/x
	Development would impact on the character and appearance of the area. However, it is located adjacent to the development limits of Boston and relates well to the existing settlement. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is

	likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore increase traffic impact in the Boston/Fishtoft area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in runoff are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. Sewers cross the site and must remain accessible. The design of the site should take this into consideration. The proposal would lead to the permanent loss of grade 2 agricultural land, although some of this land might be retained within the development as public open space or landscaping.
10. Sustainable use of Land and Waste	·/x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within a Mineral Safeguarding Area.
11. Flood Risk	x The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as predominantly 'danger for most'

	in terms of flood hazard, with flood depths of between '0.5-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.
12. Climate Change	·/x Some local facilities and services are outside the ideal walking distances from the site meaning that there is less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the county. It is likely that the anticipated increase in people would generate new car journeys and hence carbon emissions. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in the Boston area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation
13. Economy and Employment	·/x The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that, as one of the main locations for new development (housing and accompanying appropriate employment), Boston will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy by bringing new residents within the ideal 7km drive of employment opportunities in Boston. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

CAPITA

Proposed Reserve Sites (New Policy 12 on release of reserve housing sites)

DON035: Land to the north of Town Dam Lane (combined assessments of Sites Don017 and DON029)	
Sustainability Objective	Total site area: 6.76ha Potential no of dwellings: 135
1. Housing	Overall the site has the potential to contribute towards the 450 dwellings proposed for the Donington area over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Donington and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to the development limits of Donington would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Well-being	✓/x Open space and the village playing field is located opposite Thomas Cowley High School, around 590m away. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The Ruby Hunt [pop-in] Centre is approx. 1.1km from the site and the nearest health centre is Gosberton Medical Centre in Gosberton at about 5.1km away. It is anticipated that the increase in population – approximately 297 people (2.2 occupants in each of the 135 dwellings) - associated with this site would place considerable pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Overall, Donington does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. Based on the site area, over 0.87ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the masterplanning it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health. The north-eastern facing boundary of the site fronts onto the relatively busy A152 and so structural landscaping such as trees of mixed provenance, may be necessary along this boundary to help mitigate any noise and air pollution. Design and layout should be carefully considered carefully.

3. Transport	✓/x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire averages of 82% and 42.1%. The site is well outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. The centre of the site is within the ideal 1km distance of the local shop from a housing site, being around 850m from the Costcutter store on High Street. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs. The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and around Donington should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. Bus services currently operate 7 times daily (weekdays) between Spalding and Boston; the nearest bus stops around 360m from parts of the site on Quadring Road opposite the pumping station, within the ideal 400m walking distance.
4. Socially Inclusive Communities	✓/x
	ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the Lincolnshire average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Don035 is outside the ideal walking distance of some services and facilities and public transport links which may have an impact on social inclusion. As discussed in Objective 13 the nearest employment opportunities at Millfield Road Industrial Estate (1.5km) are well within the ideal 7km drive of the site. However, they are outside the ideal 1km walk which might discourage residents from walking to work. There are also other employment opportunities within the ideal 7km drive in nearby Bicker and Swineshead. Spalding and Boston, with their more extensive employment opportunities, are further away. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and

	inclusive communities where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	✓/x
	The development would be likely to accommodate 124 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 27 primary pupils and 26 secondary pupils. The nearest primary and secondary schools are: • Donington Cowley Endowed Primary School is around 730m from the site • Thomas Cowley High School is approx. 620m away However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys. The local education authority has indicated that Donington currently has a lack of capacity at primary and secondary level. Additional classrooms would be required at the primary school to accommodate the number of pupils new development is anticipated to generate. However, the secondary school is located on a constrained site and so additional secondary level provision would require careful consideration. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	✓
	The site is located adjacent to the development limits of Donington – built development of this site would alter the character and appearance of the landscape as it would extend development to the highway. However, it would act as a natural extension to the built up area of Donington as it is bounded by residential development to the west, Quadring Road to the north and Town Dam Lane to the south.

	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Donington area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. South Holland District Council's contaminated land register indicates that the site is near one that has been used for clay brick and tile manufacture meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance and protect soil resources. The proposal would lead to the permanent loss of approx. 6.76ha of predominantly agricultural land, although some of this greenfield land might be retained within the development as public open space or landscaping. By selecting a predominantly greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	✓/x
	The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within a Mineral Safeguarding Area.
11. Flood Risk	**11. Flood Risk**

	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is a mix of Flood Zones 1, 3a and 2 and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, there are very few reasonably available sites within the local area with a lower probability of flooding than this site. However, given the vulnerability of the use, both parts of the Exception Test will need to be applied and passed. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Donington for the plan period; and protection of the quality and character of landscape and townscape. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account all sources of flooding and the impacts of climate change. The design of the development should take into account the vulnerability of its users, without increasing flood risk elsewhere and should, where possible, reduce flood risk overall from all sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site. The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance. It should be possible to help manage surface water run off through good design e.g. the type and extent of hard-standing used and through green infrastructure. Natural features would enable some natural soak away for surface water and provide for biodiversity, thereby helping to deliver Objective 6. Depending on the type selected this could also reduce pollutants in run-off as well as helping to deliver Objective 9. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	✓/x
	Some facilities and services and public transport links are outside the ideal walking distances from the site meaning that there is less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the County. It is likely that the anticipated increase in 297 people would generate a considerable number of new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older

	homes in Donington. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Western Power Distribution considers that, in terms of the electricity network, the primary transformers in Donington are currently at capacity and so reinforcement works would be required in order for new capacity to be released. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	✓/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that a focus on increasing housing and accompanying appropriate employment development in Donington – as a main service centre - will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. Given this it is likely that new development could have a positive impact on the local economy by bringing 297 people within the ideal 7km drive of employment opportunities in Donington (Millfield Road Industrial Estate). However, the site is outside the 1km ideal walking distance which may inhibit the use of more sustainable transport modes such as walking. There are also other employment opportunities within the ideal 7km drive in nearby Bicker and Swineshead. Spalding and Boston, with their more extensive employment opportunities, are further away. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (297 people) will generate some additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

HOB011: Land to the south of Wignals Gate	
Sustainability Objective	Total site area: 3.48ha Potential no of dwellings: 70
1. Housing	· Overall the site has the potential to contribute towards the 2,100 dwellings proposed for Holbeach over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Holbeach and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to development limits would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Wellbeing	·/x Open space and a playing field are located off Wheatsheaf Close approx. 800m from the site. However, other facilities and services that would help to maintain health and promote healthy lifestyles are over 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre (Holbeach Medical Centre) and Holbeach Community Centre are both outside the ideal walking distances. It is anticipated that the increase in population - approximately 154 people (2.2 occupants in each of the 70 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Overall, Holbeach does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. Based on the site area, about 0.49ha of open space may be required, which could be provided on-site to meet future needs. If this

	could be secured on-site through the planning process it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	·/x It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Holbeach Town) showed that 80.7% of households owned at least one car (below the Lincolnshire average of 82%) and 44.7% travelled to work by car/van (above the county average of 42.1%). The site is within the ideal distance to a big supermarket (7km) being around 2km from the Tesco store in Holbeach (Boston Road South) – the car/van is likely to be the preferred mode of transport for this purpose. The site is outside the ideal 1km distance of the local shop from a housing site (approx. 1.7km from the One Stop convenience store on West End). The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it could have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Holbeach should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. Bus services through the centre of Holbeach currently operate up to every 20 minutes, 7 days a week between Spalding and King's Lynn; the nearest bus stops around 510m from the site on Spalding Road adjacent to Wignals Gate, outside the ideal 400m walking distance.
4. Socially Inclusive Communities	·/x ONS statistics depict a varied picture in relation to the deprivation of Holbeach Town: Compared with the Lincolnshire average, its long term unemployment rate was above average (37.5% compared to 25.6%). Statistics also show that the

	percentage of residents without access to a car is above average (19.3% compared to 18%). However, crime rate per 1000 is below the county average at 36.5 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Some of the area's services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion. As discussed in Objective 13, the nearest potential employment opportunities at Fleet Road Industrial Estate (3.3km) are within the ideal 7km drive of the site. However they are not within the ideal 1km walk, although they could be cycled to. Spalding, with its more extensive employment opportunities, is further away. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	·/x The development would be likely to accommodate 70 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 14 primary pupils and 13 secondary pupils. The nearest primary and secondary schools are: · William Stukeley Church of England Primary School is around 1.6km from the site · University Academy Holbeach is approx. 2.5km away However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.

	The local education authority has indicated that Holbeach currently has a lack of capacity at secondary and sixth form level. Additional places will therefore be required. At primary level, there is currently some capacity available, although the provision of a new primary school and extension of two existing primary schools is planned over the life of the proposed developments in the town, including beyond the plan period. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the development's needs.
7. Heritage	0
	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site. Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	·/x
	The site is adjacent to the development limits of Holbeach. It is located behind frontage development and has open boundaries on three sides with open countryside to the south. Consequently, development of the site could have an adverse impact on the character of the landscape.

	The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Holbeach area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in runoff are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. Water mains cross the site and must remain accessible. The design of the site should take this into consideration. South Holland District Council's contaminated land register indicates that there is some filled land on the site meaning that there may be contaminated land issues. Structural planting (i.e. trees of mixed species and green infrastructure) would help to enhance and protect soil resources. The proposal would lead to the permanent loss of approx. 3.48ha of Grade 1 agricultural land, although some of this greenfield land might be retained within the development as public open space or landscaping. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land	·/x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as

and Waste	efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within a Mineral Safeguarding Area.
11. Flood Risk	. The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, there are very few reasonably available sites within the local area with a lower probability of flooding than this site. However, given the vulnerability of the use, both parts of the Exception Test will need to be applied and passed. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Holbeach for the plan period. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account all sources of flooding and the impacts of climate change. The design of the development should take into account the vulnerability of its users, without increasing flood risk elsewhere and should, where possible, reduce flood risk overall from all sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site. The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance. It should be possible to help manage surface water run off through good design e.g. the type and extent of hard-standing used and through green infrastructure. Natural features would enable some natural soak away for surface water and provide for biodiversity, thereby helping to deliver Objective 6. Depending on the type selected this

	could also reduce pollutants in run-off as well as helping to deliver Objective 9.
12. Climate Change	·/x Some of the areas facilities, services and public transport links are outside the ideal walking distances from the site meaning that there may be less potential to reduce the need to travel by car. Furthermore, as identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the County. It is therefore likely that the anticipated increase in 154 people would generate new car journeys and hence carbon emissions. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in the Holbeach area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Western Power Distribution considers that, in terms of the electricity network, the primary transformers in Holbeach are currently approaching capacity and so any substantial load increase would trigger reinforcement. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	·/x The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that a focus on increasing housing and accompanying appropriate employment development in Holbeach – as a main service centre - will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. Given this, it is likely that new development could have a positive impact on the local economy by bringing 154 people within the ideal 7km drive of local employment with Fleet Road Industrial Estate approx. 3.3km from the site. Spalding, with its more extensive employment opportunities, is further away. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (154 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network and

	at junctions (particularly along the A17) do not worsen and are detrimental to the economy.

KIR036: Land to the north of Craven Avenue	
Sustainability Objective	Total site area: 3.84ha Potential no of dwellings: 77
1. Housing	. Overall the site has the potential to contribute towards the 500 dwellings proposed for Kirton over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Kirton and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjoining Kirton would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Wellbeing	·/x The nearest playing field and open space at Graves Park is around 670m from the site. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest community venue (Kirton Town Hall) and health centre (Kirton Medical Centre) are both outside the ideal walking distances. It is anticipated that the increase in population - approximately 169 people (2.2 occupants in each of the 77 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Overall, Kirton does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. Based on the site area, about 0.38ha of open space may be required, which could be provided on-site to meet future needs. If this

	could be secured on-site through the planning process it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health. Although the site is relatively close to Kirton's centre, the A16 effectively severs the east of Kirton from the west. Consequently, this reduces the accessibility of the facilities and services in Kirton that are important for improving the health and wellbeing of residents, contrary to Objective 2. Furthermore, the site is adjacent to the busy A16 which may impact on the amenities that would be enjoyed by new dwellings on the site – structural landscaping such as trees of mixed provenance may be necessary to help mitigate any noise and air pollution.
3. Transport	·/x It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Kirton) showed that 82.4% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire average of 42.1%. The site is within the ideal short driving (7km) distance to a big supermarket being around 5.7km from the Aldi store in Boston (Queen Street) – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is just outside the ideal 1km walking distance from a local shop being approx. 1.1km from the Co-operative store on Station Road. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, as mentioned in Objective 2, the A16 has a severance effect which may inhibit pedestrian travel. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. The nearest bus stops around 310m from the site adjacent to Craven Avenue, within the ideal 400m walking distance. Buses depart for Boston up to every 30 minutes (Monday-Saturday) whilst those travelling to Spalding leave approximately every hour (MondaySaturday).
4. Socially Inclusive Communities	·/x ONS statistics depict a varied picture in relation to the deprivation of Kirton: Compared with the Lincolnshire average, its long term unemployment rate was above average (33.8% compared to 25.6%). However, statistics show that the percentage of residents without access to a car is below average (17.6% compared to 18%) and that crime rate per 1000 is also below the county average at 44.4 compared to 49.7.

	The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Some of the area's services, facilities and public transport links are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services and facilities are outside the ideal walking distances which may have an adverse impact on social inclusion. As discussed in Objective 13 the nearest employment site on Wash Road (1km) is within the ideal 7km drive of the site and is at the upper limit of what is considered acceptable walking distance. Boston, with its more extensive employment opportunities, is also within the preferred 7km drive. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	·/x The development would be likely to accommodate 77 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 15 primary pupils and 15 secondary pupils. The nearest primary and secondary schools are: · Kirton Primary School is around 1.1km from the site · Thomas Middlecott Academy is approx. 1.4km away The local education authority has indicated that there is sufficient capacity at primary and secondary level in Kirton to accommodate the developments proposed. However, the closest post-16 education facilities are in Boston where they are

	currently at capacity and additional provision will be required as part of a new school. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	·/x
	Development of the site may have an adverse impact on some mature trees and vegetation and a drain that runs through the centre of the site. Disturbance due to development can result in the movement of species, therefore undermining their sustainability. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. The site is also within 380m of the Hall Weir Local Wildlife Site and 4.3km from The Wash Ramsar Site meaning that development may have an effect on habitats and BAP species and consequently biodiversity. Mitigation may be required to offset any potential harm identified but this will depend upon implementation. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	·
	The site is adjacent to the development limits of Kirton and is enclosed by residential development to the north and south with Horseshoe Lane and the A16 to the east and west. Consequently, development of the site would not have adverse impacts on the character and appearance of the landscape as its development would have little visual impact. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is

	likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Kirton area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in runoff are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. The proposal would lead to the permanent loss of approx. 3.84ha of Grade 1 agricultural land, although some of this greenfield land might be retained within the development as public open space or landscaping, but it is unlikely that any of it would ever be returned to agricultural use. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	·/x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within a Mineral Safeguarding Area.
11. Flood Risk	xx The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as predominantly 'danger for most' with small areas of danger for some/all and low hazard in terms of flood hazard; and with flood depths between '0.25-1.0m' and small areas below 0.25m and 1.0- 2.0m. Whether or not the Sequential Test can be passed depends upon the

	suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding, particularly given the level of housing need that must be met in the locality. This means that – given the vulnerability of the proposed use - the Exception Test should be applied. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.
12. Climate Change	·/x
	As identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the county. It is therefore likely that the anticipated increase in 169 people would generate a considerable number new car journeys and hence carbon emissions. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in the Kirton area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Western Power Distribution considers that, in terms of the electricity network, the primary transformers in Kirton are currently at capacity but they are intending to add additional transformer capacity in the short to mid-term. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation
13. Economy and Employment	·/x
	The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that a focus on increasing housing and accompanying appropriate employment development in Kirton – as a main service centre - will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. This site could have a positive impact on the local economy and alleviating deprivation by bringing 169 people within the ideal 7km drive of local employment with the employment site on Wash Road approx. 1km

	from the site. Boston, with its more extensive employment opportunities, is also within the preferred 7km drive. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (169 people) will generate a considerable amount of additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network and at junctions (particularly along the A16) do not worsen and are detrimental to the economy.

SUT034: Land to the north of Wigtoft Road (this assessment combines previous SA assessments for SUT005 and SUT 026)	
Sustainability Objective	Total site area: 2.47ha Potential no of dwellings: 49
1. Housing	· Overall the site has the potential to contribute towards the 300 dwellings proposed for Sutterton over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Sutterton and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to Sutterton would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Wellbeing	·/x The nearest open space (adjacent to Pools Lane) and health centre (The Surgery on Spalding Road) are approx. 500m to 650m from the site respectively. However, other facilities and services that would help to maintain health and promote healthy lifestyles are

	outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest accessible playing pitch (off Park Avenue) and Sutterton Village Hall are outside the ideal walking distances. It is anticipated that the increase in population - approximately 107 people (2.2 occupants in each of the 49 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Overall, Sutterton does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. Based on the site area, more than 0.16ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the planning process it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	x It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Five Village) showed that 89.9% of households owned at least one car and 44.7% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively. The site is outside the ideal short 7km driving distance to a big supermarket -– the car/van is likely to be the preferred mode of transport for this purpose. However, it is within the ideal 1km walk of a local shop being approx. 825m from the Sutterton Village Store. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site particularly for local journeys and everyday shopping needs. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Sutterton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. Any impact should be carefully managed to not restrict access to jobs and services, and promote safe, easy use for all. Furthermore, gaining access to the site requires the use of a narrow existing vehicular access (or the demolition of Northorpe House) which may create traffic problems. Approval from the Highway Authority would need to be sought. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.

	Buses run to Boston and Spalding approximately every hour (Monday-Saturday). The nearest buses stop around 490m away on Wigtoft Road, outside the ideal 400m walk from the site.
4. Socially Inclusive Communities	·/x ONS statistics depict a varied picture in relation to the deprivation of Five Village ward: Compared with the Lincolnshire average, its long term unemployment rate was above average (30.8% compared to 25.6%). However, the percentage of residents without access to a car is below the county average (10.1% compared to 18%) as is crime rate per 1000 at 39.8 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Some of the area's services and facilities are within the ideal walking distances which could aid social inclusion in line with the sustainability objectives of the draft Local Plan. However, some other services, facilities and public transport links are outside the ideal walking distances which may have an adverse impact on social inclusion. However, parts of the site are outside the ideal walking distance of some of the area's services and facilities and public transport links which could have an adverse impact on social inclusion. As discussed in Objective 13, the nearest potential significant employment opportunities at the Sutterton Enterprise Park (1.2km) are within the ideal 7km drive of the site. There are also other potential employment opportunities in Sutterton and Kirton that are less than 7km away. Boston and Spalding, with their more extensive employment opportunities, are both outside the ideal driving distance. However, these potential employment opportunities are all outside the ideal 1km walk which may discourage some residents from walking to work and could prevent some from accessing employment. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	·/x The development would be likely to accommodate 49 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 9 primary

	pupils and 9 secondary pupils. The nearest primary and secondary schools are: • Fourfields Church of England Primary School is around 1.1km from the site • Thomas Middlecott Academy is approx. 4.2km away There are no post 18 education providers within the ideal walking distance. The local education authority has indicated that there is sufficient capacity available at secondary level (the nearest secondary school being in Kirton) to accommodate the developments proposed in Sutterton. However, there is currently no capacity at primary level where additional classrooms will need to be provided. Furthermore, the closest sixth form in Boston is currently at capacity and sixth form places will need to be provided as part of a new school. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for resident's particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	·/x The site is in close proximity to a protected site (approx. 525m from the Bell Mere Pool LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. Development of the site may have an adverse impact on trees that would be located to the centre of the combined sites 005 and 026. The development may also have an adverse impact on a cluster of mature trees located at the south-west of the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. Furthermore, there is also a large pond located at the south-western corner which could provide space for the development (if not there at present) or enhancement (if already present) of multiple/various habitats which will support a range of species. Although the size of the site means that it could be protected from direct damage, development may affect the ecosystem present, by potentially affecting the water table and changing the availability of ground water, unless carefully managed surface water pollution will be a problem. Disturbance due to development can result in the movement of species, therefore undermining their sustainability. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	0 No significant historic or culturally-significant features are likely to be affected by development of the site.

8. Landscape and Townscape	· Development of the site is not likely to have an adverse impact on the character and appearance of the area. The site is adjacent to the development limits of Sutterton and its visual effects would be confined to views from the immediate south as views from the east and west would be screened by the existing dwellings off Rainwall's Lane, Wigtoft Road and Blows Lane. Visual impacts would therefore be limited. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate vegetation within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore increase traffic impact in the Sutterton area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. Sewers cross the site and must remain accessible. The design of the site should take this into consideration. The proposal would lead to the permanent loss of approx. 2.47ha of greenfield land. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	·/x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within a Mineral Safeguarding Area.

11. Flood Risk	·/x The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is in Flood Zone 3a and is identified within the SFRA as a mix of no/low hazard and danger for some in terms of flood hazard, with flood depths including an area of no hazard and between 0-0.5m and an area of 1.0m -2.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding, particularly given the level of housing need that must be met in the locality. This means that – given the vulnerability of the proposed use - the Exception Test should be applied. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Sutterton for the plan period; and protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account all sources of flooding and the impacts of climate change. The design of the development should take into account the vulnerability of its users, without increasing flood risk elsewhere and should, where possible, reduce flood risk overall from all sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site. Mitigation as outlined in the SFRA will need to be incorporated into the design of the detailed proposal. The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance. It should be possible to help manage surface water run off through good design e.g. the type and extent of hard-standing used and through green infrastructure. Natural features would enable some natural soak away for surface water and provide for biodiversity, thereby helping to deliver Objective 6. Depending on the type selected this could also reduce pollutants in run-off as well as helping to deliver Objective 9. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate	·/x

Change	Some of the area's services and facilities and public transport links are outside the ideal walking distances meaning that there is less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 107 people would generate new car journeys and hence carbon emissions. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in the Sutterton area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. The National Grid considers that there is no gas in the vicinity of Sutterton. Alternatives may need to be found to heat dwellings constructed on site which may be less sustainable. Furthermore, Western Power Distribution considers that the electricity network is currently at capacity, meaning that additional transformer capacity will need to be added in the short to mid-term. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	·/x The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. The Local Plan proposes that a focus on increasing housing and accompanying appropriate employment development in Sutterton – as a main service centre - will contribute to a stronger local economy in South East Lincolnshire as a whole, which will help reduce levels of deprivation and poverty more widely. Given this, it is likely that new development could have a positive impact on the local economy by bringing 107 people within the ideal 7km drive with Sutterton Enterprise Park approx. 1.2km from the site and potential employment opportunities in Sutterton and Kirton. Boston and Spalding, with their more extensive employment opportunities, further away. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (107 people) will generate additional traffic. Safe access and egress will be required to ensure that the impact on the local road network does not worsen and is detrimental to the economy.

DSN018: Land off New Road	
Sustainability	Total site area: 1.90ha

Objective	Potential no of dwellings: 38
1. Housing	.
	Overall the site has the potential to contribute towards the 38 dwellings proposed for the Deeping St. Nicholas area over the plan period. However, this site would provide 40% of the village's requirement. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Deeping St. Nicholas and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to the settlement limits of Deeping St. Nicholas would, in general, be more important to the delivery of the settlement hierarchy. As a proposed reserve site the development would only be considered as a solution to potential undersupply. Bringing the site forward through this policy safeguards and enhances certainty regarding overall delivery of homes to meet the needs of the area and therefore has a positive effect upon this objective.
2. Health and Wellbeing	X
	There is open space located adjacent to the railway level crossing on Littleworth Drove, well within 1km of the site, but the majority of facilities and services that would help to maintain health and promote healthy lifestyles are over 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre, leisure centre/playing pitches and community centre/village hall are all outside the ideal walking distances. It is anticipated that the increase in population - approximately 83 people (2.2 occupants in each of the 38 dwellings) – would place some pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Overall, Deeping St. Nicholas currently has enough open space to meet its resident's needs. However, the additional population generated by this site and elsewhere in the settlement could increase use of this local open space reducing its overall quality. Based on the site area, the development density of 20 homes per hectare may provide sufficient space for

	a small area of open space to be delivered on site but such provision is not specified. If this could be secured on-site through the planning process it would have a positive impact on this objective. Local air and noise pollution may increase with the new development through increased traffic, which can have a negative impact on physical and mental health. The site is expected to be accessed via New Road / St Nicholas Way to connect with the A1175 but generally the site is not expected to be impacted by proximity to key transport infrastructure.
3. Transport	X It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Crowland and Deeping St. Nicholas) showed that 89.4% of households owned at least one car and 53.2% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However, the site is well outside the ideal 1km walking distance of the nearest local shop. The majority of the area's services and facilities are outside the ideal walking distances meaning that social inclusion may be difficult to achieve. The nearest employment site at Cradge Bank (6.4km) is within the ideal 7km drive of the site. However, it is well outside the ideal walking distance of 1km. Furthermore, the A1175 has heavy traffic and is without a cycle path. Consequently, it may prove difficult for residents to easily use sustainable transport options to access employment. Bus services currently operate five times a day during the week and thrice daily on a Saturday between The Deepings and Spalding; the nearest bus stops approx. 350m from the but potential over 500m from the south western end of the linear development – the recommended walking distance to bust stops is 440m. The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and around Deeping St. Nicholas should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. The scale and location of the site mean it is unlikely to impact directly upon key transport routes.

4. Socially Inclusive Communities	·/x ONS statistics indicate that Crowland and Deeping St. Nicholas ward is not generally a deprived area, for example: The number of residents without access to a car is below average (10.6% compared to 18%) while crime rate per 1000 is 27.6 compared to 49.7. However in 2015, compared with Lincolnshire as a whole, its long term unemployment rate was above average (29.8% compared to 25.6%). The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. This could have a negative impact, potentially excluding access for some residents to local employment which could be problematic given that the areas long term unemployment rate is above average. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti-social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	X The development would be likely to accommodate 56 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 11 primary pupils and 11 secondary pupils. The nearest primary school is: • Deeping St. Nicholas Primary School around 800m from the site. If pedestrian access could be secured from the south western end of the site this distance is reduced to approximately 500m (but the route would involve use of a rail level crossing). There are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys. The local education authority has indicated that there is some capacity currently available at primary level although additional capacity may be necessary in the medium to long-term to accommodate the new development proposed. The

	closest secondary school and sixth form facilities (The Deepings) are at capacity and additional places will be required to be able to accommodate the number of pupils new development is anticipated to generate. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	0 The site is presently agricultural land and is bounded by small drains, that are common across the area, to the north west and north east (adjacent to New Road). Potential impacts upon biodiversity might arise through accessing the site over this drain but these are unlikely to be significant. There is no existing hedgerow, other planting or trees that would be impacted by development of the site. Overall there would therefore appear to be no significant biodiversity features that would be affected by development of the site other than the loss of currently agricultural arable land. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
7. Heritage	0 Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site. Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	. This site is adjacent to Deeping St. Nicholas' development limits – It is surrounded by residential development to the north west and north east. To the south east and south west the site currently opens into continuous open agricultural land. There are few physical features to limit the visual impact of development from the countryside and presently the

	existing development along Chappell Road overlooks the fields assessed here with the boundary marked by a drain rather than a shielding hedgerow or other planting. Development of this site could consequently introduce an opportunity to provide additional planting to the boundary. The impact of development itself would have minimal long term impact upon landscape and townscape value whilst the opportunity for enhancement is likely to lead to positive effects overall. n.
9. Air, Soil and Water Resources	x
	Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Deeping St. Nicholas area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. The proposal would lead to the permanent loss of approx. 1.9ha of agricultural land.
10. Sustainable use of Land and Waste	·/x
	The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations

	governing developers. As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within the Minerals Safeguarding Area.
11. Flood Risk	·
	The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. Much of this site is within Environment Agency Flood Zone 2 with an area to the north east adjacent to New Road in Flood Zone 3 and is identified within the SFRA as 'no hazard' in terms of flood hazard and depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, other reasonably available sites have been identified within the local area but this site having been previously identified to meet the needs for development in this area. However this site would only come forward were those sites not built out or housing needs otherwise were not being met. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account all sources of flooding and the impacts of climate change. The design of the development should take into account the vulnerability of its users, without increasing flood risk elsewhere and should, where possible, reduce flood risk overall from all sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site. The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance. It should be possible to help manage surface water run off through good design e.g. the type and extent of hard-standing used and through green infrastructure. Natural features would enable some natural soak away for surface water and provide for biodiversity, thereby helping to deliver Objective 6. Depending on the type selected this could also reduce pollutants in run-off as well as helping to deliver Objective 9. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	·/x
	The majority of the area's facilities and services are outside the ideal walking distances from the site meaning that there is

	less potential to reduce the need to travel by car. Identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the County. It is likely that the anticipated increase in 83 people would generate new car journeys and hence carbon emissions. Legible and safe access and egress for pedestrians, cyclists as well as vehicles, would have a positive effect upon promoting sustainable travel options. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in Deeping St. Nicholas. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. The National Grid considers that there is no gas in the vicinity of Deeping St. Nicholas. Alternatives may need to be found to heat dwellings constructed on site which may be less sustainable. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	. The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. Deeping St. Nicholas is a Minor Service Centre – the Local Plan proposes that Minor Service Centre's will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this it is likely that new development could have a positive impact on the local economy by bringing 83 people within the ideal 7km drive of local employment with Cradge Bank Industrial Estate. However, the site is outside the 1km ideal walking distance of employment opportunities. Enhanced access to local jobs might be achieved if the current identified site for the Rail Freight Interchange at Deeping Fen were to proceed. Nonetheless as discussed in Objective 4, it is unlikely that good design would be able to vastly improve the situation in a cost effective way to ensure employment uses are easily accessible by more sustainable modes. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance

	tradesmen).

FIS041: Land to the east of Church Green Road	
Sustainability Objective	Total site area: 1.97ha Potential no of dwellings: 39
1. Housing	·/x Overall, the site has the potential to contribute towards the 50 dwellings proposed for Fishtoft over the plan period. However, this site would provide almost 80% of the village's requirement and any unforeseen problems with delivery would impact on meeting needs. The Strategic Housing Market Assessment has identified the need for new housing over the South East Lincolnshire Plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Fishtoft and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to Fishtoft's settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Wellbeing	·/x Some of the facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest open space and playing pitches (off Church Green Road) is approx. 170m from the site. However, there is no health centre or community centre/village hall within the ideal walking distance. It is anticipated that the increase in population - approximately 86 people (2.2 occupants in each of the 39 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and

	other healthcare staff which could affect future capacity should demand increase. Overall, Fishtoft does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. Based on the site area, about 0.20ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the planning process it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	·/x It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Fishtoft) showed that 84.9% of households owned at least one car and 46.9% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively. The site is within the ideal short 7km driving distance to a big supermarket being around 4.5km from the Morrisons store in Boston (Horncastle Road). However, it is outside the 1km ideal walk to a local shop. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Boston/Fishtoft should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. Buses run into the centre of Boston multiple times a day from Fishtoft (Monday-Saturday). The nearest bus stop is approx. 150m away on Church Green Road, within the ideal 400m walking distance.

4. Socially Inclusive Communities	·/x ONS statistics indicate that Fishtoft, in general, is not a deprived ward: Compared with the Lincolnshire average, its long term unemployment rate was below average (19.6% compared to 25.6%) as was its crime rate per 1000 at 28.5 compared to 49.7. Furthermore, the percentage of residents without access to a car is below the county average (15.1% compared to 18%). The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Fis041 is outside the ideal walking distance of some services and facilities which may have an impact on social inclusion. This part of Fishtoft ward is not identified as a deprived area. As discussed in Objective 13 the nearest employment opportunities at the Boston Port Estate (3.4km) are within the ideal 7km drive of the site, although they are outside the ideal 1km walking distance. There are also other employment opportunities at employment sites around Boston. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	·/x The development would be likely to accommodate 39 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 8 primary pupils and 7 secondary pupils. The nearest primary and secondary schools are: · Fishtoft Primary School is around 690m from the site · Boston Grammar School is approx. 4.2km away

	The site is also within the ideal walking distance to a post 18 education provider with Boston College (Rochford Campus) being approx. 3.7km away. The local education authority has indicated that there is sufficient capacity available for the developments proposed in Fishtoft. However, there is currently no capacity at the nearest secondary school and post-16 facilities in Boston. A new secondary school, along with new sixth form places, will be required in the town to accommodate the number of pupils new developments in and around Boston are anticipated to generate. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for resident's particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	·/x The biodiversity interest on the site is limited. However, it is in close proximity to a protected site (approx. 670m from the Hobhole Drain, Baker's Bridge South LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. Furthermore, European and national environmental designations at The Wash are about 2.7km from the site. Mitigation may be required to offset any potential harm identified but this will depend on implementation. There is no geodiversity at this site - it is unlikely that a development will have an impact.
7. Heritage	0 No significant historic or culturally-significant features are likely to be affected by development of the site.
8. Landscape and Townscape	· Development of the site would not have an adverse impact on the character and appearance of the area. Although it would extend the village's built-up area into an area with a countryside character, it is located adjacent to the existing built-up area and relates well to the existing built form. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.

9. Air, Soil and Water Resources	x Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore increase traffic impact in the Boston/Fishtoft area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in runoff are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. The proposal would lead to the permanent loss of approx. 1.97ha of grade 1 agricultural land, although some of this land might be retained within the development as public open space or landscaping. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	·/x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within a Mineral Safeguarding Area.
11. Flood Risk	xx The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test.

	This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'danger for all' in terms of flood hazard, with a flood depth of '1.0-2.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding, particularly given the level of housing need that must be met in the locality. This means that – given the vulnerability of the proposed use - the Exception Test should be applied. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would deliver limited sustainability benefits to the community which would not outweigh the flood risk identified for this site.
12. Climate Change	·/x Some local facilities and services are outside the ideal walking distances from the site meaning that there is less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the county. It is likely that the anticipated increase in 86 people would generate new car journeys and hence carbon emissions. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in the Fishtoft area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	·/x The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. Fishtoft is a Minor Service Centre – the Local Plan proposes that Fishtoft will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. This site could have a positive impact on the local economy by bringing 86 people within the ideal 7km drive of employment opportunities in Boston.

	Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (86 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

GOS011: Land to the north-west of Belchmire Lane	
Sustainability Objective	Total site area: 4.95ha Potential no of dwellings: 99
1. Housing	.
	Overall the site has the potential to contribute towards the 270 dwellings proposed for the Gosberton area over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Gosberton and SE Lincolnshire it will have a positive impact on this objective. Furthermore, housing sites adjacent to defined settlement limits – such as Gos011 – would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Wellbeing	x
	The majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre (Gosberton Medical Centre), amenity open space (off Rutland Gardens) and Gosberton Church Hall are all outside the ideal 1km walk. However, the closest playing field (off High Street) is approx. 640m away.

	It is anticipated that the increase in population – approximately 218 people (2.2 occupants in each of the 99 dwellings) - associated with this site would place pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Overall, Gosberton does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. Based on the site area, about 0.69ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the planning process it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health. The site is in close proximity to an employment site on Belchmire Lane which may have an impact on the amenities that would be enjoyed by new dwellings, particularly in terms of noise generated by passing HGVs. Structural landscaping such as trees of mixed provenance may be necessary along the south-eastern facing boundary to help mitigate any potential noise and air pollution as well as helping to minimise the visual impact generated through proximity to the site. Careful layout, dwelling choice and orientation may also be required to ameliorate this issue.
3. Transport	x It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The site is outside the ideal distance to a big supermarket (7km) – the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km distance of the local shop from a housing site, being around 520m from the Gosberton Village Store on Belchmire Lane. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs.

	The potential traffic generated by this site on its own and with other housing nearby means that schemes to address traffic impact in and around Gosberton should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. Bus services currently operate 7 times daily (weekdays) through Gosberton between Spalding and Boston; however the nearest bus stop is outside the ideal 400m walking distance.
4. Socially Inclusive Communities	x ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the Lincolnshire average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Gos011 is outside the ideal walking distance of the majority of essential services and facilities and public transport links meaning that it may be more difficult to achieve social inclusion. The new housing development would be unlikely to improve physical access to local employment as the nearest employment site is located outside the ideal 1km walking and 7km driving distanced in Donington (Millfield Road Industrial Estate). Pinchbeck and Spalding, with their more extensive employment opportunities, are even further away. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe,

	sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x The development would be likely to accommodate 99 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 20 primary pupils and 19 secondary pupils. The nearest primary school is: · Gosberton Primary School is around 540m from the site However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys. The local education authority has indicated that there is a small amount of capacity available at primary level in the immediate term, although the school is likely to be at capacity soon. At the closest secondary school in Donington there is no capacity available and so additional places will be required to accommodate the proposed developments. In terms of sixth form facilities, the closest are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend in Holbeach/Bourne/Deepings. A new secondary school with sixth form will be required in the second phase of the plan. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	·/x The biodiversity interest on the site is limited. However, it is in close proximity to a protected site (approx. 450m from the Risegate Eau LWS) and so development may have an effect on habitats and BAP species and consequently biodiversity. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the development's needs.

7. Heritage	0 Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site. Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	x Development of the site would have an adverse impact on the character and appearance of the area. Although the site is located adjacent to the development limits of Gosberton, its size and location means that it would extend the built-up area into the countryside to the detriment of the areas character. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Gosberton area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in runoff are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply.

	The proposal would lead to the permanent loss of approx. 4.95ha of grade 1 agricultural land, although some of this land might be retained within the development as public open space or landscaping. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	·/x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within a Mineral Safeguarding Area.
11. Flood Risk	· The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a with small areas of Flood Zones 2 and 1 and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, there are very few reasonably available sites within the local area with a lower probability of flooding than this site. However, given the vulnerability of the use, both parts of the Exception Test will need to be applied and passed. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Gosberton for the plan period, and other benefits including generating employment during the construction period and thereby providing some protection to the local economy. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account all sources of flooding and the impacts of climate change. The design

	of the development should take into account the vulnerability of its users, without increasing flood risk elsewhere and should, where possible, reduce flood risk overall from all sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site. The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance. It should be possible to help manage surface water run off through good design e.g. the type and extent of hard-standing used and through green infrastructure. Natural features would enable some natural soak away for surface water and provide for biodiversity, thereby helping to deliver Objective 6. Depending on the type selected this could also reduce pollutants in run-off as well as helping to deliver Objective 9. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	·/x The majority of local facilities and services and public transport links are outside the ideal walking distances from the site. As identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the County. It is likely that the anticipated increase in 218 people would generate a considerable number of new car journeys and hence carbon emissions. Good design and complementary transport measures could ensure the travel patterns of the new site are more sustainable. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in Gosberton. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	·/x The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. Gosberton is a Minor Service Centre – the Local Plan proposes that Gosberton will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. However, the site is outside the ideal 1km walking and 7km driving distance of an employment site/significant employment opportunities. This

	could possibly limit the extent to which new residential development such as this can support the growth of local economy. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (218 people) will generate some additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

MOU028: Land to the east of Roman Road	
Sustainability Objective	Total site area: 0.82ha Potential no of dwellings: 16
1. Housing	. The site has the potential to contribute towards the 130 dwellings proposed for Moulton Chapel over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the South East Lincolnshire Plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Moulton Chapel and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to the defined settlement limits of Moulton Chapel would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Wellbeing	x The nearest amenity open space (off St James Way) is around 570m away. However, the majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre, community centre/village hall and leisure centre/playing pitches are all outside the ideal walking distances.

	It is anticipated that the increase in population - approximately 75 people (2.2 occupants in each of the 34 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Overall, the Moulton area currently has enough open space to meet its resident's needs. However, the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. Based on the site area, about 0.24ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the planning process it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	x
	It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Moulton, Weston and Cowbit) showed that 91.7% of households owned at least one car and 48.4% travelled to work by car/van, above the Lincolnshire average of 82% and 36.9%. The site is outside the ideal 7km distance to a big supermarket -– the car/van is likely to be the preferred mode of transport for this purpose. However, it is within the ideal 1km walking distance of a local shop being approx. 360m from Ken's Kabin on Roman Road. Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Moulton Chapel should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. However, there is no regular bus service running through Moulton Chapel which is likely to deter residents from using this form of public transport. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	x
	ONS statistics (2001) indicate that Moulton, Weston and Cowbit was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (18.4% compared to 27.8%). Furthermore,

	compared with Lincolnshire, those without access to a car is below average (5.1% compared to 18%) while crime rate per 1000 is 20.4 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. The majority of the area's services and facilities as well as public transport links are outside the ideal walking distances meaning that social inclusion may be difficult to achieve. Furthermore, there is a lack of potential employment opportunities in and around Moulton Chapel. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x The development would be likely to accommodate 34 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 7 primary pupils and 6 secondary pupils. The nearest primary school is: Moulton Chapel Primary School is around 1.4km from the site However, there are no secondary school or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys. The local education authority has indicated that there is capacity at primary level in the village although this may need to be increased by the end of the plan period. At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this is likely to decrease in the medium to long-term. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for resident's, particularly young people.
6.	0

Biodiversity, Geodiversity and Green Infrastructure	The site appears to be free of environmental constraints and it does not include, and is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
7. Heritage	x Built heritage assets (including Historic Parks and Gardens) - The site is to the rear of Moulton Chapel Mill a grade II* listed building. The site is a large open field with open Fen beyond. The site contributes to the wider setting of the mill. Its urbanisation would impact on that setting. Any development proposal would need to be informed by a Heritage Impact Assessment which would need to assess its impact on the wider setting of the mill and how the proposal would seek to address this. Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	. Development of the site would not be likely to have an adverse impact on the character and appearance of the area. It relates well to the existing built up area and is located behind existing dwellings on Woodgate Road and Roman Road. Public views of the site would therefore be restricted meaning that its visual impacts would be limited. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore increase traffic impact in the Moulton Chapel area.

	Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. The proposal would lead to the permanent loss of approx. 1.68ha of grade 1 agricultural land, although some of this greenfield land might be retained within the development as public open space or landscaping. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	·/x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within a Mineral Safeguarding Area.
11. Flood Risk	· This site is within Environment Agency Flood Zones 1 and 2 (no hazard, no depth) and National Planning Practice Guidance (NPPG) states that this may be considered an appropriate location for housing development if there are no other reasonably available sites in Flood Zone 1. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding, particularly given the level of housing need that must be met in the locality meaning that the suitability of sites in Flood Zone 2 may be considered. A Flood Risk Assessment should ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account all sources of flooding and the impacts of climate change. The design of the development should take into account the vulnerability of its users, without increasing flood risk elsewhere, and, should where possible, reduce flood risk overall from all sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site. Reference should be made to the South East Lincolnshire Strategic Flood Risk Assessment and the NPPG. The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered

	in first instance. It should be possible to help manage surface water run off through good design e.g. the type and extent of hard-standing used, and through green infrastructure; natural features would enable some natural soak away for surface water and provide for biodiversity, thereby helping to deliver Objective 6. Depending on the type selected this could also reduce pollutants in run-off as well as helping to deliver Objective 9. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	·/x The majority of the area's facilities and services and public transport links are outside the ideal walking distances from the site meaning that there is less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is therefore likely that the anticipated increase in 75 people would generate new car journeys and hence carbon emissions. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in the Moulton Chapel area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area. Furthermore, the National Grid have indicated that there would likely be problems in connecting new sites in Moulton Chapel to their gas network. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	x The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. Moulton Chapel is a Minor Service Centre – the Local Plan proposes that Minor Service Centre's will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. However, there is a lack of potential employment opportunities in and around Moulton Chapel which is likely to limit the extent to which more sustainable modes of transport can be used to travel to work. Development on this site will generate employment during the construction period and thereby provide some protection

	to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (75 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

OLD005: Land to the south and east of School Lane	
Sustainability Objective	Total site area: 0.66ha Potential no of dwellings: 10
1. Housing	. Overall the site has the potential to contribute towards the 100 dwellings proposed for Old Leake over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Gosberton and SE Lincolnshire it will have a positive impact on this objective.
2. Health and Wellbeing	·/x The nearest playing field and open space is approx. 350m from the site. Old Leake Medical Centre and Community Centre are both close and within the ideal walking distance. It is anticipated that the increase in population - approximately 22 people (2.2 occupants in each of the 10 dwellings) – associated with this site would not place considerable pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports facilities near the site could be needed to meet the needs of future residents.

	The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase. Overall, Old Leake may not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	·/x It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Old Leake and Wrangle) showed that 89.3% of households owned at least one car and 42.2% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively. The site is outside the ideal 7km distance to a big supermarket, the nearest being located in Boston town -– the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km walk of a local shop within Old Leake. Consequently, development of this site would create a development where sustainable modes of transport can be used to meet resident's everyday shopping needs. The potential for additional traffic to be generated by this and other sites in Old Leake means that schemes to address traffic impact in and around the village should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. Buses run through Old Leake to Boston and Skegness multiple times a day (Monday-Saturday). The nearest bus stop is approx. 350m from the site on Main Road, within the ideal 400m walking distance.
4. Socially Inclusive	·/x ONS statistics indicate that Old Leake and Wrangle was not a deprived area: in 2015 compared with the national average,

Communities	its long term unemployment rate was below average (21.2% compared to 26.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (10.7% compared to 18%) while crime rate per 1000 is 32.5 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. The site is within the ideal walking distance of some of the area's services and facilities which should help towards achieving social inclusion. There are potential employment opportunities in Old Leake, including at M Baker & Sons (1.5km) that are within the ideal 7km drive of the site. However, the site is outside the ideal 1km walk of the majority of employment opportunities in the area which may discourage some residents from walking to work. Boston, with its more extensive employment opportunities, is outside the ideal 7km drive. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised.
	·/x
5. Education	The development would be likely to accommodate 10 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 2 primary pupils and 1 secondary pupils. The nearest primary and secondary schools are: • Old Leake Primary and Nursery School is around 450m from the site • Giles Academy is around 500m from the site However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be

	the preferred mode of transport for these journeys. The local education authority has indicated that there is sufficient capacity available at local primary level. However, there is currently no capacity available at the closest secondary school and post-16 facilities in Old Leake. Additional capacity will therefore be required to order to accommodate the number o pupils new development is anticipated to generate. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for residents particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	·/x The site appears to be free of environmental constraints and does not include any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the development's needs.
7. Heritage	·/x The site is close to the grade I listed St. Mary's Church, which is located to the south. Historic England has raised concerns about the impact of the development upon the significance of the church. A Heritage Assessment should be provided that would explore the potential for harm to the significance of the church and what mitigation could be implemented to avoid harm. The site is not immediately adjacent to the church and hedges and trees are in-situ; these should remain to maintain separation. Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record archaeology before its destruction.
8. Landscape and	·/x Whilst the site is identified as Protected Land of Open Character, its contribution to the character of its surroundings is

Townscape	relatively limited. Development of the site would not necessarily have an adverse impact on the character and appearance of the area. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore potentially increase traffic impact in the Old Leake area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in runoff are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. The proposal would lead to the permanent loss of approx. 0.66ha of grade 1 agricultural land, although some of this land might be retained within the development as public open space or landscaping. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	·/x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.

	As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within a Mineral Safeguarding Area.
11. Flood Risk	·/x The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is Flood Zone 3a and is identified within the SFRA as danger for most in terms of flood hazard; and with flood depths between 0.5m-1.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding, particularly given the level of housing need that must be met in the locality. This means that – given the vulnerability of the proposed use - the Exception Test should be applied. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Old Leake for the plan period; and protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account all sources of flooding and the impacts of climate change. The design of the development should take into account the vulnerability of its users, without increasing flood risk elsewhere and should, where possible, reduce flood risk overall from all sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site. Mitigation as outlined in the SFRA will need to be incorporated into the design of the detailed proposal. The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance. It should be possible to help manage surface water run off through good design e.g. the type and extent of hard-standing used and through green infrastructure. Natural features would enable some natural soak away for

	surface water and provide for biodiversity, thereby helping to deliver Objective 6. Depending on the type selected this could also reduce pollutants in run-off as well as helping to deliver Objective 9. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	·/x The majority of local facilities and services and public transport links are outside the ideal walking distances from the site. As identified in Objective 3 and Objective 4, travel to work use by car is higher than for the rest of the County. It is likely that the anticipated increase in people would generate a considerable number of new car journeys and hence carbon emissions. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in Old Leake. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	·/x The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. Old Leake is a Minor Service Centre – the Local Plan proposes that Old Leake will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 22 people within the ideal 7km drive of potential employment opportunities in Old Leake (M Baker & Sons). However it is just outside the ideal 1km walk. Boston, with its more extensive employment opportunities, is further away. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).

	The increased population will generate some additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

QUA006: Land to the south of Watergate	
Sustainability Objective	Total site area: 1.90ha Potential no of dwellings: 38
1. Housing	· Overall, the site has the potential to contribute towards the 130 dwellings proposed for Quadring over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the South East Lincolnshire Plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Quadring and SE Lincolnshire it will have a positive impact on this objective. However, housing sites detached from defined settlement limits would, in general, be contrary to the principles of the settlement hierarchy.
2. Health and Wellbeing	·/x St Margaret's Church Hall is approx. 180m from the site and open space and a children's play area is located off St Margaret's around 380m away. However, other facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest health centre and leisure centre/playing pitches are both outside the ideal walking distances. It is anticipated that the increase in population - approximately 84 people (2.2 occupants in each of the 38 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents.

	Overall, Quadring does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. Based on the site area, about 0.27ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the planning process it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	·/x It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Donington, Quadring and Gosberton) showed that 89.1% of households owned at least one car and 47.6% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1%. The site is outside the ideal 7km distance to a big supermarket -– the car/van is likely to be the preferred mode of transport for this purpose. However, the site is within the ideal 1km walk of the nearest local shop (approx. 290m from Quadring Post Office and Stores). Consequently, the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs. The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Quadring should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. Bus services currently operate 7 times daily (weekdays) through Quadring between Spalding and Boston; The nearest bus stop is approx. 300m from the site on Main Road, within the ideal 400m walking distance.
4. Socially Inclusive Communities	·/x ONS statistics depict a varied picture in relation to the deprivation of Donington, Quadring and Gosberton: Compared with the Lincolnshire average, its long term unemployment rate was above average (34.4% compared to 25.6%). However, those without access to a car is below average (10.9% compared to 18%) while crime rate per 1000 is 25.7 compared to 49.7.

	The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Many of the area's services and facilities are outside the ideal walking distances meaning that social inclusion may be more difficult to achieve. As discussed in Objective 13, the nearest potential employment opportunities at Millfield Lane Industrial Estate (4.3km) are within the ideal 7km drive of the site, although they are outside the ideal 1km walking distance which may discourage some residents from walking to work. Spalding, with its more extensive employment opportunities, is outside the ideal 7km drive. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	·/x The development would be likely to accommodate 38 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 8 primary pupils and 7 secondary pupils. The nearest primary and secondary schools are: · Quadring Cowley and Browns Primary School around 2km from the site · Thomas Cowley High School is approx. 3.5km away However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys.

	The local education authority has indicated that no capacity is available at primary level within the village and that an extension will be required over the plan period. In addition, there is currently no capacity at the closest secondary school in Donington where additional places will need to be provided. The nearest sixth form facilities are in Spalding where there is currently capacity available. However, it is likely that this capacity will fill where children cannot attend in Holbeach/Bourne/Deepings. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for resident's, particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	The biodiversity interest in the site appears to be limited and it does not include, and is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the development's needs.
7. Heritage	0
	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site. Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	.
	Development of the site would be unlikely to have an adverse impact on the character and appearance of the area. It is located adjacent to Quadring's existing built-up area and relates well to the existing settlement. The site is situated

	behind frontage development along Main Road, Watergate and St Margaret's, restricting public views into the site thereby meaning that its visual impacts would be limited. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore increase traffic impact in the Quadring area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in runoff are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. Water mains cross the site and must remain accessible. The design of the site should take this into consideration. The proposal would lead to the permanent loss of approx. 1.9ha of grade 1 agricultural land, although some of this land might be retained within the development as public open space or landscaping. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	·/x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.

	As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within a Mineral Safeguarding Area.
11. Flood Risk	. The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a with areas in Flood Zones 2 and 1 and is identified within the SFRA as 'no hazard' in terms of flood hazard and flood depth. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, there are very few reasonably available sites within the local area with a lower probability of flooding than this site. However, given the vulnerability of the use, both parts of the Exception Test will need to be applied and passed. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Quadring for the plan period, and other benefits including unlikely to have an adverse impact on the character of the area and generating employment during the construction period and thereby providing some protection to the local economy. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account all sources of flooding and the impacts of climate change. The design of the development should take into account the vulnerability of its users, without increasing flood risk elsewhere and should, where possible, reduce flood risk overall from all sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site. The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance. It should be possible to help manage surface water run off through good design e.g. the type and extent of hard-standing used and through green infrastructure. Natural features would enable some natural soak away for surface water and provide for biodiversity, thereby helping to deliver Objective 6. Depending on the type selected this could also reduce pollutants in run-off as well as helping to deliver Objective 9.

	Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	·/x Some of the area's facilities and services are outside the ideal walking distances from the site meaning that there is less potential to reduce the need to travel by car. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 84 people would generate new car journeys and hence carbon emissions. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in the Quadring area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Advice from Western Power Distribution is that the capacity of the electricity network in this area of South Holland is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	·/x The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. Quadring is a Minor Service Centre – the Local Plan proposes that Minor Service Centre's will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. This site could have a positive impact on the local economy by bringing 84 people within the ideal 7km drive of employment opportunities in Donington (Millfield Road) although, as discussed in Objective 4, Pinchbeck and Spalding with their more extensive employment opportunities are located further away. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).

	The increased population (84 people) will generate some additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

SUR018: Land between Station Road and the A152	
Sustainability Objective	Total site area: 5.06ha Potential no of dwellings: 101
1. Housing	. Overall, the site has the potential to contribute towards the 180 dwellings proposed for Surfleet over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the South East Lincolnshire Plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Surfleet and SE Lincolnshire it will have a positive impact on this objective.
2. Health and Wellbeing	x The majority of facilities and services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre, open space, playing pitches/leisure centre and community centre/village hall are all outside the ideal walking distance. It is anticipated that the increase in population - approximately 222 people (2.2 occupants in each of the 101 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents.

	The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Overall, Surfleet does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. Open space could be provided on-site to meet future needs. If this could be secured on-site through the planning process it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	·/x It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Pinchbeck and Surfleet) showed that 89.3% of households owned at least one car and 47.2% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively. The site is within the ideal short 7km driving distance to a big supermarket being around 4.7km from the Morrisons store in Pinchbeck (Wardentree Lane). It is also within the 1km ideal walk of a local shop (approx. 210m from Glenside Stores) meaning that the site would create a development where sustainable modes of travel can be used in order to meet residents' everyday shopping needs. The potential for additional traffic to be generated by this and other sites means that schemes to address traffic impact in and around Surfleet should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. The Highway Authority has made comments that it would be possible to accommodate a suitable adoptable estate road junction on the section of Station Road between Kingfisher Drive and the A16, but a 'looped' spine road would be advisable. The ideal solution would be to also connect to the existing spur off the east side of Kingfisher Drive but it is understood that the developer of this estate has retained a 'ransom strip'. Access from the A16, the A152 or Coalbeach

	Lane would not be acceptable. There is a public footpath running through this site that would need to be preserved.
4. Socially Inclusive Communities	·/x ONS statistics indicate that Surfleet is not a deprived area: Compared with the Lincolnshire average, its long term unemployment rate was below average (23.9% compared to 25.6%). Furthermore, statistics show that the percentage of residents without access to a car is less than average (10.7% compared to 18%) and that crime rate per 1000 is also well below the county average at 35.6 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. The site is outside the ideal walking distance of the majority of essential services and facilities and public transport links which may have an impact on social inclusion. As discussed in Objective 13 the nearest employment opportunities at Wardentree Lane (approx. 3.7km) are within the ideal 7km drive of the site, although they are outside the ideal 1km walking distance. There are also other employment opportunities slightly further away in Spalding town. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	·/x The development would be likely to accommodate 101 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 20 primary pupils and 14 secondary pupils. The nearest primary school is:

	· Surfleet Primary School around 950m from the site However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys. The local education authority has indicated that there is currently limited capacity available at primary level in Surfleet and so expansion of the school will be required. At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this in likely to decrease in the medium to long-term. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for resident's particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	·/x The biodiversity interest in the site appears to be limited and it does not include, and is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the development's needs.
7. Heritage	0 Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site. Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant

	archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	0
	Development of the site would have an adverse impact on the character and appearance of the area. Views of the village from the A16 and A152 are currently limited, but this site would extend the village as far as these highways, and its development would make the village far more 'visible' from these vantage points. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate green infrastructure within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore increase traffic impact in the Surfleet area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in runoff are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. Anglian Water considers that there is sufficient capacity within the water supply network to accommodate the site. However, demand from the site may place a burden on the existing sewerage system - Anglian Water considers that the foul sewerage network may require upgrading for it to receive foul water from the site or diversion of assets may be required. In addition, it is considered that there is not sufficient capacity available at Surfleet's Water Recycling Centre to serve the proposed growth, and across South East Lincolnshire Anglian Water have commented that, in terms of the surface water network, there are major constraints to the provision of infrastructure and/or treatment. Sewers cross the site and must remain accessible. The design of the site should take this into consideration.

	The proposal would lead to the permanent loss of of grade 1 agricultural land, although some of this land might be retained within the development as public open space or landscaping. By selecting an entirely greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	·/x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within a Mineral Safeguarding Area.
11. Flood Risk	. The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as 'no hazard' in terms of flood hazard. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, there are very few reasonably available sites within the local area with a lower probability of flooding than this site. Furthermore, given the housing need identified, the allocation of the other sites alone would be insufficient to meet this need. However, given the vulnerability of the use, both parts of the Exception Test will need to be applied and passed. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Surfleet for the plan period, and other benefits including not having an adverse impact on the character of the area and generating employment during the construction period and thereby providing some protection to the local economy. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area has been appropriately assessed for

	the lifetime of the development, taking into account all sources of flooding and the impacts of climate change. The design of the development should take into account the vulnerability of its users, without increasing flood risk elsewhere and should, where possible, reduce flood risk overall from all sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site. The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance. It should be possible to help manage surface water run off through good design e.g. the type and extent of hard-standing used and through green infrastructure. Natural features would enable some natural soak away for surface water and provide for biodiversity, thereby helping to deliver Objective 6. Depending on the type selected this could also reduce pollutants in run-off as well as helping to deliver Objective 9. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	·/x Some of the area's facilities and services are outside the ideal walking distances from the site meaning that there is less potential to reduce the need to travel by car. It is likely that the anticipated increase in people would generate new car journeys and hence carbon emissions. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in the Surfleet area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	·/x The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. Surfleet is a Minor Service Centre – the Local Plan proposes that Surfleet will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. This site could have a positive impact on the local economy by bringing people within the ideal 7km drive of employment opportunities in Pinchbeck,

	although Spalding town is slightly further away. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

WSN0~~34~~ 36: Land to the south of High Road	
Sustainability Objective	Total site area: 7.06ha Potential no of dwellings: 141
1. Housing	.
	Overall, the site has the potential to contribute towards the 310 dwellings proposed for the Weston area over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the South East Lincolnshire Plan period. If the type, tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Weston and SE Lincolnshire it will have a positive impact on this objective. Furthermore, housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy
2. Health and Wellbeing	x
	The nearest amenity open space (off Wimberley Close) is approx. 960m away. However, the majority of facilities and

	services that would help to maintain health and promote healthy lifestyles are outside 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The nearest health centre (Moulton Medical Centre), leisure centre/playing pitches and Weston Village Hall are all outside the ideal walking distances. It is anticipated that the increase in population - approximately 282 people (2.2 occupants in each of the 141 dwellings) – would place additional pressure on the above existing facilities over the life of the Plan. Additional/improved healthcare and sports/recreational facilities near the site could be needed to meet the needs of future residents. The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Overall, Weston does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. Based on the site area, about 0.99ha of open space may be required, which could be provided on-site to meet future needs. If this could be secured on-site through the masterplanning it would have a positive impact on this objective. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	·/x It is likely that new residents will replicate existing patterns of car dependency – ONS 2011 census data (Moulton, Weston and Cowbit) showed that 91.7% of households owned at least one car and 48.4% travelled to work by car/van, above the South Holland average of 85.4% and 45.8% respectively. The site is within the ideal 7km distance to a big supermarket being around 4.8km from the Sainsburys store in Spalding (Holland Market) –– the car/van is likely to be the preferred mode of transport for this purpose. However it is outside the ideal 1km walk of the nearest local shop (Weston Village Store). The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. If the site were designed with legible and safe access and egress for pedestrians, cyclists as well as vehicles, it would have a positive effect upon promoting sustainable travel options, and ensuring that they are available to residents throughout the site.

	The potential for additional traffic to be generated by this site means that schemes to address traffic impact in and around Weston should ensure that any increase in traffic does not restrict access to jobs and services, and promotes safe, easy use for all. On the other hand increased traffic may encourage people to seek alternative sustainable options, particularly for local journeys. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area. Buses run along High Road through Weston to Spalding and Kings Lynn up to every 20 minutes, 7 days a week (Monday-Saturday). The nearest buses stop approx. 340m away, within the ideal 400m walking distance.
4. Socially Inclusive Communities	·/x ONS statistics (2001) indicate that Moulton, Weston and Cowbit was not a deprived area: in 2015 compared with the national average, its long term unemployment rate was below average (18.4% compared to 27.8%). Furthermore, compared with Lincolnshire, those without access to a car is below average (5.1% compared to 18%) while crime rate per 1000 is 20.4 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. Wsn036 is outside the ideal walking distance of most essential services and facilities meaning that it may be more difficult to achieve social inclusion. The new housing development may improve physical access to local employment. For instance, the nearest potential employment opportunities are located approx. 2.4km away at Springfields Retail Outlet in Spalding, although it is outside the ideal 1km walking distance. However, there are also other employment opportunities within the ideal 7km drive in Pinchbeck and Spalding. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe,

	sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised. No infrastructure will be lost on site as a consequence of this proposal.
5. Education	·/x The development would be likely to accommodate 141 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 28 primary pupils and 27 secondary pupils. The nearest primary and secondary schools are: • Weston St Mary's Church of England Primary School is around 1.1km from the site • Sir John Gleed School is approx. 4km away. However, there are no post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys. The local education authority has indicated that capacity is currently available at primary level in Weston, although an extension will be required in the second phase of the plan period in order to accommodate the number of pupils new developments are anticipated to generate. At secondary level, the closest schools are in Spalding where capacity is currently available. However, it is likely that this capacity will fill where children cannot attend schools in Holbeach/Bourne/Deepings. A new secondary school will therefore be required in the second phase of the plan. There is some capacity at post-16 education providers in Spalding although this in likely to decrease in the medium to long-term. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for resident's, particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	·/x Development of the site may have an adverse impact on mature trees that run through part of the site. To determine the value of these trees for wildlife, they should be subject to a quality assessment. Good design could generate a positive biodiversity impact by retaining trees and maximising opportunities for enhancement and mitigation. However, the site does not include, and is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that a development will have an impact.

	As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the developments needs.
7. Heritage	0
	Built heritage assets (including Historic Parks and Gardens) - No significant historic or culturally-significant features are likely to be affected by development of the site. Archaeological assets - No major issues, further information may be required dependant on development. Any further archaeological work would be undertaken in line with paragraph 128 of the NPPF. All proposed development that includes or has the potential to include heritage assets with archaeological interest should include a Heritage Assessment and, dependant on the results, further work prior to determination may be required, including assessments such as field walking, geophysical survey and trial excavation. There may then be additional requirements to further protect significant archaeology in situ or to record an archaeology before its destruction.
8. Landscape and Townscape	.
	Although development of the site will change the appearance of the village by extending the built-up area to the highway, it is located adjacent to the existing built-up area and is contained by strong physical boundaries (High Road, Beggar's Bush Lane and Broadgate). Its impact on the landscape would therefore be acceptable. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate vegetation within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore increase traffic impact in the Weston area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to

	ensure that pollutants in run-off are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. The proposal would lead to the permanent loss of over 7ha of grade 1 agricultural land.
10. Sustainable use of Land and Waste	x The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers. As the site would involve new development it is inevitable that there will be an increase in household waste production. The proposal would lead to the permanent loss of over 7ha of greenfield land. This site is not within a Mineral Safeguarding Area.
11. Flood Risk	·/x The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is mostly Flood Zone 3a with smaller parts of Flood Zones 2 and 1; and is identified within the SFRA as a mix of no/low hazard and danger for some/most in terms of flood hazard, and with flood depths of mostly no hazard with some ranging between 0-2.0m. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that sustainable development cannot be achieved through locating development entirely within areas with a low probability of flooding, particularly given the level of housing need that must be met in the locality. This means that – given the vulnerability of the proposed use - the Exception Test should be applied. In order for this test to be passed, it must be demonstrated that the proposed development will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and

	where possible reduce flood risk overall. Taking into account the findings of this appraisal, it appears that the development would provide some wider sustainability benefits to the community through its ability to help meet the housing need identified for Weston for the plan period; and protection of the quality and character of landscape and townscape. If the development can be made safe for its lifetime, it is considered that these benefits would outweigh the flood risk. A Flood Risk Assessment must be conducted to ensure that the flood risk in the area has been appropriately assessed for the lifetime of the development, taking into account all sources of flooding and the impacts of climate change. The design of the development should take into account the vulnerability of its users, without increasing flood risk elsewhere and should, where possible, reduce flood risk overall from all sources. This will better enable appropriate mitigation and adaptation measures to be identified and incorporated into the design, layout and form of the site. Mitigation as outlined in the SFRA will need to be incorporated into the design of the detailed proposal. The appropriate use of Sustainable Drainage Systems (SUDS) could promote a positive impact and should be considered in first instance. It should be possible to help manage surface water run off through good design e.g. the type and extent of hard-standing used and through green infrastructure. Natural features would enable some natural soak away for surface water and provide for biodiversity, thereby helping to deliver Objective 6. Depending on the type selected this could also reduce pollutants in run-off as well as helping to deliver Objective 9. Appropriate connection to the existing sewerage system should ensure that the demand from new housing does not burden the existing network e.g. through sewer flooding.
12. Climate Change	·/x Most local facilities and services are outside the ideal walking distances from the site. As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. It is likely that the anticipated increase in 282 people would generate new car journeys and hence carbon emissions. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in the Weston area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy.

	The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation.
13. Economy and Employment	·/x The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. Weston is a Minor Service Centre – the Local Plan proposes that Weston will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 282 people within the ideal 7km drive of employment opportunities in Spalding (e.g. Springfields Retail Outlet) and Pinchbeck. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen). The increased population (282 people) will generate additional traffic. Schemes to minimise traffic impact in the area and enable sustainable transport use will need to be considered in order to ensure that impact on the local road network does not worsen and is detrimental to the economy.

WIG015: Land to the east of Asperton Road	
Sustainability Objective	Total site area: 0.52ha Potential no of dwellings: 10
1. Housing	. Overall the site has the potential to contribute towards the 30 dwellings proposed for Wigtoft over the plan period. The Strategic Housing Market Assessment has identified the need for new housing over the plan period. If the type,

	tenure and affordability of the housing to be constructed on this site helps deliver the housing need identified for Wigtoft and SE Lincolnshire it will have a positive impact on this objective. Housing sites adjacent to defined settlement limits would, in general, be more important to the delivery of the settlement hierarchy.
2. Health and Wellbeing	.
	The majority of facilities and services that would help to maintain health and promote healthy lifestyles are within 1km (600m for a community/village hall), the ideal walking distance from housing development for such facilities. The closest open space and accessible playing pitch (off Asperton Road) and Wigtoft Village Hall are approx. 250m and 510m from the site respectively. However, the nearest health centre is over 1km away. The Clinical Commissioning Groups have commented that there is capacity in the short-medium term at the local GP surgeries to accommodate additional patients. However, County-wide there is an increasing shortage of GP's, nurses and other healthcare staff which could affect future capacity should demand increase. Overall, Wigtoft does not have enough open space to meet its resident's needs, so the additional population generated by this site and elsewhere in the settlement could increase use of local open space reducing its overall quality. Based on the potential number of dwellings, open space may be required. However, given the size of the site, it may be more usefully sought as a financial contribution to improve the quality and multifunctionality of existing open space in Wigtoft to accommodate future residents. Local air and noise pollution is likely to increase with the new development through increased traffic, which together with the impact from other developments elsewhere in the settlement could have a negative impact on physical and mental health.
3. Transport	x
	It is likely that new residents will replicate existing patterns of car use – ONS 2011 census data (Five Village) showed that 89.9% of households owned at least one car and 44.7% travelled to work by car/van, above the Lincolnshire average of 82% and 42.1% respectively. The site is outside the ideal 7km distance to a big supermarket, the nearest being the Aldi store in Boston (Queen Street) –– the car/van is likely to be the preferred mode of transport for this purpose. The aspiration should be to create an area where sustainable travel is the choice, particularly for local journeys and everyday shopping needs. However the site is

	also outside the ideal 1km walk of a local shop (Sutterton Village Store). The potential traffic generated by this site on its own is not significant, but any traffic impact may be exacerbated by the potential cumulative impact of an increased local population generated from this site in combination with other sites in the village. Any impact should be carefully managed to not restrict access to jobs and services, and promote safe, easy use for all. Furthermore there is no regular bus service through Wigtoft which may deter residents from using this more sustainable mode of transport. The site will not directly impact upon, and therefore contribute towards, any major transport routes in the area.
4. Socially Inclusive Communities	·/x ONS statistics depict a varied picture in relation to the deprivation of Five Village ward: Compared with the Lincolnshire average, its long term unemployment rate was above average (30.8% compared to 25.6%). However, the percentage of residents without access to a car is below the county average (10.1% compared to 18%) as is crime rate per 1000 at 39.8 compared to 49.7. The type, tenure and affordability of housing on the site should be informed by an analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need identified in the SHMA. If it meets this need, it could have a positive effect upon inclusivity by enhancing the range of properties available, including for those on a low income, older people and those with disabilities. A balance may need to be struck between the development of market housing and affordable housing, to ensure that development can help provide for all infrastructure needed to deliver new housing. Quality affordable and market housing could also generate more energy and water efficient homes which could help reduce fuel poverty and lower bills for residents. As discussed in Objective 13, the nearest significant potential employment opportunities at Enterprise Park in Sutterton (3.1km) are within the ideal 7km drive of the site. There are also other potential employment opportunities in Sutterton and Kirton that are less than 7km away. Boston and Spalding, with their more extensive employment opportunities, are both outside the ideal driving distance. These potential employment opportunities are also all outside the ideal 1km walk which may discourage some residents from walking to work and could prevent some from accessing employment. This could have an adverse impact in respect of alleviating deprivation and improving the areas long term unemployment rate. Good design could have a positive effect upon crime by ensuring that the design of new housing promotes safe, sustainable and inclusive communities where the opportunity for crime and anti social behaviour is minimised.

	No infrastructure will be lost on site as a consequence of this proposal.
5. Education	x
	The development would be likely to accommodate 10 dwellings. On average every 5 homes of new housing generates 1 primary age pupil and every 7 new houses generates 1 secondary aged pupil. The development would therefore be likely to generate 2 primary pupils and 2 secondary pupils. The nearest primary school is: · Fourfields Church of England Primary School is around 3km from the site However, there are no secondary schools or post 18 education providers within the ideal walking distance. The car/van is therefore likely to be the preferred mode of transport for these journeys. The local education authority has indicated that, at primary level, there is currently no capacity available at the nearest primary school in Sutterton. An extension will therefore be required in order to accommodate the number of pupils new development in the area is anticipated to generate. However, there is sufficient capacity available at the closest secondary school in Kirton to accommodate the developments proposed. The nearest post-16 facilities are in Boston which currently has limited capacity and is likely to be full in the near future. Development on this site will generate employment during the construction period, which may involve apprenticeships or employment of the local long term unemployed, which could help improve job prospects and prosperity for resident's particularly young people.
6. Biodiversity, Geodiversity and Green Infrastructure	0
	The biodiversity interest in the site appears to be limited and it does not include, and is not in close proximity to, any statutory designated sites. There is no significant geodiversity at this site - it is unlikely that a development will have an impact. As discussed in Objective 11, sufficient sustainable drainage areas would be expected to be provided to meet the development's needs.
7. Heritage	0
	No significant historic or culturally-significant features are likely to be affected by development of the site.

8. Landscape and Townscape	.
	Development of the site would not have an adverse impact on the character and appearance of the area. Although its development would extend Wigtoft's built-up area into the countryside, the site relates reasonably well with the existing village and is bordered by development on two sides. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of the design.
9. Air, Soil and Water Resources	x
	Development upon this site would inevitably have some effect upon air quality. The construction process would result in the generation of dust, the release of emissions from construction vehicles and the potential disturbance of trees. The extent to which air quality would be affected by development would depend upon mitigation measures to limit emissions and control dust within the construction process and incorporate vegetation within the new development. It is likely that new housing development will increase traffic levels, with the current trend of car dependency likely to continue; and therefore increase traffic impact in the Wigtoft area. Development could have some impact upon water quality through the construction process and through the development itself. As discussed in Objective 11 this could to some extent be mitigated by effective surface water management to ensure that pollutants in runoff are kept out of the groundwater. New dwellings inevitably consume water in use; implementation of water efficiency and conservation measures through construction could help mitigate this impact. Appropriate connection to the potable water distribution network would be required to ensure that the new housing has an appropriate water supply. The proposal would lead to the permanent loss of approx. 0.52ha of grade 1 agricultural land. By selecting a greenfield site for development it could make it less likely that previously-developed land elsewhere will be recycled.
10. Sustainable use of Land and Waste	·/x
	The development will lead to the consumption of minerals in the form of building materials during construction of the site. Sustainable waste management techniques should be employed on site to reduce waste and ensure resources are used as efficiently as possible. The environmental impact of this will depend upon the design of new housing development and associated infrastructure, particularly relating to the type and provenance of building materials, and building regulations governing developers.

	As the site would involve new development it is inevitable that there will be an increase in household waste production. This site is not within a Mineral Safeguarding Area.
11. Flood Risk	x The NPPF requires the application of the Sequential Test to steer new development to areas with the lowest probability of flooding. The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides the basis for applying this test. This site is within Environment Agency Flood Zone 3a and is identified within the SFRA as a mix of 'danger for most/some and low hazard in terms of flood hazard, with flood depths between '0.5-1.0m'. Whether or not the Sequential Test can be passed depends upon the suitability of other sites available within the locality. In this instance, it appears that there are other more suitable sites in the locality that are subject to a lower level of flood risk meaning that the Sequential Test cannot be passed.
12. Climate Change	·/x As identified in Objective 3 and Objective 4, travel to work use by car and the number of residents with access to a car is higher than for the rest of the county. However it is likely that the anticipated increase in 22 people would only generate a limited number of new car journeys and associated carbon emissions. New dwellings lead to the consumption of significant amounts of energy and resources, and therefore the release of greenhouse gases, in use and in construction. Building regulations mean that homes built will be significantly more energy efficient than the older homes in the Wigtoft area. But the extent of the impact on this objective is dependent upon the scale and design of the development e.g. through the incorporation of energy efficient methods and renewable energy. Advice from Western Power Distribution is that the capacity of the electricity network in this area of Boston Borough is limited and so it is likely that reinforcement works would be required to release new capacity to cope with new residential development in this area. The inclusion of landscaping within the development should have a positive effect upon carbon absorption particularly if a mix of species and provenance are used to better allow for climate change adaptation
13. Economy and Employment	·/x The settlement hierarchy in the draft SE Lincolnshire Local Plan guides the distribution and scale of development in a sustainable manner, reflecting the needs, roles and functions of each settlement. Wigtoft is a Minor Service Centre – the

	Local Plan proposes that Minor Service Centre's will act as a local service centre for the surrounding rural area whereby limited new development should support or improve its role as a focus for social and economic activity. Given this, it is likely that new development could have a positive impact on the local economy by bringing 22 people within the ideal 7km drive of potential employment opportunities in Sutterton and Kirton. Boston and Spalding, with their more extensive employment opportunities, are further away. Development on this site will generate employment during the construction period and thereby provide some protection to the local economy. It may also support those who provide services to homes (e.g. window cleaners and maintenance tradesmen).