



The Planning Inspectorate

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# **Report to the Joint Strategic Planning Committee of South Holland District Council, Boston Borough Council and Lincolnshire County Council**

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**Inspectors appointed by the Secretary of State for Housing, Communities and Local Government**

**Date: 29 January 2019**

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Planning and Compulsory Purchase Act 2004

(as amended)

Section 20

## **Report on the Examination of the South East Lincolnshire Local Plan**

The Plan was submitted for Examination on 23 June 2017

The Examination Hearings were held between 10 October 2017 and 26 April 2018

File Ref: PINS/A2525/429/4

## Abbreviations used in this report

AA	Appropriate Assessment
AQMA	Air Quality Management Area
BDR	Boston Distributor Road
DCLG	Department for Communities and Local Government
DtC	Duty to Co-operate
dpa	Dwellings per annum
EPLR	Employment Premises and Land Review
GTAA	Gypsy and Traveller Accommodation Assessment
ha	Hectares
HMA	Housing Market Area
HMOs	Houses in Multiple Occupation
HRA	Habitats Regulations Assessment
HRR	Household Representative Rates
IDP	Infrastructure Delivery Plan
JC	Joint Strategic Planning Committee
DS	Local Development Scheme
LP	Local Plan
MM	Main Modification
MoU	Memorandum of Understanding
NPPF	National Planning Policy Framework 2012
OAHN	Objectively assessed housing need
ONS	Office for National Statistics
PPG	Planning Practice Guidance
PPTS	Planning Policy for Traveller Sites
PRS	Private Rented Sector
SA	Sustainability Appraisal
SANG	Suitable Alternative Natural Greenspace
SCI	Statement of Community Involvement
SELAA	Strategic Employment Land Availability Assessment
SELLP	South East Lincolnshire Local Plan
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SUE	Sustainable Urban Extension
SWRR	Spalding Western Relief Road
TPU	Employment Land Technical Paper Update

## Non-Technical Summary

This report concludes that the South East Lincolnshire Local Plan provides an appropriate basis for the planning of the Boston Borough and South Holland District, provided that a number of main modifications [MMs] are made to it. The Joint Strategic Planning Committee has specifically requested us to recommend any MMs necessary to enable the Plan to be adopted.

The MMs all concern matters that were discussed at the examination hearings. Following the hearings, the Joint Strategic Planning Committee prepared schedules of the proposed modifications and carried out sustainability appraisal of them. The MMs were subject to public consultation over two six-week periods (a second consultation being necessary due to significant further amendments to two MMs). We have recommended the inclusion of these MMs in the Plan after considering all the representations made in response to consultation on them.

The MMs can be summarised as follows:

- A 5% uplift in the identified housing requirement, with consequential increases in the amount of housing proposed within identified settlements;
- An increase in the amount of affordable housing proposed, with a more flexible approach to the provision and definition of affordable housing;
- Site specific guidance on identified constraints and infrastructure requirements for allocation and reserve sites;
- The deletion of two proposed allocated sites and the addition of three new sites for housing development;
- The identification of a pool of reserve housing sites, with a clearly articulated trigger for bringing forward development on those sites;
- Greater clarity and guidance with regards to the approach to flood risk and development within the Plan area;
- Greater clarity about infrastructure provision and requirements, including in relation to partnership working and developer contributions;
- A specific policy for the delivery of the Boston Distributor Road and clear policy requirements for the delivery of the Spalding Transport Strategy, including the Spalding Western Relief Road;
- Specific policies in relation to prestige employment sites and the identified sustainable urban extensions in Boston;
- The safeguarding of existing sites for Gypsies and Travellers and Travelling Showpeople, and the listing within the policy of specific allocated sites, with more direction on the criteria to be met for their development;
- A specific policy to ensure the viability of town centres and a commitment to review the retail section of the Plan;
- Greater clarity on the mechanisms for the delivery of mitigation for potential impacts on European sites, including in relation to the provision of Sustainable Alternative Natural Greenspace;
- The inclusion of specific standards for public open space and recreation provision, with a stated preference for on-site provision;
- Explicit support for new community facilities, with identified criteria to be met to support the change of use of existing facilities;
- A requirement to consider air quality for most development proposals and a requirement for housing developments to comply with the more restrictive water efficiency standard; and
- Rewording of the historic environment policy and clarification of the wording of other environment policies.

## Introduction

1. This report contains our assessment of the South East Lincolnshire Local Plan 2011-2036 (SELLP) in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate. It then considers whether the Plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework 2012 (NPPF) (paragraph 182) makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy. The revised NPPF was published in July 2018. It includes a transitional arrangement in paragraph 214 whereby, for the purpose of examining this Plan, the policies in the 2012 NPPF will apply. Unless stated otherwise, references in this report are to the 2012 NPPF.
2. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound plan. The version of the SELLP that was submitted in June 2017 is the basis for the examination. It is the same document as was published for consultation in April 2017.

## Main Modifications

3. In accordance with section 20(7C) of the 2004 Act the Joint Strategic Planning Committee (JC) requested that we should recommend any main modifications (MMs) necessary to rectify matters that make the Plan unsound or not legally compliant and thus incapable of being adopted. Our report explains why the recommended MMs, all of which relate to matters that were discussed at the examination hearings, are necessary. The MMs are referenced in bold in the report in the form **MM001**, **MM002**, **MM003** etc, and are set out in full in the Appendix.
4. Following the examination hearings, the JC prepared a schedule of proposed MMs and carried out Sustainability Appraisal (SA) of them. The MM schedule was subject to public consultation for six weeks, the responses to which we took into account in coming to our conclusions in this report. Also, the responses led to minor amendments being made to the detailed wording of some MMs. However, none of these minor amendments significantly altered the content of the MMs as published for consultation or undermined the participatory processes and SA that had been undertaken. However, two significant changes were required and these further proposed MMs were the subject of a second six week period of consultation. A consolidated and updated SA also went out for consultation during this period. Again, all consultation responses were taken into account.

## Policies Map

5. The local planning authority must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted Development Plan. When submitting the Plan for examination, the JC was required to provide a submission Policies Map showing the changes to the adopted Policies Map that would result from the proposals in the submitted

SELLP. In this case, the submission Policies Map comprises the set of plans identified as the Policies Map and Inset Maps as set out in the SELLP.

6. The Policies Map is not defined in statute as a Development Plan document and so we do not have the power to recommend MMs to it. However, a number of the published MMs to the Plan's policies require further corresponding changes to be made to the submission Policies Map. In addition, there are some instances where the geographic illustration of policies on the submission Policies Map is not justified and changes to the submission Policies Map are needed to ensure that the relevant policies are effective. We have identified these instances in our report.
7. These changes to the submission Policies Map were published for consultation alongside the MMs (<http://www.southeastlincslocalplan.org/proposed-main-modifications/> ). Consultation responses were taken into account.
8. When the SELLP is adopted, in order to comply with the legislation and give effect to the Plan's policies, the Councils will need to update the adopted Policies Map to include all the changes proposed in the submission Policies Map and those changes required as a consequence of MMs to the Plan.

### **Consultation**

9. We are satisfied that sufficient opportunity for comment has been provided for those who wished to make representations on the Plan in accordance with The Town and Country Planning (Local Planning) (England) Regulations 2012 and have taken into account all comments made.

### **Assessment of Duty to Co-operate**

10. Section 20(5)(c) of the 2004 Act requires that we consider whether the JC complied with any duty imposed on it by section 33A in respect of the Plan's preparation. The JC was set up to produce a joint plan for the administrative areas of Boston Borough Council and South Holland District Council. Those two authorities and Lincolnshire County Council make up the JC.
11. The approach taken to the joint production of a Development Plan for the area inherently demonstrates a strong commitment to the principles of co-operation with other authorities. Furthermore, it is clear from the evidence provided, including the Duty to Cooperate (DtC) Statement, that the JC has engaged constructively with relevant bodies prescribed in s110 of the Localism Act 2011, together with other organisations, to ensure that cross boundary issues are properly considered and addressed. In particular, the evidence demonstrates close collaboration with other bodies in relation to housing and flood risk. In addition, a range of strategic issues with the potential for cross boundary impacts were considered and consulted upon.
12. The JC has worked closely with the Environment Agency, as well as Lincolnshire County Council, to produce an updated Strategic Flood Risk Assessment (SFRA) to support the SELLP. In addition, there is a clear indication of ongoing wider collaboration on this issue, as the three partner local authorities that make up the JC are members of the Lincolnshire

Strategic Flood Risk Management Partnership and the County Council is also the Lead Local Flood Authority. In terms of housing, South Holland District Council is one of four local authorities that have worked together, to prepare the Strategic Housing Market Assessment (SHMA) for the identified Peterborough Sub-Regional Housing Market Area (HMA). This is set out in the Memorandum of Understanding (MoU) on objectively assessed needs.

13. Overall we are satisfied that where necessary the JC has engaged constructively, actively and on an on-going basis in the preparation of the Plan and that the DtC has therefore been met.

## **Assessment of Soundness**

### **Background**

14. The SELLP has been prepared to provide a joint Local Plan for the South Holland District and the Boston Borough. Once adopted, it will supersede the existing Local Plans for these areas, namely the South Holland Local Plan 2006 and the Boston Borough Local Plan 1999. Appendix 2 of the Plan contains a list of policies that will be superseded on adoption of the SELLP.

### **Main Issues**

15. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings, we have identified eleven main issues upon which the soundness of the Plan depends. Under these headings our report deals with the main matters of soundness and/or legal compliance rather than responding to specific points raised by representors.

### **Issue 1 – Whether the spatial strategy, settlement hierarchy and distribution of development are soundly based, taking account of the risk of flooding**

*This matter covers submitted Policies 2, 5 and 11 (renumbered Policies 1, 4 and 11)*

16. The Plan identifies a clear hierarchy of settlements, to support the distribution of development across the Plan area. The evidence base indicates that this strategy evolved over some time and included the consideration of reasonable alternatives as part of this process. It was informed and shaped through consultation at different stages of the plan making process and informed by the policy frameworks in the *South Holland Local Plan 2006* and the *Boston Interim Plan 2006*. The amount of development proposed for each settlement was subject to careful analysis, drawn from a range of evidence, including the Strategic Housing Land Availability Assessment (SHLAA), the Settlement Background Papers and the individual settlement Housing Papers.
17. The Plan aims to direct significant development to the Sub-Regional Centres of Boston and Spalding. In addition, the Main Service Centres provide focal points for development within the plan area, reflecting their existing or

intended future role. Additional opportunities for development are provided through the identified Minor Service Centres, which support those settlements and share services with neighbouring settlements. A number of Other Service Centres and Settlements are also identified within Policy 2 (renumbered Policy 1), where more restrained development opportunities are proposed, through existing commitments or infill development.

18. This strategy represents a logical approach to the distribution of development, which reflects the relative provision of facilities, services and infrastructure within or proposed in the respective settlements and allows for limited amounts of development to take place in smaller towns and villages or in the area of defined Countryside. The identification of defined boundaries for individual settlements supports the application of these policies and the delivery of an appropriate scale and type of development across the Plan area.
19. To be effective, it is necessary to modify Policy 2: *Spatial Strategy* (renumbered Policy 1) and Policy 11: *Distribution of new housing*, to make reference to the Policies Map and identify the respective Council area of each settlement. It is also necessary, for effectiveness and to be consistent with national policy, for Policy 11 to make a clear reference to the allocations within each settlement, including the identified capacity of each site, and to provide a clear indication of the extent of development considered appropriate in the lower tier settlements, with consequent amendments to the supporting text. **MM002** and **MM012** address these changes.
20. The NPPF states that sites should not be allocated if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. However, much of the land within the Plan area is at a significant risk of flooding. The South East Lincolnshire SFRA indicates that 85% of Boston lies within areas at risk of flooding (84% in Flood Zone 3 and 1% in Flood Zone 2) with 74% of South Holland within areas at risk of flooding (68% in Flood Zone 3 and 6% in Flood Zone 2). Moreover, many of the areas of land with a lower probability of flooding are in isolated locations, unrelated to settlements.
21. Consequently, in recognition of the geographic and topographic constraints of the Plan area, in particular its proximity to the sea and relatively low land levels, in considering the relative distribution of development in relation to the spatial strategy and settlement hierarchy, flood risk has been balanced against the overall sustainability of the settlement.
22. Nonetheless, the evidence provided indicates that flood risk formed an integral part of the overall approach to site assessment and selection process. The SFRA provides detailed information about types of flooding and flood risk, including potential flood depths, velocity and hazard. In addition, a Site Allocations Flood Risk Sequential Test was undertaken for individual allocations on a settlement by settlement basis. The Environment Agency was involved throughout this process and does not object to the spatial strategy and distribution of development within the Plan, or the overall approach to site assessment and selection.
23. Given the characteristics of the Plan area, the evidence provided demonstrates very clearly that development of sites that are at risk of flooding would be

necessary in order to comply with the spatial strategy and achieve the quantum of development needed to meet identified housing requirements. Subject to modification as considered below, the sites allocated have been selected following rigorous and comprehensive assessment, having regard to the amount of development required to meet the identified housing needs of that settlement.

24. In many cases, the sites allocated are those which are sequentially preferable in flood risk terms to other developable sites within the settlement. In other cases, where sites are allocated that are not sequentially preferable, wider sustainability benefits have been considered to outweigh flood risk. In effect, even sites that failed the sequential test were considered in relation to the first part of the exceptions test, in paragraph 102 of the NPPF. These considerations for site assessment and selection have been clearly identified within the SA, to support the particular allocation concerned.
25. The allocated sites have been carefully considered and justified against reasonable alternatives, including in relation to the issue of flood risk. Having careful regard to the specific constraints of the Plan area, restricting the area of the sequential test to that of the particular settlement concerned is justified. Overall, although the approach to the sequential and exceptions tests differs from that specified in national planning policy, the Plan making process has satisfactorily addressed the need to consider the development of land sequentially in relation to flood risk. Accordingly, we are satisfied that the approach followed is robust and has been justified in this particular case.
26. However, the approach is not adequately set out in the Plan. To be justified the supporting text to Policy 5: *Strategic approach to flood risk* (renumbered Policy 4) should be amended to provide a clear explanation of the approach to the spatial strategy and the distribution of development in relation to flood risk. For effectiveness, as discussed further below, it should also explain the distinction between allocated sites and 'windfall' sites in relation to the sequential test, as well as setting out those agencies within the Plan area with responsibility for assessing and managing flood risk. Appropriate reference should also be made to strategic level flood mitigation. All of these necessary changes are addressed by **MM005**.
27. Subject to these identified modifications, the spatial strategy, settlement hierarchy and distribution of development within the Plan are soundly based.

## **Issue 2 – Whether the Plan's housing requirements are justified and based on a sound assessment of need**

*This matter covers Policy10*

28. Assessing housing need is not an exact science and there is no single method for determining the Objectively Assessed Housing Need (OAHN). For the Plan area, the assessment is based on two Housing Market Areas (HMAs), namely the Boston HMA, which is a self-contained area for Boston Borough and the Peterborough HMA, which encompasses Peterborough City, South Kesteven District, Rutland County and South Holland District. Based on the evidence,



particularly functional linkages and housing demand, these are appropriate HMAs.

29. Separate Strategic Housing Market Assessments (SHMAs)<sup>1</sup> were prepared for each HMA although similar methodologies were used. Both SHMAs were updated in a single document, the *Peterborough Housing Market Area and Boston Borough Council Strategic Housing Market Assessment Update*, of March 2017 (SHMAU). These assessments, detailing each planning authority's own OAHN, coupled with satisfactory co-operation on housing need between the authorities, provide a robust mechanism for overall co-ordination. The evidence suggests that there is no need for the SELLP authorities to rely on cross-boundary contributions to meet housing requirements and nor is there any need for them to contribute to other authorities' housing supply.
30. The SHMAU assessments of OAHN use a robust methodology, starting with the former Department for Communities and Local Government (DCLG) 2014-based Household Projections (published July 2016) that are linked to the Office for National Statistics (ONS) 2014 Sub-national Population Projections (published May 2016) and the 2015 mid-year population estimates (published June 2016). These were the latest projections available at the time the SHMAU was published.
31. Rather than using the ONS short-term (5 year) migration trends underpinning the Sub-national Population Projections, the SHMAU uses longer term (10 year) migration trends to produce alternative projections in accordance with the Planning Practice Guidance (PPG) (ID: 2a-17-20140306). These longer term trends take account of variations in migration and hence population growth that occur over time, thereby generally producing more accurate projections. This information was used to estimate Household Representative Rates (HRRs) and hence obtain household projections.
32. It is noted in the SHMAU that the data used to establish the HRRs underpinning the 2014-based Household Projections show a slight drop in household formation for the 25-34 years age group. However, this trend was not projected to continue into the future and, taking account of changes to the population structure of this age group, the SHMAU concluded that there was no evidence of suppression of household formation and no adjustment was required to the HRRs on this basis.
33. In considering market signals the SHMAU uplifted the household figures by 20% to reflect concealed households, although no other market signal adjustments were needed. Furthermore, the demographic figures were shown to comfortably meet job growth estimates, rendering unnecessary any economic uplift.

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<sup>1</sup> *Boston Housing Market Assessment July 2015; Peterborough Sub-Regional Strategic Housing Market Assessment July 2014*

34. Having also taken account of vacant and second homes (based on the 2016 Council Tax Register), the SHMAU produced appropriate demographic OAHNs for both administrative areas of the SELLP. For Boston the OAHN was assessed as 7,375 dwellings for the Plan period, equating to 295 dwellings per annum (dpa) and for South Holland the overall figure was 11,125 for the Plan period, equating to 445 dpa.
35. However, for Boston, the OAHN of 302 dpa in the previous SHMA was used in Plan Policy 10: *Meeting Objectively Assessed Housing Needs*, rounded down to 300 dpa, to reach a total of 7,550 dwellings for the Plan period. This does not reflect the most up to date assessment and is also inconsistent with South Holland's calculations, which properly use the SHMAU figures in Policy 10. Consequently, Policy 10 requires amendment and this is discussed further below.
36. Since submitting the SELLP for examination the 2016 mid-year population estimates were published in June 2017. In response, the Councils updated the SHMAU modelling specifically to look at housing need when using the new data on 10 year migration trends. This indicated some downward impact on the demographic OAHN due to a reduced 10 year migration figure, although this was not so significant as to necessitate a new SHMAU. Whilst this is a useful indicator that the OAHN does not need increasing on this basis, it cannot be used to decrease the OAHN without a further SHMA update being undertaken. Therefore, the 2017 SHMAU figures hold good. Although the government's 2016-based Household Projections are now available, they emerged late on in the examination. There must come a point when the carousel of updating evidence stops so that a plan can proceed to adoption, and for this reason it is reasonable to adhere to the 2014-based projections.
37. The SHMAU identified a significant need in the Plan area, particularly in Boston Borough, for affordable housing (see Matter 3 below), the extent of which is too great to be met over the Plan period, leaving a substantial shortfall. Therefore, taking account of PPG advice (2a-029-20140306), consideration has been given to increasing the housing figures to help deliver the required number of affordable homes.
38. Taking account of the targets for affordable housing from market housing sites (see Matter 3 below) and likely deliverability particularly on larger sites, it is clear that an increase in market housing would bring forward additional affordable housing. Therefore, in principle an uplift is appropriate, although the extent of this must be realistic when considered against likely deliverability. On this basis, and taking account of the evidence, a 5% uplift to the OAHN would be realistic and would make a reasonable contribution to meeting affordable housing need. Consequently, the housing requirement is set at 5% above the OAHN.
39. Taking the OAHN figures in the SHMAU, the following uplifts are calculated:
  - Boston - 7,744 total ( $7,375 \times 1.05$ ); 310 dpa ( $7,744 \div 25$ )
  - South Holland - 11,681 total ( $11,125 \times 1.05$ ); 467 dpa ( $11,681 \div 25$ )

40. Therefore, the housing requirements are significantly higher than the OAHN figures in Policy 10, having been increased by 194 dwellings for Boston (7,744 – 7,550) and 556 dwellings for South Holland (11,681 – 11,125).
41. Consequently, the Policy 10 figures are not justified and, to ensure the Plan is positively prepared, must be modified to reflect the housing requirements determined. The title of the policy also needs amendment from “*Objectively Assessed Housing Needs*” to “Housing Requirements”. These amendments are achieved by **MM011**.
42. In conclusion, subject to the identified modification, the Plan’s housing requirements are justified and based on a sound assessment of need.

**Issue 3 – Whether the identified affordable housing need is soundly based and reasonably provided for, and whether the needs of different groups in the community have been adequately assessed and provided for**

*This matter covers submitted Policies 14, 15, 16, 18, 19 and 20.*

43. Submitted Policies 16 and 20 (renumbered Policies 19 and 23) are sound as drafted and require no further comment. This section covers the remaining policies.

*Affordable Housing (submitted Policy 15, renumbered Policy 18)*

44. The SHMA uses a robust methodology in determining affordable housing need. This includes taking an affordability threshold of 30% of gross income for housing costs, which is reasonable for the area considering typical thresholds used by local letting agents (40%) and former DCLG guidance (25%). For Boston Borough, the full affordable housing need is calculated at 263 dpa and for South Holland it is 282 dpa. These figures are soundly based.
45. However, in following advice in an earlier Boston SHMA on the role of the Private Rented Sector (PRS) in meeting affordable housing need, Plan Policy 15: *Affordable Housing* (renumbered 18), sets out a reduced need for Boston of 100 dpa and a rounded down figure for South Holland of 280 dpa. This is inconsistent with national policy and specifically NPPF paragraph 159 (first bullet point) which requires an assessment of full housing needs to be made.
46. There is no basis in the 2012 NPPF or PPG for reducing affordable need by relying on a supply of PRS accommodation paid for by housing benefit, which can sometimes be insecure and inappropriate. The definition of “affordable housing” in the NPPF does not include PRS accommodation. Consequently, the Plan requires amendment to substitute the unconstrained affordable housing need figures for the unsound reduced figures.
47. Furthermore, as part of the mix of affordable housing required by national policy (NPPF paragraph 159), and to comply with the Public Sector Equality Duty relevant to Romany Gypsies and Irish and Scottish Travellers (who have protected ethnic status under the Equality Act 2010), the Plan should provide positive support to address any needs for affordable pitches and plots for Gypsies and Travellers that might arise over the Plan period. Policy 15 makes

no mention of Gypsies and Travellers and, therefore, needs amending to address this omission.

48. In accordance with national policy, it is intended that the delivery of most affordable housing will be through market housing schemes on sites of 11 or more dwellings, or with an internal floor area of 1,000 square meters (sqm) or more. Accordingly, Plan Policy 15 requires a contribution of 20% of total housing to be affordable in Boston Borough with a corresponding 25% for South Holland.
49. Whilst the *Whole Plan Viability Study* of January 2017 suggests that some brownfield sites and flatted schemes might be unviable with affordable housing and other section 106 contributions, it does indicate that such schemes might still come forward if the right conditions are met. A further evidence paper clarifies that only one of the Plan's allocations is expected to be developed for apartments and this is subject to a planning application. Also, an analysis of brownfield land permissions demonstrates that in South Holland such sites were viable with a 25% affordable housing contribution and in Boston Borough they were viable with some contribution, albeit of under 20%. The viability study demonstrates that all other typologies remain viable. We accept the findings of the study and the further evidence and, therefore, overall, find that the proposed contributions are appropriate.
50. Nonetheless, as viability varies from site to site, some sites might struggle to meet the required contributions, which would then be subject to negotiation. By requiring exact contributions to be "met", the policy is inflexible and over-prescriptive and therefore ineffective. Consequently, it is necessary to approximate the percentage contributions and the percentage mix of rented and intermediate housing required, and to substitute the word "met" for "sought". Also, for clarity and effectiveness, supporting text should be added to explain what is meant by "affordable rented" and "intermediate housing for sale".
51. The Councils also support other initiatives in providing affordable housing, and work with Registered Providers to maximise opportunities for increasing supply. However, no mention is made of this in the Plan. Therefore, to ensure it is positively prepared and effective, express support should be given in the Plan to these schemes, thereby necessitating amendment.
52. Taking account of all the necessary changes to the Plan as outlined above, **MM019** is required, which puts these amendments into effect.
53. Even with developer contributions and other initiatives there will still be a significant shortfall in meeting affordable housing need and hence the 5% uplift in the housing requirement is recommended to boost supply, as discussed in Matter 2 above. Whilst it will still not be practical to meet all of the substantial affordable housing need in the Plan area, nonetheless, the Plan as modified makes reasonable and realistic provision over the Plan period.

*Housing Mix and Specific Housing Types (submitted Policies 14, 18 and 19, renumbered Policies 17, 21 and 22)*

54. The NPPF at paragraphs 50 and 159 requires planning authorities to address the scale and mix of housing likely to be needed in the Plan area in their Local Plans. This includes all types of housing for the different community groups such as, but not limited to, families with children, the elderly, people with disabilities and people wishing to build their own homes. The SELLP does not adequately address these needs.
55. Whilst Policy 14: *Providing a Mix of Housing to Meet Housing Needs* (renumbered Policy 17) promotes a range of house sizes, it is too prescriptive and inflexible and, therefore, ineffective. Moreover, it does not deal with the needs of different community groups in the Plan area and therefore does not reflect national policy.
56. Although the SHMAU does not identify a specific quantitative need for older persons' housing or for those with disabilities, the Councils' informed estimate is that about 10% of the local population will have specific needs related to age and/or disability during the Plan period. Therefore, to be consistent with national policy and to ensure compliance with the Public Sector Equality Duty, positive support must be given in the Plan to accommodate these groups and care home provision should be promoted.
57. Furthermore, the evidence suggests that two and three bedroom family homes are in highest demand to meet both market and affordable needs and that one bedroom affordable dwellings are also highly sought after. Policy 14 does not reflect this and accordingly requires amendment. Custom and self-build needs were addressed in the SHMAU, although on the information available, no specific need was identified. Nonetheless, positive support should be lent to appropriate custom and self-build dwellings that come forward in the Plan area and, as the Policy does not do this, it requires amendment.
58. Although no mention is made in the Plan of students' or service families' accommodation requirements, there is no evidence of any significant unmet needs. Nonetheless, to demonstrate that the Plan has considered these groups in accordance with national policy, the supporting text should briefly set out why there are unlikely to be any unmet needs over the Plan period.
59. Section 124 of the Housing and Planning Act 2016 broadens the duty on planning authorities to consider the needs of the wider community who reside in caravans or houseboats, and this is detailed in draft national policy, namely, *Draft guidance to local housing authorities on the periodical review of housing needs for caravans and houseboats*, March 2016. People who are no longer classified as Gypsies, Travellers or Travelling Showpeople fall into this category.
60. The *Boston and South Holland Caravan and Houseboat Dwellers Accommodation Assessment*, December 2017, appropriately assesses the needs of non-travelling Gypsies, Travellers and Travelling Showpeople in the Plan area, some of whom may be Romany Gypsies or Irish or Scottish Travellers who have protected ethnic status under the Equality Act 2010. It concludes overall that this group have unmet needs.

61. Consequently, to comply with legislation, including the Public Sector Equality Duty, and to be consistent with national policy, the provision of culturally appropriate accommodation for such people living in the Plan area must be supported as part of the overall housing mix. Policy 14 makes no mention of this group and, therefore, needs modification.
62. Accordingly, **MM018** is recommended, which satisfactorily addresses all of the above shortcomings. This modification removes over-prescriptive house size requirements in the Policy and replaces them with more appropriate provisions. It also sets out community needs for various housing types and commits to seeking to meet those needs.
63. Policy 18: *Houses in Multiple Occupation and the Sub-Division of Dwellings* (renumbered Policy 21) appropriately supports the provision of Houses in Multiple Occupation (HMOs). However, it refers to "high density areas" and "satisfactory standards of accommodation" without explaining what is meant by these terms, thereby rendering this part of the Policy ineffective. Furthermore, reference is made to HMOs complying with DASH space standards, which is inconsistent with the Written Ministerial Statement of 25 March 2015 that streamlines housing space standards into set national standards. The reference to DASH must, therefore, be removed. Consequently, to address these shortcomings **MM021** is required, which clarifies the relevant phrases and removes the DASH standards.
64. Policy 19: *Replacement Dwellings in the Countryside* (renumbered Policy 22) appropriately supports replacement dwellings subject to certain criteria, one of which is a restriction on the footprint of the new being similar to that of the original dwelling unless re-positioning benefits character and appearance. This is inflexible and unjustified as there could be other benefits to consider in the planning balance. Also, reference is made to restoration being preferable, which makes no sense within the Policy context of replacement buildings being supported when the existing is incapable of repair. To be effective, this reference must be deleted. Accordingly, **MM022** is needed, which makes these changes.
65. Subject to these identified modifications the SELLP, underpinned by robust supporting evidence, adequately assesses and provides for the needs of different groups in the community and, in this regard is sound.

#### **Issue 4 – Whether sufficient provision is made for the supply of housing**

*This matter covers submitted Policies 10 and 11 (renumbered Policies 10, 11, 12)*

66. In accordance with NPPF paragraph 47, the SELLP seeks to meet the full market housing requirements for the Plan period. Whilst historically there is evidence of annual completion rates meeting current requirements in some years, more recent levels have been variable and significantly lower. Therefore, to meet housing requirements during the Plan period there needs to be a significant boost in housing supply.

*Allocations*

67. The Plan's strategic approach to housing land supply includes the allocation of deliverable/developable sites taken from the SHLAA to meet OAHN. The SELLP provides a robust strategy for this by spreading the risk of delivery between a small number of Sustainable Urban Extensions (SUEs) and a larger number of smaller allocations within main and minor service centres.
68. The overall assumptions made on site capacities, including gross densities and dwelling yield are reasonable, and the evidence suggests that generally these sites have reasonable prospects of coming forward throughout the Plan period. For each of the SUEs, the Councils have been able to make realistic assessments of delivery and phasing by engaging in regular discussions with developers, although precise details are to be left to forthcoming master plans.
69. Whilst a few allocations have been re-allocated from earlier Local Plans due to previous non-development, they now benefit from outline planning permission subject to section 106 agreements or planning applications are pending. Therefore the risk of non-delivery of these sites is reduced significantly.
70. Although the SUEs and many other allocations have developers on board, there are a number of sites with no identified developer interest, albeit some are being marketed and planning applications are being prepared for others. Nonetheless, this lack of developer involvement poses a risk to delivery. Furthermore, many sites are in areas of high flood risk and there could be viability issues relating to flood mitigation measures.
71. There is insufficient flexibility in the Plan to respond to unforeseen delivery issues and potential shortfalls in supply. Consequently, to be effective, it is recommended that reserve sites be allocated to be released in response to Housing Delivery Test triggers. These reserve sites are set out in **MM013**, which introduces new Policy 12: *Release of Reserve Housing Sites* into the Plan. Consequently changes are required to the Policies Map to identify these reserve sites.
72. However, in addition to reserve sites, in order to meet the increased housing requirement resulting from the 5% uplift on OAHN (see Issue 2 above), further allocations are necessary. This is all the more so with some de-allocations of sites in the Plan taking place. Consequently, to be effective, the relevant deletions and additions to housing provision must be made. Accordingly, **MM012** is recommended, which amends the housing figures for the relevant sub-regional and service centres in Policy 11: *Distribution of New Housing*, and adjusts the allocations, thereby increasing the deliverable supply to meet the full housing requirements. Corresponding changes to the Policies Map are also required in this respect.

#### *Delivery and Five Year Housing Land Supply*

73. The Plan is unjustified with respect to certain aspects of supply. In this regard it lacks transparency and detail on how housing supply figures have been reached, and there is inadequate explanation of what components underpin the estimates. Nor are there any tables demonstrating how it is envisaged supply will meet requirements over the Plan period. The projected supply

figures also need amending to rectify certain shortcomings in the calculations and to reflect changes to allocations and other updated evidence.

74. The single housing supply trajectory in the Plan needs updating as it is based on meeting the OAHN rather than the housing requirement incorporating the 5% uplift. Furthermore, it combines the administrative areas of Boston and South Holland, even though Boston and South Holland each maintain their own separate housing requirement and five year housing land supply. Consequently, to be effective, the trajectory needs to be split to show each district's projected supply separately and to take account of the modified housing requirements.
75. There is inadequate evidence underpinning the housing supply elements of the Plan. Consequently, to justify the strategy, *The Housing Implementation Strategy* of June 2017 was prepared during the examination process, which rectifies the omission. This indicates that for both authorities there has been a persistent shortfall in housing delivery over the initial part of the Plan period from 2011/12 to 2016/17, which must be made up over time. Whilst such shortfalls would usually be added to the five year supply figure (*Sedgefield* method), the authorities have demonstrated that, due mainly to long SUE lead-in times it is justified to spread the shortfall over the full Plan period (*Liverpool* method). If the *Sedgefield* method were to be used, it is unlikely that a five year housing land supply would be sustained.
76. Account must be taken of the under delivery of housing in both the Boston and South Holland areas in the recent past. Consequently, to calculate the five year housing land supply, a 20% buffer has been moved forward from later in the Plan period to enhance the prospect of achieving the planned supply and to ensure choice and competition. This buffer has been applied to the sum of the requirement and the proportion of the shortfall that has been added to the five year supply under the *Liverpool* method. This methodology is justified under the circumstances.
77. In calculating delivery rates, the evidence indicates that realistic assumptions on build-out rates and lead-in times have generally been made. With respect to the strategic, committed development at Holland Park, the developer has produced a progress report which indicates that the scheme is progressing at pace and will deliver throughout the Plan period.
78. With respect to lapse rates the submitted evidence suggests that there has been very little lapse historically on allocated sites in the Plan area and, therefore, a lapse rate should only be applied to sites with planning permission that have not commenced (including outline permission) and those with a resolution to grant permission. In the absence of historical data on such sites, a 10% rate has now been applied, although a five year supply could be demonstrated without this.
79. Sites of fewer than 10 dwellings have not been allocated in the SELLP, although the evidence suggests that historically such sites have made a significant contribution to housing supply (over 20% on average). Although some of these sites have been on residential gardens, which national policy now discourages, a proportionate windfall contribution is still justified, having made an appropriate discount.



80. Furthermore, despite the NPPF's presumption in favour of sustainable development, new housing in many villages was strictly limited for many years by previous Local Plans. The policies in the SELLP will allow more homes to come forward in such villages. Accordingly, there is compelling evidence to include an appropriate windfall allowance in the five year supply calculations, consistent with NPPF paragraph 48.
81. Justifiably, no account has been taken of any potential neighbourhood plan allocations in the calculations, as currently there are no adopted neighbourhood plans in the Plan area. Should any neighbourhood plans be adopted during the Plan period, this could have a positive impact by boosting the housing supply.
82. There are some long term vacant dwellings (more than six months vacant) in the Plan area and the councils operate an empty homes programme in an attempt to bring them back into use. However, there is no support for this in the Plan. Therefore, to be consistent with national policy (NPPF paragraph 51), an amendment to the Plan is required to support the reuse of such properties.
83. Making the various identified adjustments, the Councils have calculated the five year housing land supply for examination purposes from 1 April 2017 to 31 March 2022. For Boston this demonstrates a 6.6 year supply of housing and for South Holland a 5.1 year supply. Whilst this is a little out-dated, in any examination the supply evidence tends to be out of date to some degree. Nonetheless, from the Councils' trajectories the prediction for the forthcoming five year period indicates reasonable prospects of there being a five year supply at adoption and for some years thereafter. Furthermore, there is the safeguard of the reserve site trigger kicking in, should the five year supply not be maintained.
84. In order to incorporate all of the identified amendments into the Plan, two modifications are needed; **MM011** to Policy 10: *Meeting Objectively Assessed Needs*, which provides new trajectories and explanatory text, and **MM036**, which inserts a new Appendix 4: *Expected housing completions*, showing the supply components and the underlying assumptions.

#### *Conclusion*

85. Subject to the identified modifications, the Plan underpinned by the updated evidence properly determines the likely supply of housing and makes sufficient provision. Consequently this part of the Plan is sound.

### **Issue 5 – Whether the Plan makes adequate provision for gypsies and travellers including travelling showpeople**

*This matter covers submitted Policy 17 (renumbered Policy 20)*

86. In accordance with *Planning policy for traveller sites* of August 2015 (PPTS), the *Boston and South Holland Gypsy and Traveller Accommodation Assessment* of November 2016 (GTAA) identifies the need for pitches and plots in the Plan area using a robust methodology.

87. Taking the PPTS definition of Gypsies, Travellers and Travelling Showpeople, which excludes non-travelling households, the GTAA identifies a "known" need for 5 residential Gypsy and Traveller pitches (1 in Boston Borough and 4 in South Holland) and 1 residential Travelling Showpersons' plot (in South Holland). No need for transit pitches was shown. The numbers were informed by interviews with the travelling community.
88. The Plan seeks to meet this need through allocations, apart from 1 pitch in Boston Borough, which can be satisfactorily accommodated on a vacant pitch on an existing site. Following a call for sites, five site options were robustly assessed and two allocations made in Policy 17: *Accommodation for Gypsies, Travellers and Travelling Showpeople* (renumbered Policy 20). These two allocations are the most appropriate sites available, taking account of significant constraints and availability issues. They meet the identified need and could have a mixed residential use with ancillary business activities.
89. Whilst there are some sustainability and amenity issues concerning the *Land at Bleu Raye Farm*, subject to appropriate planning considerations being met, including layout, landscaping and type of business use, we are satisfied that mitigation measures could make this site acceptable in principle. There are no significant issues with the other site and we therefore find the allocation of both sites to be sound.
90. However, these two sites are not contained within the policy and, to be effective, they should have the force of policy. Furthermore, there is insufficient direction within the policy relating to the criteria that should be met on these allocated sites at application stage, rendering it ineffective. Some rewording is also required for clarity. Amendments are needed to rectify these matters.
91. In addition, because of the limited sites available for the travelling community in South East Lincolnshire, existing sites should be safeguarded unless an assessment has been undertaken to demonstrate that a particular site is no longer required to meet the accommodation needs of the travelling community. There is no such provision in the Plan and this is not justified. Consequently, the policy should be amended to safeguard existing sites from alternative uses.
92. Therefore, **MM020** is required, which reflects the above identified amendments. Consequential amendments are also needed to the Policies Map.
93. The GTAA also identifies an "unknown" need, which is an estimate of needs that might arise from travelling community households who did not take part in the interview process. This potential is for between 0 and 16 additional residential pitches (between 0 and 3 in Boston Borough, and between 0 and 13 in South Holland). However, as these needs are unknown and might not actually exist, the Plan, quite properly, does not make any allocations for them but instead includes appropriate criteria within the policy against which to test any applications on unallocated sites coming forward.

94. In conclusion, subject to the identified modifications, the Plan makes adequate provision for Gypsies and Travellers and Travelling Showpeople in appropriate locations, thereby rendering this part of the Plan sound.

**Issue 6 – Whether the Plan has a robust economic strategy and whether it provides sufficient opportunities for economic growth**

*This matter covers submitted Policies 8 and 9 (renumbered Policies 7, 8 and 9)*

95. The Plan area is located within both the Greater Lincolnshire Local Enterprise Partnership and the Greater Cambridge and Peterborough Local Enterprise Partnership, which are committed to delivering ambitious but realistic targets for sustainable economic growth over the Plan period. The SELLP's economic strategies reflect these ambitions and are suitably proactive in encouraging economic growth.

*Need*

96. The *South East Lincolnshire Local Plan: Employment Land Technical Paper Update*, March 2017 (TPU), demonstrates that Boston Borough and South Holland together form a self-contained functional economic market area.
97. As set out in the TPU, and building on various scenarios in the *South East Lincolnshire Employment Premises and Land Review*, October 2012 (EPLR), it is estimated that overall about 17,600 jobs will need to be filled (B-class and non-B-class) in the South East Lincolnshire area. About 13,800 are expected to be required in South Holland and about 3,800 are likely to be needed in Boston Borough. Many will come from the growth sectors of health, education, low carbon industries and leisure.
98. The evidence suggests that overall about 10,300 of these jobs will come from B-class uses covering a range of sectors including business, transport, storage, manufacturing and the agri-food industries. A land requirement of at least 82 hectares (ha) is estimated to support this employment.
99. With respect to vacancy rates, the TPU suggests that at best only 50% of vacant floorspace is likely to come back into use due to its poor condition and inability to meet market needs. There is also recognition that some existing employment sites might change use. A reasonable allowance has been made for these potential losses.
100. The methodologies underpinning the assessments are based on realistic qualitative and locational assumptions resulting in a robust analysis of needs. However, although the assessed needs figures are mentioned in the Plan's supporting text, to be effective they should be set out in the policy itself as they are fundamental to the employment strategy. Consequently, **MM008** is recommended, which amends Policy 8: *Improving South East Lincolnshire's Employment Land Portfolio* (renumbered Policy 7) to reflect the identified need.

### *Supply*

101. The employment allocations provide a gross area of just under 127 ha, about 90 ha of which is for B-class employment and about 37 ha of which is for mixed use. After taking account of constraints, landscaping and infrastructure, the net employment area is estimated to be in the order of 100 ha. In addition about 35 ha are allocated for port-related and power-related industries. Overall, the evidence suggests this is adequate to cover the assessed needs.
102. However, the Lincs Gateway scheme (SP002) has been granted planning permission on a larger site than is indicated in the Plan. Therefore, to be effective, the allocated site area of SP002 in Policy 8 should be amended to reflect the planning permission, resulting in a modest increase in overall provision. This is achieved by **MM008**. A corresponding change to the Policies Map is also required to ensure the policy is sound.
103. The two main travel to work destinations, being Boston and Spalding, account for nearly 65% of the allocated B-class employment land with the remaining land focussed in main service centres. This corresponds well with the housing distribution (about 60% in Boston and Spalding and about 29% in the main service centres). More land is identified in South Holland than Boston Borough to reflect the higher level of job growth expected. Account has also been taken of the various types of employment land required as set out in the EPLR and TPU. Overall, the identified supply is appropriately distributed and represents a satisfactory response to qualitative and quantitative need.
104. Although delivery of employment sites is generally more complex than for housing, the EPLR and TPU estimate that about half of the allocated employment land could undergo development between 2017 and 2021. However, the evidence also suggests that the larger strategic sites, which involve more planning, infrastructure and financing, and hence have greater lead in times, are more likely to be realised later in the Plan period. Whilst there is a risk of some sites not coming forward, the Plan is sufficiently flexible to demonstrate reasonable prospects of delivery of an adequate supply over the Plan period.

### *Allocations*

105. The allocations are drawn from the *Strategic Employment Land Availability Assessment*, March 2017 (SELAA) and are informed by the call for sites and consultation processes. Both allocated sites and reasonable alternatives were properly appraised through the SA, enabling reasoned judgements to be made on environmental, social and economic impacts. The SA and TPU outline the reasons for selecting or rejecting sites and provide a robust selection process, which has generally resulted in appropriate allocations subject to the identified modifications below.
106. Whilst some of the allocations are designed to take non B class employment generating uses, most non B class uses are provided for elsewhere in the Plan, such as within the strategies for town centres, community facilities and the visitor economy. The mixed use development sites are to be brought forward primarily for class B employment, and non B class uses are intended only to

be ancillary. The Plan lacks clarity on this and therefore is ineffective, necessitating an amendment to add explanatory wording to the policy.

107. Also, the restricted use allocations are either already operational or have planning permission for the site areas identified, apart from Sutton Bridge Port, which is proposed for extension. Again, the Plan is unclear on this and therefore is ineffective, consequently requiring amendment to insert explanatory text. As no additional land was allocated for these sites, apart from Sutton Bridge Port, no SA was undertaken, although in the case of the latter, this was properly rectified in the SA update.
108. Policy 8 also seeks to protect identified established employment sites that play an important role in the local economy. However, site DO010 now has planning permission for residential development and MO001 has been designated as a housing allocation (MOU035). Consequently, they are no longer justified as employment allocations and the policy must be amended to delete them. Corresponding changes to the Policies Map are required to ensure the Policy is sound. Similarly, there are sundry anomalies relating to incorrect references and omissions on certain inset maps, which render the policy ineffective and therefore require amendment.
109. It was previously thought that land would be required for a proposed Spalding Rail Freight Interchange and this was considered in the EPLR and featured in earlier drafts of the SELLP. However, the proposal has stalled and consequently it was taken out of the Plan. Nonetheless, there is still a possibility that it might be developed in the future and, should this occur, the Councils would wish to provide support. Therefore, to be effective, support in principle should remain in the Plan and an amendment is needed to add the required text.
110. In order to address all the required amendments to the employment allocations as mentioned above, **MM008** is recommended.
111. Although Policy 8 properly lists and references the allocations, with their locations appropriately identified on Inset Maps, the Plan gives little guidance on corresponding constraints, infrastructure or mitigation requirements. Consequently, to be consistent with national policy (particularly NPPF paragraph 157, 5<sup>th</sup> bullet point) additional basic details for each site are required to be incorporated in the Plan. **MM008** and **MM038** address this by inserting a new Appendix 5 into the Plan which contains a table setting out key parameters for each site.

### *Prestige Sites*

112. The SELLP seeks to attract more highly skilled employment into the Plan area by allocating six high profile "prestige" sites that are aimed at driving different parts of the economy. Whilst each scheme's details will be set out in forthcoming master plans, these sites are of such scale and significance that the SELLP must itself set out their key parameters and indicative layouts to provide clarity and predictability and to accord with national policy (particularly NPPF paragraph 157, 5<sup>th</sup> bullet point). The main principles and components of the envisaged development, including access, significant

constraints, key mitigation measures and any other pertinent information must be reflected in Plan policy and, as the Plan fails to do this, it requires amendment. Accordingly, **MM009** is recommended, which inserts a new Policy 8: *Prestige Employment Sites* into the Plan addressing these requirements, and **MM0038**, which adds a new Appendix 10 illustrating the sites' indicative layouts.

#### *Tourism*

113. Policy 9: *Promoting a Stronger Visitor Economy* specifically supports growth in the area's important tourism economy. However, no mention is made of certain significant visitor attractions, rendering the policy ineffective in this regard. To address this, **MM010** is required, which adds reference to the *Fens Waterways Project*, a major regeneration scheme aimed at improving water links, and the proposed marina and related development at the Quadrant in Boston.

#### *Conclusion*

114. Subject to the identified modifications above, the Plan has a robust economic strategy and provides sufficient opportunities for economic growth, thereby making it sound in this regard.

### **Issue 7 – Whether the retail strategy properly addresses need and supply and is consistent with national policy**

*This matter covers submitted Policies 21, 22 and 23 (renumbered Policies 24, 25, 26 and 27)*

115. In accordance with national policy, the SELLP defines a hierarchical network of sub-regional, district and local retail centres across South East Lincolnshire. However, the areas covered by the sub-regional centres of Boston and Spalding are not clear. Therefore the Policy is ineffective and requires amendment to restrict these areas to within the town centre boundaries. Furthermore, street markets play an important role in many of the centres, yet there is little mention of them within the Plan. Therefore, to be consistent with national policy, specific support for their provision is required. These amendments to Policy 21: *The Retail Hierarchy* (renumbered Policy 24) are achieved by **MM023**.
116. Although the SELLP indicates that Boston and Spalding town centres will continue to be the focus of retail investment over the Plan period, there is little in the Plan to promote them. Therefore, to be consistent with national policy, the Plan needs to address ways in which the vitality and viability of the town centres could be enhanced, particularly given the potential impact of out of centre shopping outlets. Consequently, **MM024** is recommended, which inserts new Policy 25: *Ensuring Viable Town Centres* into the Plan.
117. Policy 22: *Primary Shopping Frontages* (renumbered Policy 26) seeks to ensure that the primary shopping frontages of Boston and Spalding contain mainly class A1 uses, although it supports non-class A1 uses in certain circumstances. Part of the Policy and supporting text are unclear or could

have unintentional consequences, rendering the policy ineffective. Therefore, **MM025** is required, which clarifies the wording.

118. The *Town Centre and Retail Capacity Study*, 2013 estimates that additional retail development will be needed during the Plan period as reflected in Table 5 of the supporting text to Policy 23: *Additional Retail Provision* (renumbered Policy 27). However, there is an error in the figures which, to make the policy effective, requires amendment. Furthermore, as the figures express a fundamental element of retail need, to be effective they should be given the force of policy and incorporated in Policy 23, as is achieved by **MM026**.
119. The capacity study indicates a need for 10,810 sqm (net) of comparison floor space in Spalding by 2031. To contribute to this need the Plan allocates 5,400sqm of retail space at *Springfields Shopping and Festival Gardens* which is an out of centre location. Allocating *Springfields* is appropriate as no sequentially preferable sites were put forward for allocation in the SELLP.
120. However, during the examination it became apparent that other sequentially preferable sites might come forward later in the Plan period as windfall sites. Consequently, to be consistent with national policy in promoting town centres first, but whilst also ensuring sufficient retail provision in the short term, the *Springfields* allocated floor space requires reduction to 3,700 sqm to be developed in the forthcoming period up to 2022. Thereafter, opportunities should be provided for the outstanding requirement of 7,110 sqm to be met in Spalding town centre or an edge of centre location. For similar reasons measures should also be included to enhance the *Springfield* site's connectivity with the town centre and to promote the attractiveness of the town centre as a place to visit. Accordingly, **MM026** is needed to incorporate these amendments into the Plan.
121. The 2013 study is now some years old and requires updating. Nonetheless, on the evidence before us, the lack of sites coming forward from within the existing town centres has left a significant identified quantum of retail need unmet, rendering this part of the Plan ineffective. Therefore, the Councils recognise that a review of the study and retail section of the Plan should take place to include town centre capacity, town centre boundaries, and relevant actions such as masterplanning and site specific development briefs to enhance town centre vitality and viability. Consequently, **MM024** sets out a policy requirement to review the *Town Centre and Retail Capacity Study* within one year of adoption of the Plan, followed by a review of the retail section of the Plan.
122. In conclusion, even with the identified modifications there are some shortcomings in the Plan's retail strategy. However, subject to the modifications and a review of the Plan's retail section, the strategy can be made to properly address need and supply and be consistent with national policy. In these circumstances, the shortcomings are not fatal to the overall soundness of the Plan.

## **Issue 8 – Whether sufficient provision is made to protect and enhance the natural, built and historic environment and to promote healthy communities**

*This matter covers submitted Policies 1, 3, 4, 5, 24, 25, 26, 27, 28 and 31 (renumbered Policies 2, 3, 4, 28, 29, 30,31, 32 and 36)*

### *Development Management, Parking and Sustainable Development*

123. The submitted Policy 3: *Development management* (renumbered Policy 2) distils and articulates key areas that all development proposals will be required to consider. It outlines the range of factors likely to be taken into account by decision makers in relation to proposals, which will support the delivery of development within the Plan area. However, to be effective and consistent with paragraph 157 of the NPPF, the Plan should include details of known key constraints and requirements for individual sites, to provide a clear indication to potential developers of how a decision maker is likely to react to a proposal.
124. As such, the supporting text to the policy should be modified by reference to the recommended new Appendix 5 of the Plan (which is subject to **MM038**). To be consistent with national guidance, it is also necessary to modify the policy and supporting text to include reference to Mineral Safeguarding Areas. Therefore, **MM003** is needed to address both these matters. Consequential changes to the Policies Map are also required in relation to the safeguarding areas.
125. Submitted Policy 31: *Vehicle and cycle parking* (renumbered Policy 36), provides a balanced approach to parking provision to support new development. The policy sets out clearly the need to address requirements for individual and communal parking provision, including for cycle parking and storage and for charging points for electric vehicles. Further detail will be provided by a supplementary planning document. No modifications are recommended to the policy, which is sound as submitted.
126. Submitted Policy 1: *Presumption in favour of sustainable development* refers to the NPPF. Although there are some differences, much of the policy wording reflects the text of the NPPF. Furthermore, whilst this Plan is being examined in relation to the 2012 NPPF, similar wording is also contained within the 2018 revised NPPF. The PPG encourages the avoidance of undue repetition. Policy 1 is unnecessarily repetitious and therefore unjustified. Consequently, Policy 1 and the related supporting text should be removed, as indicated in **MM001**, with subsequent policies renumbered accordingly.

### *Flood risk*

127. During the lifetime of the Plan, sites may come forward for development, which have not been identified as part of the Plan making process ('windfall' sites) and, as such, will not have undergone the same extent of comparative assessment. As a result, to be consistent with national policy, it is necessary to modify submitted Policy 5: *Strategic approach to flood risk* (renumbered Policy 4), to clearly identify how such proposals within areas at risk of flooding will be considered.



128. The assessment criteria for such windfall sites should reflect closely national planning policy on flood risk, including the requirement for the sequential test to be undertaken on a district or borough wide basis. However, to provide sufficient flexibility to respond to particular requirements, provision should be made within Policy 5 to reduce the search area if a specific justification exists.
129. Having regard to national planning policy and practice guidance, to be effective and provide clear guidance for developers, it is necessary for Policy 5 to specify the particular requirements for site specific flood risk assessments and refer to surface water, changes of use, infrastructure, and areas of development restriction or types of development that would not be considered acceptable on flood risk grounds.
130. Furthermore, given the characteristics of the area, specific reference to caravan and camping sites, park and mobile homes, chalets and log cabins should be included within Policy 5, to set out clearly how a decision maker would be expected to respond to such proposals. These types of development are particularly vulnerable to flood risk. In locations where flooding has the real potential to be hazardous to life or cause significant damage to property, Policy 5 should restrict such development in certain circumstances and restrict seasonal opening periods to minimise risk. Given the other provisions within the Plan and for the reasons identified in this report, specific restrictions on this type of development in these particular locations are justified.
131. To be effective, the supporting text within the Plan should provide a clear explanation of Policy 5 and its requirements, and include reference to sustainable drainage systems. All of the changes identified above as necessary are addressed by **MM005**.

*Design of new development*

132. Good design is recognised to be a key element of sustainable development in national planning policy. The submitted Policy 4: *Design of new development* (renumbered Policy 3) reflects the stated vision for the Plan and sets out the quality of development that will be expected for the area.
133. As submitted, the policy includes reference to viability as a consideration. Wider issues of viability in relation to development requirements are considered elsewhere within the Plan and in national planning policy. Amongst other matters, the policy includes reference to the provision of appropriate flood risk mitigation and drainage, which is a fundamental requirement for development proposals that will need to be suitably addressed in the design of a scheme, notwithstanding any potential issues of viability. Consequently, to be consistent with national policy and ensure that a high standard of design is achieved for development proposals, including in respect of flood risk mitigation, the reference to viability should be removed from within the submitted Policy 4.
134. To be justified and effective, the policy should include reference to the incorporation of existing trees and hedgerows within landscaping schemes and, as well as those benefits identified, the additional benefits of appropriate landscaping to flood risk mitigation and urban cooling. As submitted, there is a degree of overlap and, thus potential confusion, between submitted points 10 and 16 of the policy. For clarity and to ensure the effective consideration

of these issues, the policy should be simplified by amalgamating and amending these two criteria.

135. The policy clearly identifies elements that will need to be considered in the design of new development that requires permission, whilst indicating that not all issues will be relevant in all cases. To be effective and justified, the Plan should include clearer guidance on the application of the policy and how these issues will be considered. It is appropriate that the guidance reflects considerations in relation to place, accessibility/transport, amenity and flooding, including in relation to impacts on people, wildlife and the environment.
136. **MM004** is required to address all these matters. In relation to amenity considerations, potential impacts of light spillage on wildlife, as well as human population must also be addressed. Subject to these changes, the policy represents a suitably robust and comprehensive approach to this issue.

*Natural environment*

137. Appropriate Assessment has taken place of the effects of the Plan identified as likely to be significant. The assessment sets out that the Plan may have some negative impact on The Wash SPA/Ramsar site and Gibraltar Point SPA/Ramsar site, which form part of the Wash and North Norfolk Coast European Marine Site, through recreation pressure, which requires mitigation. This is achieved by the Plan, subject to the modifications below.
138. Policy 24: *Natural Environment* (renumbered Policy 28) seeks to protect the natural environment from avoidable harm and ensure that new development contributes to, maintains or enhances biodiversity. As such, it is consistent with paragraph 109 of the NPPF. However, to be effective, Table 6 (renumbered Table 4) should be amended to identify correctly the protected sites and habitats of nature conservation importance within, and within 15km of, the Plan area.
139. To be consistent with the Habitat Regulations in relation to internationally designated sites, it is appropriate for section A1.a of submitted Policy 24 to be amended to include specific reference to imperative reasons of overriding public interest. Furthermore, it is important to include reference to the Boston SUE site Wes002 within part A1 of the policy, in recognition of the location of the site and the scale of development proposed. Consequential changes to the explanatory text are also required in these regards, together with alterations that clearly identify mechanisms for the provision and design of Suitable Alternative Natural Greenspace (SANGs).
140. Reference to the Green Infrastructure Masterplan produced by the former Wash Estuary Strategy Group provides useful information that can inform the design and provision of mitigation measures. Section A3.a.i of submitted Policy 24 should be amended to make reference to the biodiversity value of trees and veteran trees. Overall, these modifications are necessary to ensure that the policy is effective, justified and consistent with national policy and would satisfactorily secure the required mitigation referred to above.
141. Subject to the above modifications, which are addressed by **MM027**, the Plan is sound in this respect.

### *Historic Environment*

142. As submitted, Policy 25: *The Historic Environment* (renumbered Policy 29) is ineffective and inconsistent with national policy. It fails to recognise the unique character of the Fen landscape and the full range of distinctive elements of its historic environment. It does not refer to the contribution made by the historic environment to the economy and wider society, and does not include reference to Scheduled Monuments and Registered Parks and Gardens as designated heritage assets, or refer to non-designated heritage assets, including unknown archaeology which may have national significance.
143. Consequently, it is necessary to amend Policy 25, to include clear criteria for the assessment of proposals, including those for: alterations to, changes of use and demolition of listed buildings, and those proposals that would affect their setting; proposals within, affecting the setting, or views into or out of a Conservation Area; archaeology and scheduled monuments; registered parks and gardens; and enabling development. Policy 25 should also be amended to confirm that development proposals that would affect the significance of a heritage asset should be informed by historic environment assessments and evaluations.
144. To be justified, the supporting text for the policy requires significant consequential amendment, to enable a clear understanding of how proposals requiring formal permission would be assessed by the decision maker and the extent and type of information required to support applications. The submitted Tables 7 and 8 (renumbered as Tables 5 and 6) and the related text should also be amended to refer correctly to the amount and type of designated heritage assets within the Plan area, including those at risk.
145. To be positively prepared, effective and consistent with national policy, it is therefore necessary to substantially modify the policy, in line with **MM028**, which reflects the comprehensive comments made by Historic England in this respect.

### *Pollution*

146. As submitted, Policy 26: *Pollution* (renumbered Policy 30) does not take into account the full range of potential impacts of new development on people, buildings, land, air and water. To ensure that the Plan is positively prepared, effective and justified, Policy 26 should be changed to address the potential impact on nearby existing land uses, make reference to mitigation measures being taken into account in the assessment of proposals, and to clarify that unacceptable adverse impacts would not be permitted.
147. As a consequence of these modifications, the supporting text to the policy requires updating, to refer to new documentation relevant to the issues addressed by the policy, to mitigation measures, and to include cross references to other directly relevant policies within the plan.
148. In terms of air quality, it is very likely that new development will increase traffic emissions, both during construction and after occupation. As submitted, although Policy 26 requires major planning applications to be accompanied by an air quality assessment, exceptions could be made for proposals with wider social and economic benefits. For clarity and to ensure

the Plan would address air quality objectives, the format of the policy should be altered and an amended reference included to the need for all developments, except residential extensions, to consider air quality impacts, with a requirement for suitable impact mitigation or avoidance.

149. For effectiveness, to ensure that this issue is appropriately addressed as part of development proposals, including in relation to cumulative impacts, it is necessary to amend the supporting text to identify when a full air quality assessment will be required and to include specific reference to the recently published *Air Quality and Emission Mitigation Guidance for Developers 2017*, produced by the East Midlands Air Quality Network. This document seeks to provide a consistent approach to air quality within the area, which will provide developers with clear information about what is required to be included as part of an assessment and how proposals will be evaluated in terms of air quality.
150. The document considers traffic emissions, as the main contributor to ambient air pollution, as well as point source emissions and dust impacts. The approach followed seeks to minimise or offset road transport emissions wherever practicable, by securing reasonable emission mitigation, whilst seeking to address the cumulative impacts arising from all development. In addition, the Plan's approach to the distribution of development seeks to maximise transport choice for future occupiers.
151. Other provisions within the Plan make some contribution towards addressing air quality issues, such as through the provision of electric vehicle charging points. Two Air Quality Management Areas (AQMAs) currently exist within Boston. The location of site allocations within the Plan has, in part, been informed by the opportunity for new development to contribute to the Boston Distributor Road (BDR), which will limit the effect of new development on the AQMAs and the existing road network.
152. Consequently, overall, we are satisfied that the provisions of the Plan, subject to the identified modifications to Policy 26: *Pollution* and the supporting text, which are addressed by **MM029**, are sufficient to ensure that the Plan will not delay compliance or contribute to any future non-compliance with the Ambient Air Quality Directive (Directive 2008/50/EC).

*Climate Change and Renewable and Low Carbon Energy*

153. The provisions of Policy 27: *Climate Change and Renewable and Low Carbon Energy* (renumbered Policy 31) seek to adapt to and mitigate the effects of climate change, including in relation to design of development, flood risk, water efficiency, travel, biodiversity and green infrastructure.
154. Following the submission of the Plan, a Statement of Common Ground was completed between the Councils, Anglian Water and the Environment Agency. This recognised that the Plan area falls within an area of acknowledged serious water stress. In light of this, the evidence base and having regard to the PPG and submitted evidence on viability, we are satisfied that it has been demonstrated that a clear need exists to apply a specific higher standard of 110litres/per person/per day for residential developments within the Plan area. Accordingly, to be justified and effective, the requirement for a lower water consumption standard should be included in Part A.3 of the policy, with consequential changes to the supporting text.

155. Similarly, to be effective and justified, it is appropriate to include reference to sustainable drainage schemes in Part A2 of the policy, which requires development to be designed and constructed to incorporate flood mitigation measures, and in the related supporting text of the Plan.
156. The Plan does not designate or identify specific areas as suitable for wind energy development. Detailed evidence has been provided to demonstrate that the opportunities for doing so have been carefully considered. However, for a variety of reasons, including landscape and technical constraints, it has not been possible to identify a suitable area for designation within the Plan area. To be justified, it is important that the supporting text is amended to provide a clear explanation of this approach.
157. To be effective and consistent with national policy, policy 27 should be amended to exclude wind energy, include specific reference to the setting of heritage assets and the grouping of issues reformatted, for clarity.
158. Subject to these modifications, which are addressed by **MM030**, the Plan is sound in these respects.

*Community, Health and Well-being*

159. The Plan seeks to ensure that development will contribute to the creation of socially cohesive and inclusive communities, reduce health inequalities and improve community health and well-being. Policy 28: *Community, Health and Well-being* (renumbered Policy 32) identifies requirements for new developments, including in relation to the provision of new facilities to support development proposals, the redevelopment of existing community facilities and the provision of new facilities.
160. As submitted, the Plan is not positively prepared and Policy 28 would not be effective in addressing the additional demand likely to result from the development, as the policy does not refer to places of worship, or set out defined requirements for the provision of sports facilities, open space and green infrastructure. Consequently, Policy 28 should be amended to include reference to such provision and the standards required. This will provide clarity for potential developers, including identifying a clear preference for on-site provision where feasible or suitable. The standards proposed are drawn from the findings of the *South East Lincolnshire Sports Provision and Open Space Assessment* (CD/Env/011) for the area and, as such, are appropriately justified. As a result, the proposed amendment would support the effective delivery of facilities in conjunction with new development proposals.
161. The policy identifies that the redevelopment or change of use of an existing community facility requires clear justification. Whether or not such justification exists will be for the decision maker concerned. However, it is appropriate to include reference to viability and suitability, to assist such decision making and ensure a consistently robust approach to such assessments.
162. To ensure the Plan is positively prepared, it is also necessary to clearly articulate support for new community facilities, subject to appropriate criteria, and to include specific reference to the requirement for a cemetery/playing field extension, to be developed in conjunction with the development of

reserve site Gos011 in Gosberton. The modification **MM031** addresses all the matters identified above.

### *Conclusion*

163. Subject to the modifications identified above, the Plan makes sufficient provision to protect and enhance the natural, built and historic environment and to promote healthy communities, and is sound.

## **Issue 9 – Whether the housing allocations are soundly based and whether they provide sufficient flexibility to meet identified need**

164. A thorough approach was used for the assessment and selection of site allocations. Most potential sites were identified initially by a 'call for sites', before being considered through the SHLAA process, to assess whether each site would be available and suitable for development, and whether development would be achievable. An overall conclusion was reached as to whether each identified site would be developable or undevelopable. The SHLAA process reflects the approach outlined in the PPG and was repeated for sites identified at a later stage in the preparation of the Plan, with the SHLAA updated as a result. It was also revised over time, to take into account changing circumstances.

165. Following this initial assessment, each identified developable site was then the subject of further consideration, with a wider range of sites considered in Boston. There were three separate rounds of consultation undertaken on the housing papers produced for each settlement. Further sites were identified at each stage of the Plan process. From the comprehensive evidence provided, including the site selection methodology outlined in the SA, it is clear that the identified sites were considered in a like manner, using the same approach established at the start of the process.

166. For the reasons indicated above, flood risk did not form part of the SHLAA assessment process and potential sites were not initially screened out for that reason. However, as indicated above, flood risk formed an integral part of the overall site assessment and selection process, with the Environment Agency consulted and its comments informing this process throughout.

167. A *Site Allocations Flood Risk Sequential Test* document was produced as part of the site assessment and selection process, which identifies the level of flood risk for each site considered developable through the SHLAA. This indicates that the issue of flood risk affects most of the identified potentially developable sites in the Plan area. Many of these sites are within flood risk zone 3a and the site allocations sequential test develops the flood risk assessment further, by considering the extent of hazard and likely depth of water, should flooding occur.

168. The SA identifies the assessment process undertaken for each site. For reasons outlined above, the search area for the sequential test was restricted to the individual settlements concerned. In a great many cases, the selection process demonstrates a preference for sites at comparably lower risk of flooding, taking into account flood depth and hazard. However, the holistic

approach followed also enables consideration of wider sustainability benefits. As such, in some cases, other issues justify the allocation of a particular site, notwithstanding that other alternative sites with a lower flood risk may be available.

169. Typically, these other benefits relate to matters directly related to confidence in the ability to secure the delivery of development, such as access provision or infrastructure requirements. Nevertheless, in respect of all sites at risk of flooding, Policy 5: *Strategic Approach to Flood Risk* (renumbered Policy 4) includes a requirement for a Site Specific Flood Risk Assessment which, amongst other matters, needs to demonstrate that the development can be made safe for its lifetime and not increase the risk of flooding elsewhere.

### *Strategic Allocations*

*This covers submitted Policies 12 and 13 (renumbered Policies 13, 14, 15 and 16)*

170. There are four SUEs proposed, two in Boston Borough and two in South Holland District. Each has been appropriately assessed in the SA and in the site assessment documents. Whilst the SUEs in South Holland District each have their own policy in the Plan setting out details on form, scale, access and quantum, as required by the NPPF (paragraph 157, 5<sup>th</sup> bullet), those in Boston are given scant coverage and have no policy of their own.

171. Consequently, to be consistent with national policy, two new policies are necessary, New Policy 13 (**MM014**) and New Policy 14 (**MM015**) setting out the appropriate details for the two Boston SUEs. Furthermore, none of the SUE policies have corresponding indicative diagrams and so lack clarity, making them ineffective in this respect. Therefore, **MM038** is required, which inserts an indicative layout into the Plan for each SUE.

### *New Policy 13: South West Quadrant Sustainable Extension (Sou006)*

172. This site, known as Q2, is a housing led development which is proposed for about 1,515 dwellings (1,276 in the Plan period) and around 2.5ha of employment space. It is the second phase of a cohesive two phased development aimed at providing a south western gateway into Boston, with construction of the first phase, Q1, being well underway.
173. The site lies largely in flood zone 3a and is vulnerable to severe flood risk with a failure in tidal defences giving rise to a flood hazard of "danger for all". Nonetheless, the development will be designed to ensure it is safe for its lifetime in accordance with NPPF paragraph 102 (2<sup>nd</sup> bullet) and completed specially designed housing on the adjacent Q1 demonstrates that this is feasible. Despite the sequential test not being met, the Environment Agency is satisfied with the allocation and has no objections.
174. The benefits this site brings to the community are substantial and outweigh the flood risk in accordance with NPPF paragraph 102 (1<sup>st</sup> bullet). In particular Q2 will enable the next phase of the BDR to be delivered, following on from Q1 which has funded the first phase through developer contributions. Other community infrastructure will be provided including a new primary school,

shops, a marina and a network of open space. The development will also help meet affordable housing needs.

175. Policy 13 sets out the details and constraints, thereby providing appropriate developer guidelines. Subject to this Policy being added to the Plan along with the above mentioned indicative layout, allocation of the *South West Quadrant SUE* is sound.

*New Policy 14: South of the North Forty Foot Sustainable Urban Extension (Wes002)*

176. This SUE is a residential development of about 1,138 dwellings, all to be delivered within the Plan period, and lies in the vicinity of nearby employment opportunities, a primary school, leisure facilities and extensive retailing. It is, however, located within flood zone 3a and is identified as being vulnerable to severe flood risk with a failure in tidal defences providing a threat of "danger for all" or "danger for most". Nonetheless, it has been satisfactorily demonstrated that the development can be designed to ensure it is safe for the expected lifetime of the dwellings. Despite the sequential test not being met, the Environment Agency is satisfied with the allocation and has no objections.

177. The community benefits of the proposal outweigh the flood risk and include a substantial contribution to delivering the BDR. The site will also provide significant public open space, a local centre and pedestrian and cycle access to nearby facilities. The development will help meet affordable housing needs.

178. Policy 14 sets out the details and constraints, thereby providing appropriate developer guidelines. Subject to this policy being inserted into the Plan along with the above mentioned indicative layout, allocation of *South of the North Forty Foot SUE* is sound.

*New Policy 15 (formerly Policy12): Vernatts Sustainable Urban Extension (Pin024 and Pin045)*

179. The proposal is for a phased housing led scheme providing approximately 4,000 dwellings with about 1,000 being constructed during the Plan period. It is located within flood zone 3a and the flood hazard in 2115 is identified as a combination of "danger for some", "low hazard" and "no hazard". Development design will however ensure that the dwellings are safe for their lifetime. Although the sequential test has not been met, the Environment Agency has no objections.

180. The community benefits outweigh the flood risk and include significant developer contributions towards the Spalding Western Relief Road (SWRR), and the provision of affordable housing.

181. Whilst the policy provides a certain level of detail and guidance, to be effective it needs amendment to clarify and to set out key elements. These include how the phases of development will contribute to the phases of the SWRR, the requirement for a green infrastructure strategy and heritage impact assessment, flood mitigation and details of other constraints. Accordingly,



**MM016** is required to achieve this. With this modification and **MM038** inserting an indicative diagram, this allocation policy is sound.

*New Policy 16 (formerly Policy 13): Holbeach West Sustainable Urban Extension (Hob048)*

182. This allocation is for housing led development for about 900 homes, 750 of which are to be delivered during the Plan period. It was allocated for housing led development in the adopted South Holland Local Plan of 2006 and it has been resolved to grant it outline planning permission subject to a s106 obligation.
183. The site is within flood zone 3a and the flood hazard for most of the site in 2115 is either "danger for most" or "danger for some". However, despite not being the most sequentially preferable site, appropriate flood mitigation by design has enabled the Environment Agency to support its allocation.
184. The site's community benefits outweigh its flood risk and include the provision of roundabouts on the strategic road network and improvements to *Peppermint Junction*. Due to forward funding by Lincolnshire County Council, these improvements are now complete. Affordable housing will also be delivered.
185. Whilst the policy provides a reasonable level of detail for this site, it does not adequately set out its constraints, thereby rendering it ineffective in this respect. Therefore, **MM017** is needed, which adds further detail to the policy and addresses mitigation requirements for constraints including flooding and heritage. With this modification and **MM038** inserting an indicative diagram, this allocation policy is sound.

#### *Non-strategic allocations*

*This covers Policy 11*

186. The SA includes an assessment of sites against defined criteria and clearly sets out the methodology for site assessment, the benefits that were considered as part of this assessment process and how individual sites were considered in relation to other developable sites. The basis of those assessments and the reasons for selection and rejection are clearly identified and demonstrate an appropriately robust and reasonable approach to the allocation of sites, including their justification against reasonable alternatives.
187. This approach was also followed in respect of the identified reserve sites, referred to above, which are the subject of **MM013**. The need for a pool of reserve sites was identified during the Examination and, therefore, site assessment and selection took place at a later stage of the plan-making process.
188. The sites chosen were drawn from those identified as developable in the SHLAA and potential housing sites in an earlier draft of the Plan. The reserve sites identified are those that were considered to be 'near misses', as they are less preferable than the allocated sites but still suitable for development, particularly as regards flood risk and SA. In respect of these sites, due to

their nature, there is also a requirement for the sites to be able to deliver housing development swiftly. This approach to the identification and selection of reserve sites is proportionate and the sites selected are justified.

189. A number of proposed housing allocation sites were discussed as part of the Examination hearings, including the proposed reserve sites, in part to explore concerns that had been raised about their availability and suitability, and whether development would be achievable and likely to be deliverable.
190. In the main, these concerns were satisfactorily addressed and details provided to demonstrate that these issues, including those relating to the viability of sites and matters that may affect delivery, such as site ownership, land assembly, infrastructure requirements and access arrangements, had been subject to careful consideration as part of the site assessment and selection process. The evidence provided demonstrates that the approach taken to site selection is reasonable and fully justified.
191. In the case of Sutton Bridge, for example, the issues of flood risk are relatively finely balanced and the housing requirement for the settlement is proposed to be met by a single allocation, site Sub027, which does present some risks to delivery. However, in this particular case, the consideration of access arrangements outweighs these issues and provides sufficient justification for the allocation, which is soundly based.
192. Overall, it is considered that the allocation sites included within the Plan would meet the identified housing requirement and, except as considered below, would have a reasonable prospect of coming forward for development within its lifetime. Moreover, if delivery does not come forward as quickly as expected, or other circumstances change, robust monitoring and review mechanisms will address under-delivery, including by bringing forward reserve sites for development.
193. It is understood that the proposed allocation sites Swi038 and Bic005 are no longer available for housing development and, as such, these allocation sites are not justified and should be deleted. Due to the remaining level of housing provision within Swineshead, it is not necessary to identify a replacement site for site Swi038. However, a replacement allocation in Bicker is needed to compensate for the loss of site Bic005.
194. The replacement allocation site proposed by the JC, site Bic004, has been subject to the assessment and consideration process outlined above and consultation as a proposed MM. The evidence demonstrates that its potential impacts, including those on heritage assets and access arrangements, have been carefully considered. The development of this and other allocated sites for the number of dwellings identified would result in a surplus to the housing requirement for the settlement. However, given the quantum proposed, this is not considered disproportionate relative to the settlement and would contribute to the effectiveness of the Plan, by providing some flexibility in delivery. Accordingly, the proposed replacement allocation is appropriate and has been adequately justified.
195. In addition, two further sites became available at a later stage of the plan preparation process and have been identified as appropriate new housing allocations, having regard to the reasons given for selecting and rejecting sites

provided in the SA. The two sites concerned, sites Fis017a and Mou035, have a number of identified advantages in comparison to other alternative housing sites within the relevant settlement, are consistent with the spatial strategy and housing distribution within the Plan, and would make a positive contribution to meeting the identified housing requirement for that settlement.

196. As such, it is recommended that sites Bic004, Fis017a and Mou035 be allocated for housing development and identified as such within Policy 11. In addition, as planning permission was granted for site Wha029 before 31 March 2017, this site should be re-designated as a housing commitment, with consequent changes to Policy 11: *Distribution of New Housing*. All these changes are addressed by **MM012**.
197. Corresponding changes are also required to the Policies Map. For Policy 11 to be effective, this requires correcting drafting errors in relation to Vernatt's SUE, and by the removal of the sites Pin052, Pin055 and Pin059, which were erroneously included on the Policies Map but do not form part of the allocated site or other proposed allocations. Further alterations are also necessary to reflect the extent of permissions granted for certain identified housing commitments.
198. Paragraph 157 of the NPPF requires an appropriate level of detail on proposed allocations, to provide a practical framework for decision making. The Plan is not consistent with national policy in this respect and is unsound as a result. However, this is rectified by the inclusion of a new Appendix 5 to the Plan (as addressed by **MM038**), which identifies known site specific constraints, opportunities, infrastructure requirements and mitigation measures.
199. This Appendix identifies those sites for which, for example, a historic environment assessment will be required by Policy 25: *The Historic Environment* (renumbered Policy 29), those which are likely to require flood mitigation, sites where particular access requirements have been identified, or where contributions to local social and physical infrastructure are likely, including contributions to education facilities and transport provision, such as the Spalding Transport Strategy.
200. Modifications are required to some of the matters identified within the Appendix, in particular, to address the need for all developments to seek to reduce flood risk and incorporate sustainable drainage systems; as a consequence, references to connections to and the capacity of the surface water network should also be removed. It is also necessary to correct and include references to potential implications of development within the vicinity of water mains and mains sewers.
201. The inclusion of this information within the Plan will enable known issues to be drawn to the attention of all potential developers at an early stage of the development process, so directly assisting the effective delivery of development. Nonetheless, to provide sufficient flexibility to respond to future changes in circumstances, it is not necessary for the Appendix to be unduly prescriptive in identifying requirements.
202. For example, to address specific and justified concerns identified by the Environment Agency and Anglian Water, it is appropriate for the Appendix to explicitly state that housing allocations within Gedney Hill are expected to

result in a requirement to improve the existing foul sewerage network and to be very clear that this issue must be resolved before planning permission is granted. However, to provide some flexibility, the Appendix must clearly identify the two potential options that have been identified to resolve this issue, together with the requirements involved.

203. In conclusion, subject to the modifications identified above, the housing allocations are soundly based and provide sufficient flexibility to meet identified need.

### **Issue 10 – Whether sufficient and justifiable provisions for delivering infrastructure have been made**

*This matter covers Policies 6, 7, 29, and 30 (renumbered Policies 5, 6, 33, 34, 35)*

#### *Overview*

204. The *South East Lincolnshire Infrastructure Delivery Plan, 2016* (IDP) assesses the key infrastructure requirements arising from the proposed growth within the SELLP, together with their costs, priorities and funding. Although this is a living document, which is subject to change, it provides a satisfactory and sufficiently up-to-date evidence base to support the Plan. Generally, the IDP demonstrates that there are no technical barriers to the identified infrastructure, which are likely to prevent the planned growth.

205. Whilst the detail concerning planned infrastructure provision is appropriately set out in the IDP, the key infrastructure requirements on which delivery of the Plan depends must be contained in the Plan itself. The Plan must make clear, for at least the forthcoming five years, what infrastructure is required, who is going to fund it and provide it, and how it relates to the anticipated rate and phasing of development (PPG ID: 12-018-20140306). As the SELLP does not adequately set this out, it requires modification, as discussed below.

#### *Funding*

206. Although subject to price changes, the IDP when published estimated the total funding at approximately £211 million, with transport and education accounting for about 80% of this total. This is without the Boston Barrier flood defence infrastructure project, which has a *Transport and Works Act Order* from the Secretary of State and will be funded directly through central government.

207. Two major transport schemes, the BDR and the SWRR, make up about £92 million, and education infrastructure requires around £75 million including the provision of two new secondary schools in Boston and Spalding. After allowing for known and assumed public sector funding, a gap of about £104 million exists. Based on the *Whole Plan Viability Study*, January 2017, developer contributions could provide in the order of £46 million, thereby reducing the gap to around £58 million over the Plan period. In broad terms, this funding should enable the delivery of the main infrastructure requirements, at least for the first five years.

208. Policy 7: *Developer Contributions* (renumbered Policy 6) states that provision of developer contributions will be set out in a forthcoming *Developer Contributions Supplementary Planning Document (SPD)* and will be in accordance with each Local Planning authority's *Developer Contribution Prioritisation Framework*. Whilst the NPPF (paragraph 153) indicates that SPDs can be used to aid infrastructure delivery, the PPG (ID 12-028-020140306) advises that they should only be prepared where necessary and should build upon what is already set out in Local Plan policy.
209. However, there is little in the Plan upon which to base such a document. Coupled with the fact that SPDs are not subject to independent examination, there is no justification for relegating key aspects of developer contributions to an SPD. Also, there is likely to be some trade-off between infrastructure (original Policy 7) and affordable housing (original Policy 15) contributions and, to be effective, this should be made clear. The evidence indicates that a prioritisation process will guide choices as to what infrastructure will benefit from developer contributions and that MoU between key parties could provide a mechanism for identifying and agreeing delivery for phases of certain large infrastructure schemes.
210. Consequently, to be consistent with national policy and to be effective, Policy 7 requires amendment to set out an appropriate framework for making contributions and explaining the interaction with affordable housing provision. This is appropriately addressed by **MM007** and also **MM038** which inserts new Appendices 8 and 9 that give guidance on developer contributions for education and health.
211. The pooling restrictions of *The Community Infrastructure Levy Regulations, 2010*, must also be taken into account for large schemes. However, the BDR and SWRR are intended to be delivered in distinct sections, with each section considered to be a project in its own right and having its own pool of development contributions. The Plan does not make this clear and, therefore, to be effective, explanatory text is required as set out in **MMs 007, 033 and 034**.

#### *Key Infrastructure Requirements*

##### *Boston Transport Strategy*

212. The BDR is a long term highway development programme mentioned in the 4<sup>th</sup> *Lincolnshire Local Transport Plan 2013/14-2022/23* and proposed in the *Boston Transport Strategy 2017*. It is aimed at improving accessibility to proposed SELLP development and generally by using best options to integrate with the existing highway network.
213. Whilst completion of the BDR will extend beyond the Plan's 2036 end date, a large section is expected to be built within the Plan period. Phase 1 is currently under construction, facilitated by developer contributions, and funding for further sections is expected from the SUEs at *Land south of Chain Bridge Road* (Sou006) and *Land south of North Forty Foot Bank* (Wes002) as part of their opening up costs.

214. There is very little detail in the SELLP about the BDR and its funding, rendering the Plan ineffective and inconsistent with national policy in this regard. Consequently, two main modifications are required; **MM033**, which introduces a new policy into the Plan numbered Policy 34: *Delivering the Boston Distributor Road* together with supporting text, setting out relevant details and proposals for delivery, and **MM038**, which inserts an indicative layout of the BDR into the Plan at new Appendix 10: *Indicative Plans/Diagrams*.

#### *Spalding Transport Strategy*

215. The strategy includes the SWRR, which is a major road scheme providing access to substantial new housing development in Spalding and an alternative route through the town to ease traffic congestion. It forms an integral part of the 4<sup>th</sup> Lincolnshire Local Transport Plan and is promoted in *The Spalding Transport Strategy 2014*.

216. Whilst construction of the first part of the SWRR is forward funded by Lincolnshire County Council, developer contributions are nonetheless required. Although SELLP Policy 30: *Delivering the Spalding Transport Strategy* (renumbered Policy 35) provides some indication of delivery and funding expectations, it lacks necessary detail and clarity, rendering it ineffective.

217. Consequently, two main modifications are recommended. The first is **MM034**, which amends the policy and supporting text, explicitly requiring the SUEs at *Land north of the Vernatt's Drain* (Pin024) and *Land west of Spalding Road* (Pin045) to contribute to certain sections of the road. Also, expected requirements from other allocated sites are more clearly expressed, including the need for contributions for other transport strategy schemes. The second modification, **MM038** inserts an indicative layout of the SWRR sections into the Plan at new Appendix 10: *Indicative Plans/Diagrams*.

#### *Schools*

218. There will be a significant need for additional schools and school extensions during the Plan period, including a new secondary school to the west of the urban area of Boston and another for Spalding on an identified site. However, the Plan makes no specific mention of these needs, rendering it ineffective in this regard. Accordingly, **MM006** is recommended to Policy 6: *Meeting Physical Infrastructure and Service Needs* (renumbered Policy 5), which sets out the educational requirements in the Plan area.

#### *Other*

219. In order for Policy 29: *Delivering a More Sustainable Transport Network* (renumbered Policy 33) to be effective, an omission in the list of new multi-user routes needs to be rectified and the SWRR safeguarding routes need clarification. Therefore, **MM032** is required, which puts these amendments into effect.

*Policies Map*

220. In order to ensure these modifications are sound, some corresponding amendments to the Policies Map are also needed.

*Conclusion*

221. With the proposed modifications, the Plan adequately identifies the key infrastructure requirements on which the Plan depends and how it is envisaged they will be funded. From the submitted evidence we are satisfied that there are reasonable prospects of planned critical infrastructure coming forward over at least the forthcoming five year period. On this basis the infrastructure elements of the Plan are sound.

**Issue 11 – Whether the provisions for implementation and monitoring are effective and adequately identify triggers for review**

222. The Plan identifies indicators for each policy, which will enable their effectiveness to be monitored and which will form the basis of an annual report on the implementation of the Plan and the effectiveness of the SA. Appendix 5 of the Plan (renumbered as Appendix 7) sets out the objectives and monitoring indicators for each policy, together with the triggers for intervention and the actions proposed should intervention be necessary.

223. In light of the various modifications recommended above, for the monitoring to be effective, it is necessary to amend a number of the indicators identified within the appendix and to include new provisions for the additional policies proposed. Following consultation on the proposed MM, it is necessary to make a further change to the indicators for Policy 24: *Natural Environment* (renumbered Policy 28), for clarity and effectiveness, to refer to biodiversity enhancement features. All these matters are addressed by **MM037**.

224. The Housing Implementation Strategy provides details of the monitoring and delivery of housing and the actions that will be undertaken in the event of under delivery. The inclusion of a new Appendix 4 to the Plan, detailing the expected housing delivery within the respective Council areas over the plan period, ensures the effectiveness of this strategy and the overall monitoring strategy for the Plan. This is addressed by **MM036**.

225. In addition, to be consistent with national policy and Regulation 4 of the Town and Country Planning (Local Planning)(England)(Amendment) Regulations 2017, it is necessary to confirm that a review of the Plan will be completed every 5 years, starting from the date of adoption of the Plan, as addressed in **MM035**.

226. Subject to these modifications, we consider the strategy represents a sound approach to monitoring and implementation of the Plan policies, which support the effective delivery of the development proposed.

## Public Sector Equality Duty

227. For the reasons given and subject to the modifications set out above, we are satisfied that the Plan's provisions are consistent with the NPPF, including in relation to inclusive and accessible design, location of development and meeting the housing and other needs of different sections of the community, including those with disabilities, children, the elderly, and Gypsies and Travellers.
228. In these matters and all other relevant matters, including those relating to age, race and disability, we have had due regard throughout the examination process to the equality impacts of the Plan in accordance with the Public Sector Equality Duty, contained in section 149 of the Equality Act 2010. Amongst other matters, this sets out the need to advance equality of opportunity and foster good relations between people who share a protected characteristic and people who do not share it.
229. The policies of the Plan should directly benefit those with protected characteristics. In this way, disadvantages shared by those with a protected characteristic would be minimised and their needs met, in so far as they are different to those without a relevant protected characteristic. There is also no compelling evidence that the Plan would bear disproportionately or negatively on those with a protected characteristic, or that its provisions would not foster good relations with the wider community.

## Assessment of Legal Compliance

230. The examination of the legal compliance of the Plan is summarised below.
231. The SELLP has been prepared in accordance with the Councils' Local Development Scheme (June 2017).
232. Consultation on the Local Plan and the MMs was carried out in compliance with the Councils' Statements of Community Involvement (April 2012).
233. SA has been carried out throughout the preparation of the Plan, including in relation to the proposed MMs, and is adequate.
234. The Plan was submitted with the Habitats Regulations Assessment of the South East Lincolnshire Local Plan, Publication Draft December 2016 and the Publication Stage Addendum to the Habitats Regulation Assessment June 2017. In addition, the Habitats Regulations Assessment – Proposed Main Modifications Stage (June 2018) was undertaken in light of the recent European Court judgement (Case C-323/17) in *People over Wind, Peter Sweetman v Coillte Teoranta*.
235. The Plan includes policies designed to secure that the development and use of land in the Local Planning authorities' areas contribute to the mitigation of, and adaptation to, climate change. This is primarily achieved through Policy 27: *Climate Change and Renewable and Low Carbon Energy* (renumbered Policy 31). It is also achieved by a number of other policies in the Plan,



including those relating to flood risk, pollution, the design of development and site specific policies. In addition, the overall spatial strategy is intended to reduce the need to travel. Accordingly, taken as a whole, the Plan achieves this statutory objective of the 2004 Act (as amended).

236. The SELLP complies with all relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations.

## **Overall Conclusion and Recommendation**

237. The Plan has a number of deficiencies in respect of soundness and legal compliance for the reasons set out above, which mean that we recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explored in the main issues set out above.

238. The Councils have requested that we recommend MMs to make the Plan sound and legally compliant and capable of adoption. We conclude that with the recommended MMs set out in the Appendix to this report the South East Lincolnshire Local Plan satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the NPPF.

*Elizabeth Ord and Anne Napier*

Inspectors

This report is accompanied by an Appendix containing the Main Modifications.

Schedule of Main Modifications

Key.

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

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

**Text** = new text inserted by the Main Modifications.

~~Text~~ or **text** = changes made at Further Main Modifications. (MM005 and MM030)

Main Modification Number	Policy Number	Proposed Change
MM001	1: Presumption in favour of sustainable development	<p><del>3.1 — Presumption in favour of Sustainable Development</del></p> <p><del>3.1.1 — The National Planning Policy Framework<sup>9</sup> introduced, at the heart of national policy, a presumption in favour of sustainable development. This should be seen as a ‘Golden Thread’ running through both plan-making and decision-making. Policy 1 seeks to ensure this presumption at a South East Lincolnshire level.</del></p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p><b>Policy 1: Presumption in favour of Sustainable Development</b></p> <p>A positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework<sup>9</sup>. Where appropriate, each Local Planning Authority will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the Local Plan area.</p> <p>Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Planning applications that accord with the policies in the development plan (including, where relevant, policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Proposed development that conflicts with the development plan will be refused, unless material considerations indicate otherwise.</p> <p>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then permission will be granted unless material considerations indicate otherwise — for decision making this means whether:</p> <ol style="list-style-type: none"> <li>1. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework<sup>9</sup> taken as a whole; or</li> <li>2. specific policies in that National Planning Policy Framework<sup>9</sup> indicate that development should be restricted.</li> </ol> </div> <p><b>Reasoned Justification</b></p> <p><del>3.1.2 — The presumption in favour of sustainable development is at the heart of the national approach to planning, and through the Planning Inspectorate, the Government is requesting that each Local Planning Authority includes a policy covering this matter in its Local Plan. Policy 1 will therefore help to make sure that decisions are taken in line with the presumption in favour of sustainable development.</del></p> <p><b>Monitoring</b></p> <p><del>Applications developed within defined timescales</del></p> <hr style="border: 1px solid black;"/> <p><del>% appeals dismissed</del></p>
MM002	Former Policy 2: Spatial Strategy (renumbered as 1)	<ul style="list-style-type: none"> <li>• Amend wording in the policy to distinguish approach to sections b and c.</li> </ul> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p><b>Policy 2 1: Spatial Strategy</b></p> <p><b>A. Areas where development is to be directed</b></p> </div>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change																																					
		<p><b>1. Sub-Regional Centres</b>            Boston (including parts of Fishtoft and Wyberton Parishes) *            Spalding</p> <p>Within the settlement boundaries of Boston and Spalding (as shown on the Inset Maps) development will be permitted that supports their roles as Sub-Regional Centres.</p> <p><b>2. Main Service Centres</b></p> <table border="0"> <tr> <td>Crowland</td> <td>Pinchbeck</td> </tr> <tr> <td>Donington</td> <td>Sutterton*</td> </tr> <tr> <td>Holbeach</td> <td>Sutton Bridge</td> </tr> <tr> <td>Kirton incl. parts of Frampton Parish*</td> <td>Swineshead*</td> </tr> <tr> <td>Long Sutton</td> <td></td> </tr> </table> <p>Within the settlement boundaries of the Main Service Centres (as shown on the Inset Maps) development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities.</p> <p><b>B. Areas of limited development opportunity</b></p> <p><b>1. Minor Service Centres</b></p> <table border="0"> <tr> <td>Bicker *</td> <td>Gedney Hill</td> <td>Surfleet</td> </tr> <tr> <td>Butterwick*</td> <td>Gosberton</td> <td>Sutton St. James</td> </tr> <tr> <td>Cowbit</td> <td>Moulton</td> <td>Tydd St Mary</td> </tr> <tr> <td>Deeping St Nicholas</td> <td>Moulton Chapel</td> <td>Weston</td> </tr> <tr> <td>Fishtoft*</td> <td>Old Leake*</td> <td>Whaplode</td> </tr> <tr> <td>Fleet Hargate</td> <td>Quadring</td> <td>Wigtoft*</td> </tr> <tr> <td></td> <td></td> <td>Wrangle*</td> </tr> </table> <p>Within the settlement boundaries of the Minor Service Centres (as shown on the Inset Maps) development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities. <b>Development will normally be limited to Allocated and Committed sites and infill.</b></p> <p><b>C. Areas of development restraint</b></p> <p><b>1. Other Service Centres and Settlements</b></p> <table border="0"> <tr> <td>Algarkirk*</td> <td>Haltoft End*</td> <td>Moulton Seas End</td> </tr> <tr> <td>Amber Hill*</td> <td>Holbeach Drove</td> <td>Nene Terrace</td> </tr> </table>	Crowland	Pinchbeck	Donington	Sutterton*	Holbeach	Sutton Bridge	Kirton incl. parts of Frampton Parish*	Swineshead*	Long Sutton		Bicker *	Gedney Hill	Surfleet	Butterwick*	Gosberton	Sutton St. James	Cowbit	Moulton	Tydd St Mary	Deeping St Nicholas	Moulton Chapel	Weston	Fishtoft*	Old Leake*	Whaplode	Fleet Hargate	Quadring	Wigtoft*			Wrangle*	Algarkirk*	Haltoft End*	Moulton Seas End	Amber Hill*	Holbeach Drove	Nene Terrace
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Schedule of Main Modifications

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Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>health provision. <b>Within the Minor Service Centres development is likely to be limited to any allocations made in this plan, existing commitments (i.e. sites under development or with planning permission), changes of use and infill development).</b></p>
MM003	Former Policy 3: Development Management (renumbered as 2)	<ul style="list-style-type: none"> <li>• Amend the policy and supporting text to read:</li> </ul> <p>3.3.2 The policy is intended to be relevant to any type of proposal whether large or small. New development should be appropriate to the site, achieve a high quality of design and efficient use of land and buildings, and should respond creatively to the character and distinctiveness of the surrounding area. All new development, including residential and commercial proposals, should also reflect the area’s distinctive development form and patterns of building, spaces, and means of enclosure, townscape and landscape, and incorporate in the design those features which are important to the history and form of the area. <b>Sites allocated for residential and employment related development in this Local Plan have been assessed to provide guidance with regard to constraints and infrastructure requirements. These constraints and requirements can be found in Appendix 5: ‘Allocations – Infrastructure requirements, constraints and mitigation’ and, whilst, these may change over the time frame of the Local Plan they are considered to be a useful starting point in considering what might be relevant in the development of these allocated sites.</b></p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>Policy 3 2: Development Management</b></p> <p>Proposals requiring planning permission for development will be permitted provided that sustainable development considerations are met, specifically in relation to:</p> <ol style="list-style-type: none"> <li>1. size, scale, layout, density and impact on the amenity, trees, character and appearance of the area and the relationship to existing development and land uses;</li> <li>2. quality of design and orientation;</li> <li>3. maximising the use of sustainable materials and resources;</li> <li>4. access and vehicle generation levels;</li> <li>5. the capacity of existing community services and infrastructure;</li> <li>6. impact upon neighbouring land uses by reason of noise, odour, disturbance or visual intrusion;</li> <li>7. sustainable drainage and flood risk; and</li> <li>8. impact or enhancement for areas of natural habitats and historical buildings and heritage assets;</li> <li><b>9. impact on the potential loss of sand and gravel mineral resources.</b></li> </ol> </div> <p>3.3.5 Criterion 3 seeks to ensure that development would not be wasteful in its use of energy or in its depletion of natural resources (e.g. groundwater supplies). Policy 4 3 provides more detailed guidance with regard to waste minimisation, utilising renewable energy, reducing water consumption and the sustainable use of existing materials on site (e.g. reuse of excavated materials for landscaping or raising ground levels). <b>Criterion 9 of the policy also has implications for the good use of natural resources in that the Plan Area has two Sand and Gravel Safeguarding Areas identified in the Lincolnshire Minerals and Waste Local Plan (June 2016). One area is identified on the Policies Map north west of Boston Borough and the other area is on the Crowland Inset Map.</b></p> <ul style="list-style-type: none"> <li>• Show Site Specific Safeguarding Area for Sand and Gravel on Policies map and Crowland Inset Map</li> </ul>
MM004	Former Policy 4: Design of New Development (renumbered as 3)	<ul style="list-style-type: none"> <li>• Delete reference to viability from second paragraph of policy.</li> </ul> <p>Development proposals will demonstrate how the following issues, where they are relevant to the proposal <del>and are viable</del> will be secured:</p> <ul style="list-style-type: none"> <li>• Amend point 10 of policy to:</li> </ul> <p><b>The appropriate treatment of facades to public places, including shop frontages to the avoidance of visual intrusion by advertising, other signs signage, security shutters, meter boxes and other service and communication infrastructure;</b></p> <ul style="list-style-type: none"> <li>• Amend point 14 of policy to:</li> </ul>

Schedule of Main Modifications

the incorporation of existing hedgerows and trees and the provision of appropriate new landscaping and its use to enhance biodiversity and green infrastructure, flood risk mitigation and urban cooling;

- Replace the justification with the following text.

~~3.4.3 Good design will seek to provide a development that sits well in its surroundings and meets the requirements of its users, be that residential or commercial occupiers. The purpose of the Policy 4 is to provide a list of issues to be considered when development schemes are being prepared, rather than prescribing a particular design approach, consistent with the NPPF<sup>9</sup>. Design is a cross cutting issue so may be covered by other policies elsewhere in this Local Plan. Not all of the issues listed will be relevant in all cases.~~

~~3.4.4 Design of new buildings and spaces should take the principle of encouraging physical activity in line with Planning Healthy Weight Environments<sup>35</sup>. A development should incorporate existing public rights of way and cycleways and where practicable extend them, to encourage residents to walk or cycle to places of work, school, local shops and services as well as open space. Such facilities should be accessible to all, including those with disabilities, older people and those with pushchairs, as well as other users with more specific needs, such as those with dementia or the visually impaired. Care should also be taken in designing undefined multi-use spaces where pedestrians, cyclists, public transport and taxis mingle as these can also be confusing for such groups.~~

~~3.4.5 A development will make buildings and places more resilient to flooding by, for example, raising the floor level, and adapting the internal materials, electrical circuits and plumbing to cope better with any flood event. These issues may be successfully incorporated in buildings that follow traditional or contemporary design in accordance with Building Regulations. In addition, owing to flood risk new activities may need to be deterred in certain areas based on their intrinsic hazard to groundwater. The hazard may result from a combination of the activity type, its duration and the potential for failure of flood control measures.~~

~~3.4.6 New buildings can be orientated so that micro-generation plant can be incorporated for its maximum benefit. It will incorporate, protect or extend existing habitats or land forms so that buildings are shaded from the extremes of weather to minimise energy consumption for heating or cooling. Improvements to biodiversity can be also achieved on the building, by, for example, the use of bird nest or bat roost boxes, green roofs or walls, as well as in the landscape. These features along with the incorporation, protection or extension of existing habitats will maintain or improve their resilience. Green walls and roofs also add to the thermal mass of the building. Shading buildings with plants or providing larger roof overhangs to shade windows, sizing windows according to their aspect and providing appropriate insulation allow buildings to be more resilient to extremes of temperature.~~

~~3.4.7 In addition, new developments will not pose an unacceptable risk of pollution to groundwater (see Policy 26).~~

**Reasoned Justification**

3.4.3 The purpose of the policy is to provide a list of issues to be considered when development schemes are being prepared, rather than prescribing a particular design approach, consistent with the NPPF<sup>9</sup>. Design is a cross cutting issue so may be covered by other policies elsewhere in this Local Plan. Not all of the issues listed will be relevant in all cases. The issues can be grouped into: Place, Accessibility/transport, Amenity and Flooding.

**Place**

3.4.4 Good design will seek to provide a development that sits well in its surroundings by respecting the character of the place within which it is located and carefully incorporates infrastructure. Sites will be influenced by the size, shape, density and materials of adjacent buildings and their historic or archaeological importance. In addition, the appropriate use of historic buildings helps preserve them for future generations and also contributes to the maintenance of the historic setting of places. The character of the landscape in rural locations can influence the size shape and orientation of buildings as a result of its ability to absorb development, indicated by the description and the sensitivities of the landscape in the landscape character assessments. In addition, new buildings will meet the requirements of their users, be that residential or commercial occupiers, by providing suitable places to store refuse, cycles and park cars. In conjunction with Policy 31, which requires some electric hook up points for vehicles, this will help the sustainability of the development by supporting recycling, encouraging the use of cycles to reduce traffic congestion and support the initial stages of the evolution of transport away from the internal combustion engine, which, along with cycling, will benefit air pollution.

3.4.5 New buildings can be designed and orientated so that micro generation plant can be incorporated for its maximum benefit. Development will incorporate, protect or extend existing habitats or land forms so that buildings are shaded from the extremes of weather to minimise energy consumption for heating or cooling. Improvements to biodiversity can be achieved on the building, by, for example, the use of bird nest or bat roost boxes, green roofs or walls. These features along with the incorporation, protection or extension of existing habitats in the landscape will maintain or improve wildlife resilience. Green walls and roofs also add to the thermal mass of the building. Shading buildings with plants or providing larger roof overhangs to shade windows, sizing windows according to their aspect and providing appropriate insulation allow buildings to be more resilient to extremes of temperature.

Schedule of Main Modifications

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		<p><b>Accessibility / transport.</b></p> <p>3.4.6 The design of new buildings and spaces should take the principle of encouraging physical activity in line with Planning Healthy Weight Environments<sup>35</sup>. A development should incorporate existing public rights of way and cycleways and where practicable extend them, to encourage residents to walk or cycle to places of work, school, local shops and services as well as open space. Such facilities should be accessible to all, including those with disabilities, older people and those with pushchairs, as well as other users with more specific needs, such as those with dementia or the visually impaired. Care should also be taken in designing undefined multi-use spaces where pedestrians, cyclists, public transport and taxis mingle as these can also be confusing for such groups.</p> <p><b>Amenity</b></p> <p>3.4.7 The use or operation of sites also needs to respect neighbouring uses. Lighting should be designed to illuminate the desired building or space without spilling out beyond the boundary as this contributes to overnight light pollution and causes disturbance to both the human population and nocturnal wildlife. Spaces and footways should have suitable site lines and together with boundaries should seek to create a safe environment that discourages criminal activity and fosters community safety. The public impact of development can be undermined by the inappropriate design, siting and lighting of signs, the design and incorporation of security shutters into buildings and the position of metre boxes on the public faces of buildings. In addition poorly positioned service and infrastructure cabinets and sub stations produce an unsightly impact on the locality, which undermines the overall benefit that the development may achieve. These issues along with the interaction of neighbouring uses with the Pollution Policy contribute to protecting residential amenity.</p> <p><b>Flooding</b></p> <p>3.4.8 A development will make buildings and places more resilient to flooding by, for example, raising the floor level, and adapting the internal materials, electrical circuits and plumbing to cope better with any flood event. These issues may be successfully incorporated in buildings that follow traditional or contemporary design in accordance with Building Regulations. In addition, owing to flood risk new activities may need to be deterred in certain areas based on their intrinsic hazard from water. The hazard may result from a combination of the activity type, its duration and the potential for failure of flood-control measures.</p> <p><b>Monitoring</b></p> <p>Number of planning applications refused owing to inappropriate design</p>
MM005	Former Policy 5: Strategic Approach to Flood Risk. (renumbered as 4)	<ul style="list-style-type: none"> <li>Replace the deleted policy and text with the following policy and text:</li> </ul> <p><del>3.5 Strategic Approach to Flood Risk</del></p> <p><del>3.5.1 Policy 5 serves two main purposes. The first is to explain how flood risk considerations have shaped the main proposals in the Local Plan, and how, as a strategic approach to flood risk the Local Plan may be reviewed in the future. The second is to provide a policy commitment by which strategic improvements to flood risk which may be brought forward during the Local Plan period can be assessed, and enhanced, where possible. Further details on the approach to site selection, including consideration of flood risk can be found in the Site Allocations Flood Risk Sequential Test Report<sup>31</sup>, the Spatial Strategy Background Paper<sup>36</sup> and the Housing Papers<sup>30</sup> for each higher tier settlement. Sites allocated in this Local Plan are deemed to have passed the Sequential Test and no further evidence in respect of this will need to be submitted at planning application stage. Allocations will still need to demonstrate, through the submission of a site-specific Flood Risk Assessment, that the development will be safe for its lifetime.</del></p> <div style="border: 1px solid black; padding: 5px;"> <p><b>Policy 5: Strategic Approach to Flood Risk</b></p> <p>Major development shall be located in areas at the lowest hazard or probability of flooding and shall not, in itself, increase flood risk. Where the development would be for uses defined as Essential Infrastructure, Highly Vulnerable or More Vulnerable, it will be a requirement to show why the need for the development is exceptional where the hazard or probability of flooding of the sequentially selected areas is constrained. Development will be permitted following the satisfactory completion of the Sequential and Exception Test and through the submission of a site-specific Flood Risk Assessment that demonstrates appropriate flood risk mitigation measures for the protection of occupants. Mitigation for the identified flood risk, including appropriate</p> </div>

Schedule of Main Modifications

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		<div data-bbox="608 254 1825 464" style="border: 1px solid black; padding: 5px;"> <p>allowances for climate change, required by such development to make it safe will be provided and maintained for the lifetime of the development.</p> <p>Flood risk management infrastructure shall be provided at the strategic level, where development opportunities allow, to reduce the hazard and probability of flooding.</p> </div> <p><b>Reasoned Justification</b></p> <p>3.5.2— The South East Lincolnshire Strategic Flood Risk Assessment (SFRA)<sup>34</sup> provides an overview of how flood risk has been considered in shaping the proposals of the Local Plan; including the spatial strategy and the assessment of housing and employment sites. The SFRA<sup>34</sup> provides detailed information about all types of flooding and risks based upon likely flood depths, velocity and categories of ‘danger’. The NPPG10 defines the terms of ‘Essential Infrastructure’, ‘Highly Vulnerable’, or ‘More Vulnerable’ types of development.</p> <p>3.5.3— The Local Plan area has a number of agencies with responsibilities for assessing and managing flood risk: Lincolnshire County Council as Lead Local Flood Authority, the Environment Agency, Internal Drainage Boards as well as the Local Authorities. In addition to their individual responsibilities, these agencies work in various partnerships in order to bring about betterment to flood risk whether by policy or by innovation and infrastructure. Policy 5 is a commitment to work within the partnerships and also helps realise opportunities to enhance strategic flood protection through development proposals where opportunities may arise.</p> <p>3.5.4— Planning applications will, where required, be accompanied by a site specific Flood Risk Assessment, appropriate to the scale, type and location of the development. It is expected that the Flood Risk Assessment will provide detailed proposals for any required flood mitigation for the protection of occupants (e.g. residents, workers, students and visitors) and for the lifetime of the development including expected outcomes of climate change. Such flood mitigation will be secured by planning conditions. Mitigation may also be incorporated in SuDS which are likely to be required irrespective of the flood risk. In certain circumstances, e.g. where a flood mitigation proposal might also be of a more strategic benefit it may also be appropriate to seek planning obligations to support the benefits sought. The SFRA<sup>34</sup> provides further guidance on Flood Risk Assessments and also in respect of SuDS.</p> <p>3.5.5— The Boston Barrier is a strategic level flood mitigation defence that is expected to be completed by 2020. It will be of significant benefit to the urban area of Boston and could shape future development patterns that will arise in the Local Plan period.</p> <p><b>3.5 Strategic Approach to Flood Risk</b></p> <p>3.5.1 Much of the land within the Local Plan area is at significant risk of flooding and this will increase with climate change. It is important that the plan provides a robust response to this issue and at the same time facilitates appropriate development to continue in a way that is resilient to the potential consequences of flooding.</p> <div data-bbox="667 1360 2101 1934" style="border: 1px solid black; padding: 5px;"> <p><b>Policy 4: Approach to Flood Risk</b></p> <p>Development proposed within an area at risk of flooding (Flood Zones 2 and 3 of the Environment Agency’s flood map or at risk during a breach or overtopping scenario as shown on the flood hazard and depths maps in the Strategic Flood Risk Assessment) will be permitted, where:</p> <ol style="list-style-type: none"> <li>1. It can be demonstrated that there are no other sites available at a lower risk of flooding (i.e. that the sequential test is passed). The sequential test will be based on a Borough or District wide search area of alternative sites within the defined settlement boundaries, unless local circumstances relating to the catchment area for the development justify a reduced search area, i.e. there is a specific need for the development in that location. The sequential test is not required for sites allocated in the Local Plan, minor development<sup>1</sup> or change of use (except for a change of use to a caravan, camping or chalet site, or to a mobile home or park home site).</li> <li>2. It can be demonstrated that essential infrastructure in FZ3a &amp; FZ3b, highly vulnerable development in FZ2 and more vulnerable development in FZ3 provide wider sustainability benefits to the community that outweigh flood risk.</li> <li>3. The application is supported with a site-specific flood risk assessment, covering risk from all sources of flooding including the impacts of climate change and which: <ol style="list-style-type: none"> <li>a. demonstrate that the vulnerability of the proposed use is compatible with the flood zone;</li> </ol> </li> </ol> </div>

<sup>1</sup> As defined in the National Planning Practice Guidance, paragraph 046 (Reference ID:7-046-20140306)



Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<ul style="list-style-type: none"> <li>b. identify the relevant predicted flood risk (breach/overtopping) level, and mitigation measures that demonstrate how the development will be made safe and that occupants will be protected from flooding from any source;</li> <li>c. propose appropriate flood resistance and resilience measures (following the guidance outlined in the Strategic Flood Risk Assessment), maximising the use of passive resistance measures (measures that do not require human intervention to be deployed), to ensure the development maintains an appropriate level of safety for its lifetime;</li> <li>d. include appropriate flood warning and evacuation procedures where necessary (referring to the County's evacuation routes plan), which have been undertaken in consultation with the authority's emergency planning staff;</li> <li>e. incorporates the use of Sustainable Drainage Systems (SuDS) (unless it is demonstrated that this is not technically feasible) and confirms how these will be maintained/managed for the lifetime of development (surface water connections to the public sewerage network will only be permitted in exceptional circumstances where it is demonstrated that there are no feasible alternatives);</li> <li>f. demonstrates that the proposal will not increase risk elsewhere and that opportunities through layout, form of development and green infrastructure has been considered as a way of providing flood betterment and reducing flood risk overall.</li> <li>g. demonstrates that adequate foul water treatment and disposal already exists or can be provided in time to serve the development.</li> <li>h. ensures suitable access is safeguarded for the maintenance of water resources, drainage and flood risk management infrastructure.</li> </ul> <p>Development in all flood zones, and development over 1 hectare in size in Flood Zone 1, will need to demonstrate that surface water from the development can be managed and will not increase the risk of flooding to third parties.</p> <p>Change of use of existing buildings will be supported providing they do not pose an increase in risk to people. Change of use that would result in self-contained ground floor residential accommodation in areas of hazard rating "danger to some", "danger to most" and 'danger to all' will not be supported. In these areas unrestricted access to a habitable room above the flood level and an emergency evacuation plan will be required.</p> <p>Caravans, mobile homes and park homes intended for permanent residential use will not be permitted in areas at risk of flooding. Caravan, chalet, log cabin, camping and touring sites at risk of fluvial flooding where there is a "danger to most" and 'danger to all' will not be permitted. Occupancy of caravan, chalet, log cabin, camping and touring sites at risk of tidal flooding will <b>not</b> only be permitted to open between 1st March and 31st October in any one year. <b>1<sup>st</sup> November in any one year and the 14th March in the succeeding year.</b></p> <p>No development will be permitted within a 50m buffer from the toe of the raised Witham Haven Banks (flood defences), as shown on the indicative Plan contained in Appendix 10, to allow access for construction and maintenance.</p> <p>Flood risk management infrastructure shall be provided at the strategic level, where development opportunities allow, to reduce the hazard and probability of flooding.</p> <p><b>Reasoned Justification</b></p> <p>3.5.2 The South East Lincolnshire Strategic Flood Risk Assessment (SFRA)<sup>34</sup> provides an overview of how flood risk has been considered in shaping the proposals of the Local Plan; including the spatial strategy and the assessment of housing and employment sites. The SFRA<sup>34</sup> provides detailed information about all types of flooding and risks based upon potential flood depths, velocity and categories of 'danger' over the lifetime of the development. In certain circumstances, e.g. where a flood-mitigation proposal might also be of a more strategic benefit it may also be appropriate to seek planning obligations to support the benefits sought.</p>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>3.5.3 Sites selected for development in the plan have been considered using the mapping outputs contained in the Strategic Flood Risk Assessment. A range of options was considered and the sequential test was undertaken alongside the sustainability appraisal. As the area covered by the flood zones is extensive in the Local Plan area, it was not possible, consistent with wider sustainability objectives, for all development to be located in zones with a lower probability of flooding. Many of the areas of land at lowest risk of flooding are in isolated areas, unrelated to settlements. Satisfying housing need in the most sustainable existing communities has therefore necessitated the need for a different approach to the distribution of growth to meet housing need.</p> <p>3.5.4 The proportion of growth allocated to settlements has therefore been distributed according to the sustainability of the settlement balanced against the risk of flooding. The sequential test was then undertaken within the settlement boundaries, as opposed to a district wide search, which is advocated in National Planning Guidance. Sites allocated in the Local Plan are deemed to have passed the sequential test and no further evidence in respect of this will need to be submitted at planning application stage. However, site specific flood risk assessments, will still need to demonstrate that the proposed development on allocated sites will be safe for its lifetime. This will include proposing mitigation measures to deal with the potential consequence of flooding, should flood defence infrastructure fail.</p> <p>3.5.5 The provisions of the Local Plan will ensure that housing need within settlements is met. However, going forward the steer of national policy will need to be applied and future speculative and windfall proposals will be required to use a Borough or District wide search area when undertaking the sequential test. This will ensure that development is directed to areas at the lowest risk of flooding and that development in the highest risk areas only proceeds by exception (i.e. meeting the Exceptions Test). Policy 5 facilitates this approach and provides a framework against which future development will be considered. Further guidance on all aspects of development and flood risk can be found in the South East Lincolnshire Strategic Flood Risk Assessment<sup>34</sup>. However, where development is proposed to satisfy an identified need it may be appropriate to reduce the search area to a particular catchment.</p> <p>3.5.6 The Local Plan area has a number of agencies with responsibilities for assessing and managing flood risk:- Lincolnshire County Council as Lead Local Flood Authority (and Highways Authority), the Environment Agency, Internal Drainage Boards, and Anglian Water as well as the Local Authorities. In addition to their individual responsibilities, these agencies work in various partnerships in order to bring about betterment to flood risk whether by policy or by innovation and infrastructure.</p> <p>3.5.7 Mitigation may also be incorporated in SuDS which are likely to be required irrespective of the flood risk. All major developments will be expected to incorporate Sustainable Drainage Systems (SuDs) as standard. SuDS can vary substantially in terms of what is required, from rain water harvesting to water retention and treatment (e.g. through reed beds). Some SuDS may be an adequate response to surface water flood issues. Surface water connections to the public sewerage network should only be made in exceptional circumstances where it can be shown where there are no feasible alternatives.</p> <p>3.5.8 The Boston Combined Strategy seeks to reduce the risk of tidal flooding to the town over the next 100 years. The Strategy includes the construction of a strategic-level flood mitigation defence, known as the Boston Barrier, which is expected to be completed by 2020. It will be of significant benefit to the urban area of Boston, reducing the likelihood of flooding and improving confidence to invest in the town. An integral part of the strategy includes the raising of the Witham Haven Banks. Future bank raising is likely to include the need for wider crest widths (for safer access/working) and flatter side slopes (for increased stability) and hence will require a wider overall footprint. It is therefore necessary to safeguard an area of 50m from the toe of the existing defence in order to facilitate these works. This will enable access for plant and machinery required to construct the works, although the final footprint of the completed works will be less than 50m.</p> <p><b>Monitoring</b></p> <ul style="list-style-type: none"> <li>Provision of new strategic flood mitigation infrastructure</li> <li>No of planning permissions granted contrary to Environment Agency advice on the grounds of flooding or water quality</li> <li>No. of residential planning permissions granted in RQY 'danger for some', 'danger for most' and 'danger for all' hazard zones</li> </ul>
MM006	Former Policy 6: Meeting Physical Infrastructure and Service Needs (renumbered as 5)	<ul style="list-style-type: none"> <li>• Amend the supporting text to read:</li> </ul> <p>3.6.2 The broad categories of physical infrastructure and service needs to be considered may change over time or in terms of how they might be delivered. In the short and medium-term, the Infrastructure Delivery Plan<sup>5</sup> has considered the needs of a wide range of infrastructure and services such as:</p>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<ul style="list-style-type: none"> <li>• Water and drainage: supply and treatment, and flood-management infrastructure;</li> <li>• Energy: electricity and gas;</li> <li>• Communications: broadband;</li> <li>• Green infrastructure, leisure and community facilities;</li> <li>• Education;</li> <li>• Health care;</li> <li>• Transport: highways, cycling, pedestrian and public transport, and car/cycle parking.</li> </ul> <p style="color: red;">There are various active partnerships within the County and mostly lead by the Greater Lincolnshire Local Enterprise Partnership taking forward work on infrastructure (e.g. water management and also infrastructure provision). A proposal within the SELLP Infrastructure Delivery Plan is to augment this partnership working with a Utilities Forum to consider, in particular, arising energy needs and infrastructure provision. It is expected that the Utilities Forum will need to be held on an annual basis or more often as appropriate.</p> <ul style="list-style-type: none"> <li>• Provide more clarity on location and need for school improvements</li> </ul> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>Policy 6 5: Meeting Physical Infrastructure and Service Needs</b></p> <p>Planning permission will be granted for new development provided that developers can demonstrate that there is, or will be sufficient physical infrastructure and service needs capacity to support and meet the needs of the proposed development. A planning condition and/or legal agreement may be required to help secure the arising needs.</p> <p style="color: red;">The growth proposed by the Local Plan is likely to require an increase in the capacity of education provision which will need to be met in the following locations and settlements;</p> <ul style="list-style-type: none"> <li>• New secondary schools for Boston (to the west of the urban area) and for Spalding on the site, measuring 8.5Ha, identified south of housing site Mon008 on the Spalding Inset Map;</li> <li>• Extended secondary school capacity for Old Leake, Holbeach, Long Sutton and Donington;</li> <li>• New primary school provision for Boston serving SUE site Sou006 [Policy 13] and for Spalding serving the Vernatts SUE [Policy 15] and other committed housing developments and for Holbeach;</li> <li>• Extended primary school provision within; Boston, Spalding, Crowland, Donington, Holbeach, Long Sutton, Pinchbeck, Swineshead, Sutterton, Deeping St Nicholas, Gosberton, Quadring, Surfleet and Weston.</li> </ul> <p>Where development might take place over a period of time the provision of physical infrastructure and services will be phased. A master planning approach will be taken to aid the delivery of sites as appropriate. A piecemeal approach to applying for planning permission on a large site e.g. the Sustainable Urban Extensions (SUE's) or the underdevelopment of a site that seeks to undermine the need to meet the policy requirements of the Local Plan will not be permitted.</p> </div> <p>3.6.6 Extensions to secondary schools elsewhere will be sought, as development comes forward, in; Old Leake, <del>Deeping St. Nicholas</del>, Holbeach, Long Sutton and Donington. The need for a new primary school has been identified for Boston (serving site Sou006), for Spalding and Holbeach but specific sites have yet to be finalised. Extensions to most existing primary schools will be sought as development proposals come forward for the particular settlement.</p>
MM007	Former Policy 7: Developer Contributions (renumbered as 6)	<ul style="list-style-type: none"> <li>• Amend the policy to read:</li> </ul> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>Policy 7 6: Developer Contributions</b></p> <p>Developments of 11 or more dwellings, <del>and</del> or which have a combined gross floor space of more than 1,000 sqm, or non-residential development of 1,000sqm gross floor space or more will be expected to mitigate their impacts upon infrastructure, services and the environment to ensure that such developments are acceptable in planning terms. The</p> </div>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>Local Planning Authorities will not accept any proposals that artificially reduce capacity or floor space to circumvent the proper operation of this policy.</p> <p>Developer contributions will only be sought when they meet the tests set out in paragraph 204 of the NPPF<sup>9</sup>, or any successor.</p> <p>Developers will either make direct provision or will contribute towards the provision of local and strategic infrastructure and services required by the development, either alone or cumulatively with other developments. Contributions will be determined having regard to:</p> <ul style="list-style-type: none"> <li>• the identified needs generated by the proposed development;</li> <li>• the viability of the proposed development; and</li> <li>• the priorities attached to meeting individual local and strategic infrastructure and service requirements.</li> </ul> <p>Contributions will be secured through section 106 (legal) agreements. Developer contributions will also be subject to the criteria set out in the Community Infrastructure Regulations (2010) 122 and 123 (or any successors) which require any financial contribution or contributions in kind towards infrastructure to meet a number of criteria.</p> <p>Developer contributions relating to the provision of:</p> <ul style="list-style-type: none"> <li>• affordable housing will be made in accordance with Local Plan Policy 18: Affordable Housing;</li> <li>• transport infrastructure will be made in accordance with Local Plan Policy 33: Delivering a More Sustainable Transport Network, and where appropriate: <ul style="list-style-type: none"> <li>○ Policy 13: South-West Quadrant Sustainable Urban Extension;</li> <li>○ Policy 14: South of the North Forty Foot Sustainable Urban Extension;</li> <li>○ Policy 15: Vernatts Sustainable Urban Extension;</li> <li>○ Policy 16: Holbeach West Sustainable Urban Extension;</li> <li>○ Policy 34: Delivering the Boston Distributor Road; and</li> <li>○ Policy 35: Delivering the Spalding Transport Strategy;</li> </ul> </li> <li>• education facilities will be made in accordance with the requirements set out in Appendix 8: Developer Contributions for Education Facilities;</li> <li>• health facilities will be made in accordance with the requirements set out in Appendix 9: Developer Contributions for Health Facilities; and</li> <li>• sport facilities, recreational open space and other green infrastructure will be made in accordance with Local Plan Policy 32: Community, Health and Well-being.</li> </ul> <p>In addition, the provision of developer contributions should be in accordance with the relevant requirements of:</p> <ul style="list-style-type: none"> <li>• The proposed Developer Contributions Supplementary Planning Document (SPD) and each Local Planning Authority's adopted Developer Contributions Prioritisation Framework (or successor);</li> <li>• and the South East Lincolnshire Infrastructure Delivery Plan (IDP)<sup>5</sup>, and</li> <li>• a Community Infrastructure Levy (CIL) charging schedule, if considered appropriate in the long-term.</li> </ul> <p>• Para 3.7.3 is amended to read:</p> <p>Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. They can be used to provide essential site-specific infrastructure to mitigate the impact of the development, such as a necessary road improvements, but can also secure developer contributions to support growth, including but not limited to affordable housing and other tariff-style contributions. Other policies in this plan set out more specific requirements on matters such as flood risk (Policy 5 4), affordable housing (Policy 15 18), open</p>

Schedule of Main Modifications

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		<p>space and community facilities (Policy <del>28</del> 32) and transport (Policies <del>29</del> 33, and <del>30</del> 34 and 35). Where known, infrastructure required as part of the development of the Sustainable Urban Extensions in Boston, Spalding and Holbeach are set out in Policies 13 to 16 respectively. <del>Vernatts and Holbeach West Sustainable Urban Extensions is set out in Policies 12 and 13.</del></p> <ul style="list-style-type: none"> <li>Para 3.7.12 is amended to read: The Local Planning Authorities will re-negotiate planning obligations where necessary consistent with national policy<sup>10</sup>. Appropriate <b>developer evidence on viability information</b> should be <b>submitted to</b> provide the basis of such negotiations.</li> <li>Para 3.7.14 is amended to read: Where a developer can demonstrate that that the viability of a development affects the provision of developer contributions, the Local Planning Authorities will balance the adverse impact of permitting the scheme on the delivery of such provision, with any identified planning benefits of the scheme. <b>In this regard, careful consideration will need to be given to prioritising the provision of one or more items of infrastructure and/or service at the expense of others.</b></li> <li>Add two paragraphs from LCC to justification and renumber accordingly</li> </ul> <p><b>3.7.15 As a major interested party in the consideration of developer contributions, Lincolnshire County Council (LCC) would expect to identify all the necessary S106 demands from an individual scheme through the consultation processes on individual planning applications. LCC recognises the potential impact of viability assessments on the ability to deliver all such demands and has an internal prioritisation process to enable, where necessary, choices to be made as to what contributions are prioritised. Provided that LCC are party to the viability negotiations these choices can be assessed accordingly and alternative funding sources pursued as required. LCC would envisage that the use of MOU's, as have been developed on other schemes between key parties including the District LPA and landowners or developers, would provide a mechanism for identifying and agreeing the most appropriate delivery mechanism for phases of particular schemes.</b></p> <p><b>3.7.16 The Councils will continue to consider, when determining planning applications, the restrictions of the Community Infrastructure Regulations on the use of planning obligations (section 106 of the Town and Country Planning Act 1990, as amended) and highways agreements (section 278 of the Highways Act 1980). The SWRR and BDR have long been regarded as requiring delivery in distinct sections – each an 'infrastructure project' in the words of regulation 123. Therefore, each project would have a pool of developments from which to secure contributions. This is reflected in the proposed Local Plan SUE policies for the two towns and will be considered through the relevant planning applications and in the wording of relevant agreements.</b></p>
MM008	Former Policy 8: Improving South East Lincolnshire's Employment Land Portfolio (renumbered as 7)	<ul style="list-style-type: none"> <li>Add to para 4.1.1 South East Lincolnshire is located within both the Greater Lincolnshire Local Enterprise Partnership (GLLEP) and the Greater Cambridge and Peterborough Local Enterprise Partnership which are committed to delivering sustainable economic growth in their areas over the Local Plan period. The GLLEP in particular has set ambitious targets in respect of key growth sectors; the aspiration is for agri-food, logistics, education, research and development, and the visitor economy to increase their economic value over the Local Plan period. Additionally, the aim is to diversify the local economy and jobs market to attract more highly-skilled and high-value employment to the area<sup>37</sup>. This Local Plan has a fundamental role to play in the delivery of these aspirations. <b>Appendix 5: 'Allocations – Infrastructure requirements, constraints and mitigation' of the Local Plan provides an assessment of constraints and infrastructure that may need to be met on the allocated employment sites. Whilst these considerations may change over the plan period they are a useful starting point in preparing development proposals.</b></li> <li>Set out the proposed number of jobs in the policy and update the policy to reflect the current situation.  <div data-bbox="685 1528 2080 1944" style="border: 1px solid black; padding: 5px;"> <p><b>Policy &amp; 7: Improving South East Lincolnshire's Employment Land Portfolio</b></p> <p>The South East Lincolnshire authorities will, in principle, support proposals which assist in the delivery of economic prosperity and <b>some 17,600 jobs growth</b> in the area, 3,800 in Boston Borough and 13,800 in South Holland District. Of these about 10,300 jobs fall into Class B.</p> <p><b>Main Employment Areas</b></p> <p>The Policies Map identifies Main Employment Areas, as listed below, which are reserved for main employment in Classes B1, B2 and B8. <del>Any non-B development will only be supported where the applicant can show that it is ancillary to the effective functioning of the Main Employment Area.</del> <b>On Mixed-use development sites, which incorporate main employment uses under Class B as specified for each site, together with other identified appropriate employment-</b></p> </div> </li> </ul>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change																																																																																
		<p>generating uses, non-Class-B uses will only be supported where the applicant can demonstrate they are ancillary to the effective functioning of the Mixed-Use Area identified #. A master plan will be required for prestige sites identified*.</p> <p>Mixed-use developments, which incorporate main employment uses together with other identified appropriate employment-generating uses, will be supported in Mixed-Use Areas identified #.</p> <table border="1"> <thead> <tr> <th>Reference</th> <th>Main Employment Area</th> <th>Gross Site Area (Ha)</th> <th>B Class Employment Provision (Ha)</th> <th>Employment Class</th> </tr> </thead> <tbody> <tr> <td>BO001</td> <td>Boston Endeavour Park</td> <td>13.3</td> <td>4.3</td> <td>B1</td> </tr> <tr> <td>BO006</td> <td>Riverside Industrial Estate, Boston</td> <td>89.67</td> <td>18.0</td> <td>B1, B2, B8</td> </tr> <tr> <td>BO03508</td> <td>Q2: The Quadrant, Boston*#</td> <td>63.3</td> <td>2.5</td> <td>B1, A2, A3, A4</td> </tr> <tr> <td>CRO01</td> <td>Crease Drove Business Park, Crowland</td> <td>6.09</td> <td>1.9</td> <td>B1, B2, B8</td> </tr> <tr> <td>CRO097</td> <td>Thorney Road, Crowland</td> <td>1.7</td> <td>1.7</td> <td>B1, B2, B8</td> </tr> <tr> <td>HO002</td> <td>Holbeach Food Enterprise Zone*#</td> <td>17.0</td> <td>16.0</td> <td>B1, B2, B8, D1</td> </tr> <tr> <td>KI0041</td> <td>Kirton Distribution Park*#</td> <td>21.9</td> <td>15.4</td> <td>B1, B2, B8, sui generis</td> </tr> <tr> <td>LO002</td> <td>Bridge Road Industrial Estate, Long Sutton</td> <td>2.10</td> <td>0.4</td> <td>B1, B2, B8</td> </tr> <tr> <td>LO009</td> <td>Bridge Road, Long Sutton*</td> <td>4.8</td> <td>4.8</td> <td>B1, B2, B8</td> </tr> <tr> <td>SP001</td> <td>Wardentree Lane, Spalding</td> <td>182.9</td> <td>34.6</td> <td>B1, B2, B8</td> </tr> <tr> <td>SP002</td> <td>Lincs Gateway, Spalding*#</td> <td><del>18.1</del> 22.2</td> <td><del>3.7</del> 16.2</td> <td>B1, B2, B8, A3, A4, C1</td> </tr> <tr> <td>SP012</td> <td>Clay Lake, Spalding*</td> <td>36.9</td> <td>18.3</td> <td>B1, B2, B8</td> </tr> <tr> <td>SU001</td> <td>Sutterton Enterprise Park</td> <td>6.28</td> <td>2.6</td> <td>B2</td> </tr> <tr> <td>SB002</td> <td>Wingland, Sutton Bridge</td> <td>24.4</td> <td>2.3</td> <td>B1, B2, B8</td> </tr> <tr> <td></td> <td><b>TOTAL</b></td> <td></td> <td><b>126.5</b></td> <td></td> </tr> </tbody> </table> <p><b>Local Employment Areas</b></p> <p>The Policies Map identifies Local Employment Areas, as listed below, which are reserved for Class B1, B2 and B8 development. Any non-B uses will only be supported where the applicant can show that it is ancillary to the effective functioning of the Local Employment Area.</p>	Reference	Main Employment Area	Gross Site Area (Ha)	B Class Employment Provision (Ha)	Employment Class	BO001	Boston Endeavour Park	13.3	4.3	B1	BO006	Riverside Industrial Estate, Boston	89.67	18.0	B1, B2, B8	BO03508	Q2: The Quadrant, Boston*#	63.3	2.5	B1, A2, A3, A4	CRO01	Crease Drove Business Park, Crowland	6.09	1.9	B1, B2, B8	CRO097	Thorney Road, Crowland	1.7	1.7	B1, B2, B8	HO002	Holbeach Food Enterprise Zone*#	17.0	16.0	B1, B2, B8, D1	KI0041	Kirton Distribution Park*#	21.9	15.4	B1, B2, B8, sui generis	LO002	Bridge Road Industrial Estate, Long Sutton	2.10	0.4	B1, B2, B8	LO009	Bridge Road, Long Sutton*	4.8	4.8	B1, B2, B8	SP001	Wardentree Lane, Spalding	182.9	34.6	B1, B2, B8	SP002	Lincs Gateway, Spalding*#	<del>18.1</del> 22.2	<del>3.7</del> 16.2	B1, B2, B8, A3, A4, C1	SP012	Clay Lake, Spalding*	36.9	18.3	B1, B2, B8	SU001	Sutterton Enterprise Park	6.28	2.6	B2	SB002	Wingland, Sutton Bridge	24.4	2.3	B1, B2, B8		<b>TOTAL</b>		<b>126.5</b>	
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		BO011	Metsawood/Fogarty's	Boston
		BO012	Tulip Ltd	Boston
		BO015	Station Street	Boston
		BO034 <sup>56</sup>	Rolec Services Ltd	Boston
		BI001	JDM Food Group	Bicker
		BI003	Transflor Ltd	Bicker
		BU001	Produce World	Butterwick
		BU002	Pearson Packaging	Butterwick
		<del>CO002</del>	<del>Barrier Bank</del>	<del>Cowbit</del>
		CR003	Horseshoe Yard	Crowland
		DO001	Millfield Road Industrial Estate	Donington
		DO002	Mill Lane	Donington
		DO003	High Street	Donington
		DO007	Station Approach	Donington
		<del>DO010</del>	<del>Land to the north of Quadring Road</del>	<del>Donington</del>
		FL001	Intergreen	Fleet Hargate
		FL004	Hallgate north	Fleet Hargate
		FL006	Hallgate south	Fleet Hargate
		FR001	Freiston Enterprise Park	Freiston
		GO002	Morris Machinery	Gosberton
		GO003	Prince Build	Gosberton
		HO001	Fleet Road Industrial Estate	Holbeach
		KI002	Manor Road	Kirton
		KI015	Wash Road	Kirton
		LO001	Hundreds Lane	Long Sutton
		LO003	Canebuzo	Long Sutton
		LO005	Hallgate Timber	Long Sutton



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		<ul style="list-style-type: none"> <li>amend Para 4.2.7 to read: The four Mixed-Use Areas are designated to incorporate employment-generating uses, such as for education and leisure; in most cases the mix of uses identified by Policy &amp; 7 reflects that identified in the planning permission for the site, such as the development being constructed at KI001: Kirton Distribution Park. Elsewhere the mix of uses reflects the expected approach to be taken for the site through a master plan. However, promoting mixed-use development means that there is considerable overlap with the <del>town centres and</del> visitor economy policies, <b>retail and town centre policies</b> (see Policies 9 <del>and 21-23</del>, <b>24, 25 and 27</b>). Therefore, in order to protect the town centres and to promote sustainable development, proposals within these allocations for any use not identified by Policy &amp; 7 will be refused, unless clearly ancillary to the uses identified.</li> <li>Add to beginning of para 4.2.9 as follows: The Restricted Use Employment Sites <b>are either already operational or have planning permission on the site areas identified, apart from Sutton Bridge Port which is proposed for extension. They</b> will contribute an additional 34ha of land.....</li> <li>Paragraphs added re the Spalding Rail Freight Interchange. <b>Spalding Rail-Freight Interchange</b></li> </ul>																																																									

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		<p>4.2.14 The Local Plan: Draft for Public Consultation (including site options for development), January 2016, contained a policy proposing the safeguarding of 112ha of land south of Spalding for the development of a Spalding Rail-Freight Interchange (RFI).</p> <p>4.2.15 This proposal had been informed by a significant amount of work (including public consultation) which was undertaken to identify a South Holland District Council-approved preferred site for a RFI in 2010. This site was subsequently promoted in the Local Plan: Combined Options and Sustainability Appraisal Report (May 2013) on the basis that it recognised the locational requirements for this type of facility, and the detailed findings of the 2009 consultant’s report titled ‘Rail-Freight Interchange Facilities for South Holland District’ [i]. The Spalding RFI was promoted in the emerging Local Plan because of a known developer interest in the project. Unfortunately, the developer in question was unable to reconfirm its interest - and therefore evidence deliverability of the project - in time for the preparation of the Preferred Sites for Development document in 2016. Consequently, it has not been possible to continue to promote the proposal and its identified site through the Local Plan.</p> <p>4.2.16 Notwithstanding this situation, the Joint Committee remains supportive of the principle of developing a Spalding RFI on the previously-identified site.</p> <p>[i] Rail-Freight Interchange Facilities for South Holland District – Intermodality</p> <ul style="list-style-type: none"> <li>• Amend 07 Long Sutton, 12 Butterwick, 16 Fleet Hargate, 22 Quadring to show the employment sites</li> <li>• Amend 02 Spalding and Pinchbeck to modify the boundary of Lincs Gateway to conform with the planning permission.</li> <li>• Amend 13 Cowbit to delete Co002</li> <li>• Amend 19 Moulton to delete Mo001</li> </ul>
MM009	New Policy 8 for prestige employment sites	<p>Produce a new policy on the 5 key (prestige) employment sites</p> <p><b>4.3 Prestige Sites Policy</b></p> <p>4.3.1 Policy 7 of the Local Plan identifies six prestige sites and the potential employment and other uses expected to be delivered. Policy 8 provides the overall requirements that apply to all the Prestige sites and further detailed parameters that must be considered in bringing forward development on each site.</p> <div style="border: 1px solid black; padding: 10px;"> <p><b>Policy 8 : Prestige Employment Sites</b></p> <p>The prestige sites identified in Policy 7 and on the Policies Map will each require a master plan. The following general principles will apply to the prestige sites:</p> <ol style="list-style-type: none"> <li>1. Delivery of a mix of employment opportunities that include the target sectors of agri-food, logistics, education, research and development, and the visitor economy as appropriate to each site;</li> <li>2. Well-designed schemes that deliver high quality development;</li> <li>3. Good access to the strategic highway network;</li> <li>4. Good connections into the local public transport, pedestrian and cycle network;</li> <li>5. The incorporation of landscaping schemes that contribute to a high quality development and where appropriate, mitigate the impacts of the prestige site with neighbouring developments and the open countryside.</li> <li>6. Ensure any flood risk issues are considered in line with Policy 4.</li> </ol> <p>The masterplans and any subsequent planning applications will need to take account of the following key parameters for each site.</p> <p><b>Q2: The Quadrant, Boston</b></p> <ul style="list-style-type: none"> <li>• The site forms part of the Sustainable Urban Extension (Sou006) to Boston (see Policy 13).</li> <li>• Development will comprise B1, A1, A2 and A3 uses associated with the community hub and marina hub as set out in Policy 13.</li> <li>• Access and internal road infrastructure will be delivered as part of an agreed comprehensive development of Sou006.</li> </ul> </div>

Schedule of Main Modifications

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		<ul style="list-style-type: none"> <li>• Provide a scheme that delivers utilities, water &amp; foul water, surface water drainage &amp; flood mitigation upgrades with reference to Policies 4 and 13.</li> <li>• Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.</li> <li>• Ensure a Heritage Impact Assessment is undertaken to identify any mitigation associated with the employment elements of the site with respect to the scheduled ancient monument to the north east of the site.</li> </ul> <p><b>Holbeach Food Enterprise Zone</b></p> <ul style="list-style-type: none"> <li>• The site will be subject to the production of a Local Development Order that will facilitate delivery of the site.</li> <li>• Development will comprise B1, B2, B8 and D1 uses.</li> <li>• Main access to be provided through improvements to the Peppermint Junction onto the A17 from the A151 and additional roundabout on the A151 to service the site.</li> <li>• Additional internal road infrastructure is required to service new development off the main access point to the site.</li> <li>• Provide a scheme that delivers utilities, water &amp; foul water, surface water drainage &amp; flood mitigation upgrades.</li> <li>• Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.</li> </ul> <p><b>Kirton Distribution Park</b></p> <ul style="list-style-type: none"> <li>• Development will comprise B1, B2 and B8 uses with some ancillary sui-generis use permitted.</li> <li>• Access to be provided by existing infrastructure via the junction to the A16 and the spine road that is present on the site.</li> <li>• Additional internal infrastructure is required to service new development off the existing spine road within the site.</li> <li>• Flood risk mitigation measures are already in place for the site but additional flood risk assessments will be required with individual applications.</li> <li>• Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.</li> </ul> <p><b>Bridge Road, Long Sutton</b></p> <ul style="list-style-type: none"> <li>• Development will comprise B1, B2 and B8 uses.</li> <li>• Access to be provided from Bridge Road.</li> <li>• Additional internal road infrastructure is required to service new development.</li> <li>• Provide a scheme that delivers utilities, water &amp; foul water, surface water drainage &amp; flood mitigation upgrades.</li> <li>• Deliver a landscaping scheme that ensures the site respects the character of the open countryside that is adjacent to the site.</li> </ul> <p><b>Lincs Gateway, Spalding</b></p> <ul style="list-style-type: none"> <li>• Development will comprise B1, B2 and B8 uses with some ancillary A3 and A4 uses permitted.</li> <li>• Access to be provided at two points off the B1173 and Barrier Bank from the A16/ A1175.</li> <li>• Additional internal road infrastructure is required to service new development off the two access points to the site.</li> <li>• Provide a scheme that delivers utilities, water &amp; foul water, surface water drainage &amp; flood mitigation upgrades.</li> </ul>

Schedule of Main Modifications

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MM010	Policy 9: Promoting a Stronger Visitor Economy	<ul style="list-style-type: none"> <li>Amend Paragraph 4.4.2 last sentence: 'Development, such as that related to the Fens Waterways Project, which concerns that relates to key assets will be supported, while respecting the sensitivity of some of the areas where such development may take place.'</li> <li>Amend Paragraph 4.4.3 second sentence: Locating most new visitor-related development, such as the proposed marina and related development at Q2: The Quadrant in Boston, within the settlements identified by Policy 2 will enable the potential wider community benefits to be realised whilst minimising the spread of development into the countryside.</li> </ul>
MM011	Policy 10: Meeting Objectively Assessed Housing Needs	<ul style="list-style-type: none"> <li>Delete Figure 4: South East Lincolnshire Housing Trajectory 2011-2036, and replace it with Figures 4 and 5 shown as below.</li> </ul> <p>Figure 4: Boston Borough Housing Trajectory 2011-2036</p>

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		<div data-bbox="593 262 1721 787"> <h3 style="text-align: center;">South East Lincolnshire Local Plan 2011-2036 Boston Borough Housing Trajectory</h3> </div> <p data-bbox="587 856 1285 888">Figure 5: South Holland District Housing Trajectory 2011-2036</p> <div data-bbox="593 945 1721 1606"> <h3 style="text-align: center;">South East Lincolnshire Local Plan 2011-2036 South Holland District Housing Trajectory</h3> </div> <ul data-bbox="638 1648 1172 1680" style="list-style-type: none"> <li>• Update housing targets and justification</li> </ul> <p data-bbox="587 1743 1202 1774"><b>5.2 Meeting Objectively Assessed Housing Needs</b></p> <div data-bbox="682 1806 2101 1934" style="border: 1px solid black; padding: 5px;"> <p data-bbox="712 1816 1528 1848"><b>Policy 10: Meeting Objectively Assessed Housing Needs Requirements</b></p> </div>

Schedule of Main Modifications

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		<p>Provision will be made for a net increase of at least <del>18,675</del> <b>19,425</b> dwellings in South East Lincolnshire. By Local Authority area over the Local Plan period (2011-2036) this is:</p> <table border="1" data-bbox="685 422 2101 520"> <tr> <td>1. Boston Borough:</td> <td><del>7,550 at 300 per annum</del> <b>7,744 at 310 per annum</b></td> </tr> <tr> <td>2. South Holland:</td> <td><del>11,125 at 445 per annum</del> <b>11,681 at 467 per annum</b></td> </tr> </table> <p><b>Reasoned Justification</b></p> <p>5.2.4 In terms of delivery, both Boston Borough and South Holland have a track record of meeting housing targets through completions over the long-term. Therefore, whilst completion rates have been significantly down <del>over</del> <b>for periods within</b> the last five years <b>and more</b> there is evidence that with more favourable economic conditions and an established, long-term, plan-led system, the higher housing need figures are not unachievable. <b>The Assessed Housing Requirement is derived from the Strategic Housing Market Assessment (SHMA) Update Report for the two HMA's (March 2017) with an uplift of 5% applied to increase the potential supply of affordable housing. The SHMA (March 2017) reports relatively low rates of vacant dwellings for the two HMAs (Boston Borough at 1.6% and South Holland at 1.9%). However, bringing such properties back into use will be supported in appropriate circumstances.</b> The per annum figures in Policy <del>10-9</del> are indicative and are a result of the overall totals divided by the 25-year Local Plan period. The monitoring of completions and ongoing commitments through new planning permissions will provide a more detailed account of delivery, especially for the purposes of assessing 5-year housing land supplies.</p> <p>5.2.5 In recognising the under-delivery of housing completions over the last five years the Local Plan sets out expected trajectories for housing development for five-yearly intervals starting in 2016-17. This start date is chosen as many of the larger sites, such as the strategic urban extensions and sites requiring major infrastructure investment, are unlikely to start to contribute to completions until several years after the Local Plan is adopted. The housing trajectories <del>below for the Local Plan area</del> <b>reflects housing commitments (planning permissions minus an assumed lapse rate) the housing allocations identified in the Local Plan, and windfall allowances. The detailed calculations (and the assumptions which underpin them) which make up the trajectories are set out in Appendix 4 to the Plan.</b></p> <p>5.2.6 <b>In the first six years of the Local Plan period (2011/12 to 2016/17), 1,860 dwellings should have been built in Boston Borough (310x6) and 2,802 in South Holland District (467x6). In fact, housing completions amounted to 971 in Boston Borough and 1,498 in South Holland, leaving a shortfall of 889 dwellings in Boston Borough and 1,304 in South Holland District. There are two well-established approaches for dealing with past shortfalls, which are known as the 'Sedgefield' and 'Liverpool' methods (the 'Sedgefield' method seeks to meet any shortfall over the following five years, whereas the 'Liverpool' method spreads it over all the remaining years of the plan period). The Local Plan's housing provisions (both commitments and allocations) rely heavily on Sustainable Urban Extensions, which will help to deliver important new infrastructure. As a consequence of their scale and complexity, these Sustainable Urban Extensions are not expected to deliver new dwellings until later in the Local Plan period. Thus, the provisions of the Local Plan are significantly 'back-loaded' and the shortfalls from the Local Plan's first six years will therefore be met over all the remaining years of the Plan period (i.e. the 'Liverpool' method will be used).</b></p>	1. Boston Borough:	<del>7,550 at 300 per annum</del> <b>7,744 at 310 per annum</b>	2. South Holland:	<del>11,125 at 445 per annum</del> <b>11,681 at 467 per annum</b>
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MM012	Policy 11: Distribution of New Housing	<ul style="list-style-type: none"> <li>Update paragraphs and policy as follows:</li> </ul> <p>5.3.4 The Boston Borough Strategic Housing Market Assessment<sup>22, 24</sup> has assessed the housing needs for the whole market area, the Boston urban area and also for the rural area (north and south of the urban area). The housing site allocations are broadly proportionate to these three area assessments. <b>The Peterborough Sub-Region Strategic Housing Market Assessment Update Report (October 2015) does not provide assessments for sub-areas within South Holland District.</b></p> <p>5.3.5 It is acknowledged that incremental growth in housing supply will also come about through infill and 'speculative' applications both within the settlements identified in Policy 11 and also within the Other Service Centres and Settlements. <b>Policy 1: Spatial Strategy is the main supporting policy through which to assess infill development opportunities (with reference to the relevant Inset Map).</b> Within the defined settlement boundaries there will be numerous opportunities for infill and larger-scale housing development that will be available to the local builder, self-builder, custom-builder and larger house-building companies. It is not practical to identify or anticipate all such opportunities; however, the positive tone of the Local Plan encourages such development provided that the material considerations of the Local Plan and particular sites can be met. Housing need may also be met through Policy 16: Rural Exception Sites, where appropriate.</p>				

Schedule of Main Modifications

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		<p><b>Policy 11: Distribution of New Housing</b></p> <p>New housing site allocations will be made in the following settlements (in accordance with the Policies Map) to meet, <b>approximately</b>, the following housing numbers:</p> <p><b>A. Sub-Regional Centres</b></p> <table> <tr> <td>Boston (incl. Parts of Fishtoft and Wyberton Parishes)*</td> <td><del>5900</del> <b>6111</b></td> </tr> <tr> <td>Spalding</td> <td><del>5255</del> <b>5510</b></td> </tr> </table> <p><b>B. Main Service Centres</b></p> <table> <tr> <td>Crowland</td> <td><del>500</del> <b>524</b></td> <td>Pinchbeck</td> <td><del>240</del> <b>252</b></td> </tr> <tr> <td>Donington</td> <td><del>450</del> <b>472</b></td> <td>Sutterton*</td> <td><del>300</del> <b>308</b></td> </tr> <tr> <td>Holbeach</td> <td><del>2100</del> <b>2202</b></td> <td>Sutton Bridge</td> <td><del>260</del> <b>273</b></td> </tr> <tr> <td>Kirton (incl. parts of Frampton Parish)*</td> <td><del>500</del> <b>514</b></td> <td>Swineshead*</td> <td><del>400</del> <b>411</b></td> </tr> <tr> <td>Long Sutton</td> <td><del>580</del> <b>608</b></td> <td></td> <td></td> </tr> </table> <p><b>C. Minor Service Centres</b></p> <table> <tr> <td>Bicker*</td> <td>50</td> <td>Old Leake*</td> <td>100</td> </tr> <tr> <td>Butterwick*</td> <td>70</td> <td>Quadring</td> <td>130</td> </tr> <tr> <td>Cowbit</td> <td>120</td> <td>Surfleet</td> <td>180</td> </tr> <tr> <td>Deeping St Nicholas</td> <td>80</td> <td>Sutton St James</td> <td>70</td> </tr> <tr> <td>Fishtoft*</td> <td>50</td> <td>Tydd St Mary</td> <td>40</td> </tr> <tr> <td>Fleet Hargate</td> <td>70</td> <td>Weston</td> <td>310</td> </tr> <tr> <td>Gedney Hill</td> <td>120</td> <td>Whaplode</td> <td>130</td> </tr> <tr> <td>Gosberton</td> <td>270</td> <td>Wigtoft*</td> <td>30</td> </tr> <tr> <td>Moulton</td> <td><del>90</del> <b>190</b></td> <td>Wrangle*</td> <td>100</td> </tr> <tr> <td>Moulton Chapel</td> <td>130</td> <td></td> <td></td> </tr> </table> <p>* Indicates a settlement in Boston Borough. Settlements with no asterisk are within South Holland District.</p> <p>Housing numbers are inclusive of extant planning permissions and dwellings built since April 2011.</p> <table border="1"> <thead> <tr> <th>Site Reference</th> <th>Site Name</th> <th>Site Area (Ha)</th> <th>Site Capacity</th> </tr> </thead> <tbody> <tr> <td colspan="4"><b>Boston</b></td> </tr> <tr> <td>Cen001</td> <td>Land north of Whitehorse Lane</td> <td>0.48</td> <td><del>50</del> <b>60</b></td> </tr> <tr> <td>Fen001</td> <td>Land west of Fenside Road</td> <td>1.83</td> <td>55</td> </tr> <tr> <td>Fen002</td> <td>Land north of Langrick Road</td> <td>1.16</td> <td>35</td> </tr> <tr> <td>Fen006</td> <td>Land east of Fenside Road</td> <td>8.00</td> <td>240</td> </tr> <tr> <td>Fis001</td> <td>Land east of Lindis Road</td> <td>7.46</td> <td>180</td> </tr> <tr> <td>Fis002</td> <td>Land north-east of Fishtoft Road</td> <td>0.41</td> <td>12</td> </tr> <tr> <td>Fis003</td> <td>Land east of White House Lane</td> <td>3.01</td> <td>90</td> </tr> </tbody> </table>	Boston (incl. Parts of Fishtoft and Wyberton Parishes)*	<del>5900</del> <b>6111</b>	Spalding	<del>5255</del> <b>5510</b>	Crowland	<del>500</del> <b>524</b>	Pinchbeck	<del>240</del> <b>252</b>	Donington	<del>450</del> <b>472</b>	Sutterton*	<del>300</del> <b>308</b>	Holbeach	<del>2100</del> <b>2202</b>	Sutton Bridge	<del>260</del> <b>273</b>	Kirton (incl. parts of Frampton Parish)*	<del>500</del> <b>514</b>	Swineshead*	<del>400</del> <b>411</b>	Long Sutton	<del>580</del> <b>608</b>			Bicker*	50	Old Leake*	100	Butterwick*	70	Quadring	130	Cowbit	120	Surfleet	180	Deeping St Nicholas	80	Sutton St James	70	Fishtoft*	50	Tydd St Mary	40	Fleet Hargate	70	Weston	310	Gedney Hill	120	Whaplode	130	Gosberton	270	Wigtoft*	30	Moulton	<del>90</del> <b>190</b>	Wrangle*	100	Moulton Chapel	130			Site Reference	Site Name	Site Area (Ha)	Site Capacity	<b>Boston</b>				Cen001	Land north of Whitehorse Lane	0.48	<del>50</del> <b>60</b>	Fen001	Land west of Fenside Road	1.83	55	Fen002	Land north of Langrick Road	1.16	35	Fen006	Land east of Fenside Road	8.00	240	Fis001	Land east of Lindis Road	7.46	180	Fis002	Land north-east of Fishtoft Road	0.41	12	Fis003	Land east of White House Lane	3.01	90
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Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change			
		Fis017a	Land south of Wainfleet Road	9.62	200
		Fis033	Land west of Toot Lane	7.39	222
		Fis038	Land west of Church Green Road	1.76	53
		Nor006	Land west of Horncastle Road	2.38	71
		Pil002	Land south of Main Ridge East	0.32	13
		Pil006	Boston Delivery Office, South End	0.48	19
		Sou006	Land south of Chain Bridge Road (SUE)	63.31	1515
		Wes001	Land west of Freshney Way	0.37	11
		Wes002	Land south of North Forty Foot Bank (SUE)	45.92	1138
		Wyb013	Land south of Swineshead Road	2.84	85
		Wyb033	Land north of Tytton Lane East	8.33	250
		Wyb041	291-293 London Road, Boston	1.38	41
		<b>TOTAL</b>		<del>156.81</del>	<b>4080</b>
				<b>166.45</b>	<b>4,290</b>
		<b>Spalding</b>			
		Mon005	Land south of Horseshoe Road	2.93	88
		Mon008	Land north of Bourne Road	14.47	434
		Pin024	Land north of the Vernatts Drain (SUE with Pin 045)	11.67	350
		Pin025	Land east of Spalding Road	0.37	11
		Pin045	Land west of Spalding Road (SUE with Pin024)	22.53	676
		Pin050	Spalding Lifestyle, Spalding Road	1.68	50
		Stm004	Land east of Spalding Common	4.66	140
		Stm010	Land west of Spalding Common	2.09	63
		Stm028	The Elders	3.6	108
		<b>TOTAL</b>		<b>64.0</b>	<b>1,920</b>
		<b>Crowland</b>			
		Cro011	Land north of Barbers Drove North	1.54	31



Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change			
		Cro036	18 Low Road	1.48	30
		Cro043	Land east of Crease Drove	1.54	31
		Cro044	Rear of 11 Barbers Drove North	1.47	29
		Cro046	Former South View Community Primary School	0.68	14
		Cro050	Land to the east of Normanton Road	3.50 <del>48</del>	70
		<b>TOTAL</b>		<b>10.21<del>19</del></b>	<b>205</b>
		<b>Donington</b>			
		Don001	Land south of Town Dam Lane	2.65	53
		Don006	Land east of Town Dam Lane	5.49	110
		Don008	Land west of Maltings Lane	3.61	72
		Don018	Land north of Quadring Road	2.62	52
		Don030	Land east of Town Dam Lane	0.61	12
		<b>TOTAL</b>		<b>14.98</b>	<b>299</b>
		<b>Holbeach</b>			
		Hob004	Land east of Balmoral Way	5.85	109
		Hob010	Land west of Fen Road	0.79	10
		Hob032	Land off Battlefields Lane	6.27	185
		Hob048	Land east of the A151 (SUE)	42.2	750
		<b>TOTAL</b>		<b>55.11</b>	<b>1,054</b>
		<b>Kirton</b>			
		Kir016	31-33 London Road	1.25	<del>25</del> 40
		Kir034	Land east of Woodside Road	2.05	41
		Kir041	Land to the west of London Road	5.1	102
		<b>TOTAL</b>		<b>8.4</b>	<b>168</b> <b>183</b>
		<b>Long Sutton</b>			
		Los008	Land east of Lime Walk	1.72	34

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change			
		Los015	Land east of Seagate Road	10.74	215
		Los026	Land east of Lime Walk	2.29	46
		Los046	Land east of Station Road	0.7	24 14
		<b>TOTAL</b>		<b>15.45</b>	<b>319</b>
					<b>309</b>
		<b>Pinchbeck</b>			
		Pin002	Land north of Market Way	1.32	26
		Pin019	Land east of Surfleet Road	1.69	34
		Pin065	Birchgrove Garden Centre, Surfleet Road	2.44	49
		<b>TOTAL</b>		<b>5.45</b>	<b>109</b>
		<b>Sutterton</b>			
		Sut009/Sut028	Land south of Spalding Road/west of Station Road	<del>12.44</del> 13.14	263
		<b>TOTAL</b>		<del>12.44</del> 13.14	<b>263</b>
		<b>Sutton Bridge</b>			
		Sub027	Land south of Bridge Road	10.25	210
		<b>TOTAL</b>		<b>10.25</b>	<b>210</b>
		<b>Swineshead</b>			
		Swi015	Land west of Station Road	5.81	116
		Swi018	Land at North End	1.74	35
		Swi037	Land west of High Street	2.94	59
		Swi038	Land west of Station Road	3.77	75
		<b>TOTAL</b>		<b>14.26</b>	<b>285</b>
				<b>10.49</b>	<b>210</b>
		<b>Bicker</b>			
		Bic004	Land east of Donington Road	1.35	27
		Bic005	Land west of Low Gate Lane	0.48	10
		Bic015	Land west of Drury Lane	0.51	10

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change			
		Bic017	Land east of St Swithins Close	0.91	18
		<b>TOTAL</b>		<b>1.90</b>	<b>38</b>
				<b>2.77</b>	<b>55</b>
		<b>Butterwick</b>			
		But002	Land east of Sea Lane	1.05	21
		But004	Land east of Benington Road	1.03	21
		But020	Land north of Peter Paine Close	0.77	15 23
		<b>TOTAL</b>		<b>2.85</b>	<b>57</b>
					<b>65</b>
		<b>Cowbit</b>			
		Cow004	Land west of Backgate	1.63	33
		Cow009	Land west of Backgate	1.03	21
		<b>TOTAL</b>		<b>2.66</b>	<b>54</b>
		<b>Deeping St Nicholas</b>			
		Dsn007	Caulton's Field, Littleworth Drove	3.19	66
		<b>TOTAL</b>		<b>3.19</b>	<b>66</b>
		<b>Fishtoft</b>			
		Fis046	Land east of Gaysfield Road	2.69	45
		<b>TOTAL</b>		<b>2.69</b>	<b>45</b>
		<b>Fleet Hargate</b>			
		Fle003	Land south of Fleet Road	1.88	38
		<b>TOTAL</b>		<b>1.88</b>	<b>38</b>
		<b>Gedney Hill</b>			
		Geh003	Land west of Hillgate	3.34	67
		Geh004	Land north of Mill Lane	0.82	16
		Geh015	Land east of West Drove South	1.44	29
		<b>TOTAL</b>		<b>5.60</b>	<b>112</b>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change			
		<b>Gosberton</b>			
	Gos001	Land east of York Gardens	3.80	76	
	Gos003	Land west of Quadring Road	4.05	81	
	Gos006	Land north of Westhorpe Road	0.50	10	
	Gos023	Bowgate Lane	3.49	70	
	<b>TOTAL</b>		<b>11.84</b>	<b>237</b>	
		<b>Moulton</b>			
	Mou016	Land east of Broad Lane	0.86	17	
	Mou023	Land east of Church Lane	0.51	10	
	Mou035	Former Gardman Premises, High Street,	2.58	52	
	<b>TOTAL</b>		<del>1.37</del> <b>3.95</b>	<del>27</del> <b>79</b>	
		<b>Moulton Chapel</b>			
	Mou029	Land south of Roman Road	2.86	46	
	Mou042	Land north of Roman Road	3.90	78	
	<b>TOTAL</b>		<b>6.76</b>	<b>124</b>	
		<b>Old Leake</b>			
	-	-	-	-	
	<b>TOTAL</b>		-	-	
		<b>Quadring</b>			
	Qua002	Land south-west of Main Road	0.69	14	
	Qua003	Land north-east of Main Road	4.15	83	
	Qua004	Land east of Cresswell Drive	0.88	18	
	<b>TOTAL</b>		<b>5.72</b>	<b>115</b>	
		<b>Surfleet</b>			
	Sur003	Land north of Station Road	1.23	20	
	Sur006	Land south of Park Lane	1.30	26	
	Sur016	Land west of Coalbeach Lane South	2.18	44	

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change			
		<b>TOTAL</b>		<b>4.71</b>	<b>90</b>
		<b>Sutton St James</b>			
		Suj007	Land south of Chapel Gate	0.53	11
		Suj012	Land south of Chapel Gate	2.10	42
		<b>TOTAL</b>		<b>2.63</b>	<b>53</b>
		<b>Tydd St Mary</b>			
		Tyd014	Land at Lowgate	1.54	31
		<b>TOTAL</b>		<b>1.54</b>	<b>31</b>
		<b>Weston</b>			
		Wsn003	Land north of High Road	6.11	135
		Wsn022	Land east of Small Drove	3.88	60
		Wsn029	Land off High Road	2.83	57
		<b>TOTAL</b>		<b>12.82</b>	<b>252</b>
		<b>Whaplode</b>			
		Wha002	Land east of Stockwell Gate	1.95	39
		Wha019	Land south of Cobgate	1.37	27
		<del>Wha029</del>	<del>Land off Main Road</del>	<del>1.61</del>	<del>33</del>
		<b>TOTAL</b>		<del>4.93</del> <b>3.32</b>	<del>99</del> <b>66</b>
		<b>Wigtoft</b>			
		Wig014	Land west of Asperton Road	0.94	19
		<b>TOTAL</b>		<b>0.94</b>	<b>19</b>
		<b>Wrangle</b>			
		Wra013	Land west of Tooley Lane/north of Main Road	2.25	45
		<b>TOTAL</b>		<b>2.25</b>	<b>45</b>
		<b>Reasoned Justification</b>			
		<ul style="list-style-type: none"> <li>Amend</li> </ul>			

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>5.3.8 In the delivery of housing developments Policy 3 2: Development Management and Policy 4 3: Design of New Development will be key considerations in designing efficient and sustainable forms of housing. Appendix 5 of the Local Plan provides an assessment of constraints and infrastructure that may need to be met on the housing sites in Policy 11. Whilst these considerations may change over the plan period they are a useful starting point in preparing development proposals.</p> <ul style="list-style-type: none"> <li>• Amend</li> </ul> <p>5.3.9 The housing site allocations for each settlement identified by Policy 11 are set out in Table 3, and indicate the capacity of the sites shown on the Inset Maps.....</p> <p>Inset Map No. 1 – Boston</p> <ul style="list-style-type: none"> <li>• Extend The ‘Housing Commitment’ on the eastern side of Toot Lane to encompass all the land covered by permission B/15/0280</li> <li>• Identify a ‘Housing Allocation’ (Fis017A) off Wainfleet Road, Boston</li> </ul> <p>Inset Map No.02 – Spalding and Pinchbeck</p> <ul style="list-style-type: none"> <li>• Delete sites Pin052, Pin055 and Pin059 shown as forming part of the Vernatts SUE</li> </ul> <p>Inset Map No. 10 – Swineshead</p> <ul style="list-style-type: none"> <li>• Delete the northern third of the ‘Housing Allocation’ (Swi038) at Station Road, Swineshead</li> </ul> <p>Inset Map No. 11 – Bicker</p> <ul style="list-style-type: none"> <li>• Delete the ‘Housing Allocation’ (Bic005) at Low Gate Lane, Bicker</li> <li>• Identify a ‘Housing Allocation’ (Bic004) at Donington Road, Bicker</li> </ul> <p>Inset Map No. 19 – Moulton</p> <ul style="list-style-type: none"> <li>• Identify a ‘Housing Allocation’ (Mou035) at former Gardman premises, High Street, Moulton</li> </ul> <p>Inset Map No. 27 – Whaplode</p> <ul style="list-style-type: none"> <li>• Redesignate the ‘Housing Allocation’ (Wha029) at Main Road, Whaplode as a ‘Housing Commitment’</li> </ul>
MM013	New Policy 12 on release of reserve housing sites	<p><b>5.4 Release of Reserve Housing Sites</b></p> <p>5.4.1 The need to identify an alternative range of reserve sites for residential development is necessary to ensure that the strategy in the Local Plan provides sufficient flexibility in the event that development on allocated and existing commitments stalls. Appendix 5 of the Local Plan provides information with regard to the constraints and infrastructure requirements that may need to be met in bringing these sites forward.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><b>Policy 12 - Reserve Sites</b></p> <p>The following sites in the table below are identified on the Policies Maps as Reserve Sites. These are sites that will be brought forward for development in the event that the allocated sites do not deliver housing development at the expected rate as expressed in the Housing Trajectory (Appendix 4).</p> <p>The trigger for releasing Reserve Sites will be determined by the application of the Housing Delivery Test set out in National Policy and Guidance.</p> </div>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change																																																																						
		<p>The decision to release reserve sites will be made by the appropriate local planning authority where it has been determined from the Housing Delivery Test that it is necessary to release reserve sites. All reserve sites within the appropriate local planning authority will be considered for release.</p> <table border="1" data-bbox="715 396 1976 1388"> <thead> <tr> <th>Settlement</th> <th>Site ref.</th> <th>Site Name</th> <th>Site Area (ha)</th> <th>Site Capacity</th> </tr> </thead> <tbody> <tr> <td>Donington</td> <td>Don035</td> <td>Land to the north of Town Dam Lane</td> <td>6.76</td> <td>135</td> </tr> <tr> <td>Holbeach</td> <td>Hob011</td> <td>Land to the south of Wignals Gate</td> <td>3.48</td> <td>70</td> </tr> <tr> <td>Kirton</td> <td>Kir036</td> <td>Land to the north of Craven Avenue</td> <td>3.84</td> <td>77</td> </tr> <tr> <td>Sutterton</td> <td>Sut034</td> <td>Land to the north of Wigtoft Road</td> <td>2.47</td> <td>49</td> </tr> <tr> <td>Deeping St Nicholas</td> <td>Dsn018</td> <td>Land off New Road</td> <td>1.90</td> <td>38</td> </tr> <tr> <td>Fishtoft</td> <td>Fis041</td> <td>Land to the east of Church Green Road</td> <td>1.97</td> <td>39</td> </tr> <tr> <td>Gosberton</td> <td>Gos011</td> <td>Land to the north-west of Belchmire Lane</td> <td>4.95</td> <td>99</td> </tr> <tr> <td>Moulton Chapel</td> <td>Mou028</td> <td>Land to the east of Roman Road</td> <td>0.82</td> <td>16</td> </tr> <tr> <td>Old Leake</td> <td>Old005</td> <td>Land to the south and east of School Lane</td> <td>0.66</td> <td>10</td> </tr> <tr> <td>Quadring</td> <td>Qua006</td> <td>Land to the south of Watergate</td> <td>1.90</td> <td>38</td> </tr> <tr> <td>Surfleet</td> <td>Sur018</td> <td>Land between Station Road and the A152</td> <td>5.06</td> <td>101</td> </tr> <tr> <td>Weston</td> <td>Wsn034</td> <td>Land to the south of High Road</td> <td>7.06</td> <td>141</td> </tr> <tr> <td>Wigtoft</td> <td>Wig015</td> <td>Land to the east of Asperton Road</td> <td>0.52</td> <td>10</td> </tr> </tbody> </table> <p>5.4.2 The SELLP identifies 13 reserve sites that are intended to be brought forward for development if the delivery of allocated sites and other housing commitments fails to meet the threshold of delivery set out in the Housing Delivery Test defined by Government policy.</p> <p>5.4.3 The policy makes it clear that the Housing Delivery Test will be applied at an individual local authority scale. This is consistent with the approach to five year land supply that is set out for Boston and South Holland. A failure to meet the Housing Delivery Test in either Boston or South Holland Council areas will therefore trigger the release of all reserve sites within that authority's area. If both local authorities do not meet the Housing Delivery Test then the reserve sites will be released in both Councils' areas.</p> <p>5.4.4 Specific attention will need to be paid to any consideration of the release of site Dsn018 in Deeping St Nicholas. Appendix 5 of the Local Plan notes that Deeping St Nicholas has existing challenges with respect to its capacity to deal with the treatment of wastewater and sewerage from any further new developments in the village. A suitable solution will need to be agreed with the Environment Agency and Anglian Water before planning permission is granted for development at the site.</p> <p><b>Monitoring</b></p> <p><u>No. of housing completions per annum by LPA</u></p> <p><u>No. of housing completions on released Reserve Sites</u></p>	Settlement	Site ref.	Site Name	Site Area (ha)	Site Capacity	Donington	Don035	Land to the north of Town Dam Lane	6.76	135	Holbeach	Hob011	Land to the south of Wignals Gate	3.48	70	Kirton	Kir036	Land to the north of Craven Avenue	3.84	77	Sutterton	Sut034	Land to the north of Wigtoft Road	2.47	49	Deeping St Nicholas	Dsn018	Land off New Road	1.90	38	Fishtoft	Fis041	Land to the east of Church Green Road	1.97	39	Gosberton	Gos011	Land to the north-west of Belchmire Lane	4.95	99	Moulton Chapel	Mou028	Land to the east of Roman Road	0.82	16	Old Leake	Old005	Land to the south and east of School Lane	0.66	10	Quadring	Qua006	Land to the south of Watergate	1.90	38	Surfleet	Sur018	Land between Station Road and the A152	5.06	101	Weston	Wsn034	Land to the south of High Road	7.06	141	Wigtoft	Wig015	Land to the east of Asperton Road	0.52	10
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Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<ul style="list-style-type: none"> <li>Update : 04 Donington, 05 Holbeach, 06 Kirton, 08 Sutterton, 14 Deeping St Nicholas, 15 Fishtoft, 18 Gosberton, 20 Moulton Chapel, 21 Old Leake, 22 Quadring, 23 Surfleet, 26 Weston, 28 Wigtoft Inset Maps to show these Reserve Sites.</li> </ul>
MM014	New Policy 13 for Sou006	<p><b>5.5 South West Quadrant (Sou006) Sustainable Urban Extension</b></p> <p>5.5.1 The Sustainable Urban Extension (SUE) site identified as Sou006 on the Boston Inset Map is a large mixed development predominantly led by meeting housing needs but also incorporating significant highway infrastructure (part of the Boston Distributor Road), employment opportunities and tourist leisure attractions. An indicative layout plan (for illustrative purposes) can be found in an appendix to the Local Plan.</p> <div data-bbox="679 533 2080 1425" style="border: 1px solid black; padding: 10px;"> <p><b>Policy 13: South West Quadrant Sustainable Urban Extension (Sou006)</b></p> <p>Land to the south west of the existing urban area of Boston is allocated as a mixed use development and will be developed in accordance with a Masterplan for the area, to be agreed with Boston Borough Council, so as to deliver the following:-</p> <ol style="list-style-type: none"> <li>Approximately 1515 new homes (of which about 1276 will be built in the plan period);</li> <li>Approximately 2.5 ha of employment comprising of B1, A2, A3 and A4 uses;</li> <li>Open space comprising equipped play space, informal play space and space of ecological value combined with Sustainable Urban Drainage systems and linked with integrated footpaths and, where possible, providing wider access to the existing permissive footpath/cycleway network;</li> <li>A marina hub linked to the South Forty Foot Drainage channel and inland waterways incorporating moorings and associated marina facilities together with residential, commercial and leisure/tourist uses.;</li> <li>Community Hub incorporating a site for a new Primary School, local shopping and community facilities;</li> <li>A section of the Boston Distributor Road from London Road to the site and West End Road;</li> <li>Satisfactory mitigation of flood risk;</li> <li>Satisfactory mitigation for impact upon adjacent Scheduled Ancient Monument.</li> </ol> </div> <p>5.5.2 Site Sou006 is a large sustainable urban extension of about 63 ha. that is expected to deliver housing, employment and community infrastructure (through the mixed uses on BO008 and a site for a new Primary School), a marina linked to the inland waterways and a network of open space. The primary means of access will be via a proposed section of the Boston Distributor Road. It is expected that the majority of development will be completed within the plan period.</p> <p>5.5.3 The 1515 new homes (approximately) will provide a wide range of house types meeting affordable housing needs as identified in Policy 17 and a mix of housing as identified in Policy 16. Inclusive living with definable and distinctive neighbourhoods will be provided through good design and well integrated access and open space. Footpath and cycle access to community facilities and play space will also be integral to the residential areas. The provision of an integrated footpath network is particularly important to give options for dog walking and offset the likelihood of impacts upon the Wash coastal footpaths and areas of habitat importance (see Policy 24: The Natural Environment).</p> <p>5.5.4 In addition to the residential uses, the Masterplan will be evolved around both a Marina and Community “Hub” to provide a unique mixed use development for the town. Further traffic modelling will be undertaken to inform the development of the Masterplan, design of the Distributor Road and the phased delivery of the development and associated transport infrastructure.</p>



Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>5.5.5 The Marina Hub will be a major focal point for the development, providing a prestigious location for a tourist/leisure attraction linked to the development of the regional inland waterways network. The Community Hub will provide a site for a new primary school, alongside local shopping and other community facilities.</p> <p>5.5.6 A Heritage Impact Assessment as part of a wider archaeological assessment of the site will be required to ensure that the scheduled ancient monument located immediately adjacent to the north eastern extent of the site is appropriately considered with suitable mitigation measures as part of the Masterplan.</p> <p>5.5.7 The site is identified as being vulnerable to the severest flood risk with a failure in tidal defences providing a threat of “danger for all” and so flood mitigation will be an essential requirement to ensure safety for residents now and for the expected lifetime of the homes. Sustainable urban drainage systems will also be necessary and these might work in combination with informal open space provision, ecological habitat creation and opportunities for drainage and water retention provided by the marina.</p> <p><b>Monitoring</b></p> <ul style="list-style-type: none"> <li><u>Number of housing completions within the sustainable urban extension per annum</u></li> <li><u>Area of land in B1, B2 and B8 use within the sustainable urban extension per annum</u></li> <li><u>Area of land in open space use (by type) within the sustainable urban extension per annum</u></li> <li><u>Length (Kilometres) of the Boston Distributor Road delivered within each five-year period (by phase)</u></li> </ul> <ul style="list-style-type: none"> <li>• Show indicative layout in Appendix 10</li> </ul>
MM015	New Policy 14 for Wes002	<p><b>5.6 South of North Forty Foot (Wes002) Sustainable Urban Extension</b></p> <p>5.6.1 The Sustainable Urban Extension (SUE) site identified as Wes002 on the Boston Inset Map is a large residential development providing access to nearby existing employment opportunities and community infrastructure namely; a Primary School, Princess Royal Sports Area and sports pitches, and extensive retailing. The development also provides the opportunity for a local centre and is accessed, primarily, by part of the Boston Distributor Road. An indicative layout plan (for illustrative purposes) can be found in an appendix to the Local Plan.</p> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p><b>Policy 14: South of the North Forty Foot Sustainable Urban Extension (Wes002)</b></p> <p>Land to the south of the North Forty Foot and adjoining the existing urban area of Boston is allocated as a, predominantly, residential development and will provide:</p> <ol style="list-style-type: none"> <li>1. Approximately 1138 new homes;</li> <li>2. Approximately 10 ha of public open space and space of ecological value combined with Sustainable urban Drainage systems linked with integrated footpaths and where possible providing access to the wider permissive footpath network;</li> <li>3. A 0.5.ha site for a Local Centre;</li> <li>4. A Distributor Road (with landscaping) extending south to north to the North Forty Foot Drain;</li> <li>5. Good pedestrian and cycle access to nearby employment and community facilities will be integral to the development;</li> <li>6. Satisfactory mitigation of flood risk.</li> </ol> </div>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>5.6.2 Site Wes002 is a large sustainable urban extension of about 46 ha. which is expected to deliver housing, community infrastructure, a network of open space and good access to nearby primary school provision (existing). Employment opportunities lie immediately to the south and a wide range of shopping facilities within a mile. The primary means of access will be via the Boston Distributor Road joining the existing access on Gilbert Drive and then going northwards to the North Forty Foot Drain. The development is expected to be completed in the plan period.</p> <p>5.6.3 The 1138 new homes (approximately) will provide a range of house types meeting affordable housing needs as identified in Policy 17 and a mix of housing as identified in Policy 16. Inclusive living with definable and distinctive neighbourhoods will be provided through good design and well integrated access and open space. Footpath and cycle access to community facilities and play space will also be integral to the residential areas. The provision of an integrated footpath network is also particularly important to give options for dog walking and offset the likelihood of impacts upon the Wash coastal footpaths and areas of habitat importance (see Policy 24: The Natural Environment).</p> <p>5.6.4 The site is identified as being vulnerable to severe flood risk with a failure in tidal defences providing a threat of “danger for all” or “danger for most” and so flood mitigation will be an essential requirement to ensure safety for residents now and for the expected lifetime of the homes. Sustainable urban drainage systems will also be necessary and these might work in combination with informal open space provision and ecological habitat creation.</p> <p><b>Monitoring</b></p> <ul style="list-style-type: none"> <li><u>Number of housing completions within the sustainable urban extension per annum</u></li> <li><u>Area of land in open space use (by type) within the sustainable urban extension per annum</u></li> <li><u>Length (Kilometres) of the Boston Distributor Road delivered within each five-year period (by phase)</u></li> </ul> <ul style="list-style-type: none"> <li>• Show indicative layout in Appendix 10</li> </ul>
MM016	Former Policy 12: Vernatts Sustainable Urban Extension (renumbered as 15)	<p><b>5.7 Vernatts Sustainable Urban Extension</b></p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p style="text-align: center;"><b>Policy 12 15: Vernatts Sustainable Urban Extension</b></p> <p>Land to the north of the Vernatt’s Drain, as identified on the Policies Map <del>Inset for Spalding and (Pinchbeck and Spalding Inset)</del>, will provide approximately 4,000 dwellings and supporting community infrastructure, <del>the Northern Sections 4 and 5 and part of the Central Section</del> of the Spalding Western Relief Road (SWRR) and significant open space.</p> <p>The <b>Vernatts sustainable</b> urban extension (SUE) will be delivered in several phases as follows, the completion of which is expected to extend beyond the Local Plan period:</p> <p>A. <b>Phase 1</b> will include:</p> <ol style="list-style-type: none"> <li>1. the creation of a five-spur roundabout at the junction of Spalding Road with Enterprise Way (Roundabout 1, which will form the first part of <b>Section 5 of the Northern Section of the SWRR)</b>, and the <b>Local Highway Authority’s acquisition of the land required for the SWRR through to Blue Gowt Lane;</b></li> <li>2. the development of approximately 500 dwellings on land to the east of the Joint Line railway and north of the proposed <del>Northern</del> <b>Section 5</b> of the SWRR, accessed off the five-spur roundabout;</li> <li>3. land lying to the east of the Joint Line railway and south of the proposed <del>Northern</del> <b>Section 5</b> of the SWRR to be designated as Recreational Open Space which will be protected from built development;</li> <li>4. 4 ha of land adjoining Market Way to be designated as Recreational Open Space which will be protected from built development;</li> </ol> <p>B. <b>Phase 2</b> will include:</p> <ol style="list-style-type: none"> <li>1. the south-westward continuation of <b>Section 5 of the Northern Section of the SWRR from its spur on Roundabout 1, via a bridge crossing of the Joint Line railway to its end point at to a roundabout junction (Roundabout 2) situated to the west of Two Plank Bridge; and</b></li> </ol> </div>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>2. the development of approximately 500 dwellings and appropriate community infrastructure accessed off Roundabout 2, which are expected to be completed within the Local Plan period.</p> <p>C. <b>Phase 3</b> will include:</p> <ol style="list-style-type: none"> <li>1. <del>the first stage of the Central Section 4 of the SWRR, which involves its south-westward continuation in parallel with the Vernatt's Drain up to a bridge crossing of it to the west of Wygate Park, and then leaving the urban extension and progressing southwards to a roundabout junction with the A151 Bourne Road; and</del></li> <li>2. <del>following the completion of the SWRR to its junction with the A151 Bourne Road,</del> the development of approximately 3000 dwellings and appropriate community infrastructure beyond the Local Plan period, accessed off a combination of Roundabout 2, and one or more junctions on that part of the SWRR lying within the urban extension.</li> </ol> <p>The provision of new or enhanced physical and community infrastructure will be required to mitigate the impact of development across the three phases of the urban extension and contribute to the creation of a sustainable community. Some of this will be provided within the urban extension and some outside, as appropriate. It will be secured via s106 agreements and relate to the provision of:</p> <ol style="list-style-type: none"> <li>1. a local centre within the urban extension to west of the Joint Line railway;</li> <li>2. nursery, primary and secondary school places;</li> <li>3. health care facilities; and</li> <li>4. open space, and sports and recreational facilities; and</li> <li>5. <b>mitigation and/or enhancement measures in respect of the historic and natural environments.</b></li> </ol> <p>Development proposals will be expected to:</p> <ol style="list-style-type: none"> <li>i. <b>undertake a heritage impact assessment to inform the master planning of the site. The heritage impact assessment will identify heritage assets including non-designated archaeology, assess their significance, and assess the impact of the development on their significance. Appropriate measures for mitigation and enhancement will be identified and set out in the assessment;</b></li> <li>ii. <b>the heritage impact assessment results should inform the approaches to the layout and design of development across the site. Planning applications for the site should accord with the heritage impact assessment;</b></li> <li>iii. provide an element of affordable housing in accordance with Policy <del>15</del> <b>18</b>;</li> <li>iv. provide a range of dwelling types and sizes to deliver a balanced community over the lifetime of the development;</li> <li>v. take account of agreed Design Codes (or other mechanisms employed) to ensure high-quality and locally-distinctive design;</li> <li>vi. make appropriate provision of on-site open space, including any specific requirements identified to mitigate any impacts identified by project-level HRA;</li> <li>vii. maximise opportunities for safe and convenient walking and cycling by giving careful consideration to the location of key uses <b>within the sustainable urban extension and by providing links to neighbouring areas;</b></li> <li>viii. integrate sufficient car and cycle parking in accordance with the standards set out in Policy <del>31</del> <b>36</b>;</li> <li>ix. demonstrate that potential noise and visual impacts arising from the SWRR and the Joint Line railway can be adequately mitigated; <del>and</del></li> <li>x. <b>incorporate a foul drainage strategy for the sustainable urban extension as a whole, and for each phase; and</b></li> </ol>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>xi. incorporate a comprehensive Sustainable Drainage System to manage surface water drainage and safeguard against any increased flood risk <b>and</b></p> <p>xii. <b>create natural habitat, contribute to resilient ecological networks and provide net natural environmental gain.</b></p> <p><del>Further detail relating to the delivery of this proposal will be set out in separate master plans for the individual phases to be agreed with South Holland District Council and its partners.</del></p> <p><del>In order to assist the delivery of this proposal, the land accommodating the route of the Northern and Central (first stage) Sections of the SWRR will be protected, and in association with the grant of planning permission for any particular phase of the urban extension, schemes secured by either planning condition or legal agreement for its transfer to, or adoption by, the relevant public body shall be agreed.</del></p> <p><b>Phases 1 and 2 of development will be required to contribute to the delivery of Section 5 of the SWRR, and Phase 3 will be required to contribute to the delivery of Sections 3 and 4 of the SWRR. These contributions will be in accordance with the Local Highway Authority's approved SWRR Delivery Strategy<sup>70</sup>;</b></p> <p><b>In respect of all three Phases, South Holland District Council and the Local Highway Authority will seek to secure formal agreements with relevant developers/landowners on financial and other contributions. However, if necessary, the authorities will also consider the use of statutory powers, including compulsory purchase, to ensure delivery of the SWRR.</b></p> <p><b>Notwithstanding the provisions of other policies in this Local Plan, all proposals for development within the designated area of this SUE will be subject to developer contributions, the calculation of which will be subject to viability.</b></p> <p><b>Development proposals for these three Phases which do not meet the detailed requirements set out in the SWRR Delivery Strategy or which compromise the strategic role of the road will not be permitted. Specifically, housing development cannot commence on:</b></p> <ul style="list-style-type: none"> <li><b>• Phase 1, until such time as the land required for the route of Section 5 to Blue Gowt Lane is acquired by the Local Highway Authority; and</b></li> <li><b>• Phase 3, until South Holland District Council, as local planning authority, has approved the number of dwellings that could be provided in advance of the completion of Section 3 of the SWRR (which links the Vernatts SUE with the A151 Bourne Road should there be a delay in its delivery).</b></li> </ul> <p><del>Further detail relating to the delivery of this proposal will be set out in separate master plans for the individual phases to be agreed with South Holland District Council and its partners, which must conform to the approved SWRR Delivery Strategy. The preparation of master plans should have regard to the key constraints outlined below.</del></p> <p><b>In respect of the whole of the proposed development:</b></p> <ul style="list-style-type: none"> <li><b>• water supply network: infrastructure and any improvements required to serve proposed growth; and</b></li> <li><b>• foul sewerage network capacity: infrastructure and any improvements required to serve proposed growth.</b></li> </ul> <p><b>In respect of Site Pin045 (covering Phase 1 and part of Phase 2):</b></p>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<ul style="list-style-type: none"> <li>• it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of ‘danger for most’ and ‘danger for some’, and flood depth in 2115 as up to 1m. Development will be required to include appropriate mitigation;</li> <li>• gas mains cross the site;</li> <li>• water mains and sewers cross the site and the site layout should be designed to take these into account consistent with the requirements of Policy 5 of the Local Plan;</li> <li>• the South Holland District Council (SHDC) contaminated land register refers to the railway line and to filled land near this site.</li> </ul> <p>In respect of Site Pin024 (covering part of Phase 2 and Phase 3):</p> <ul style="list-style-type: none"> <li>• it is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of ‘danger for some’, ‘low hazard and ‘no hazard’ and flood depth in 2115 as up to 0.5m. Development will be required to include appropriate mitigation.</li> <li>• water mains cross the site and the site layout should be designed to take these into account consistent with the requirements of Policy 5 of the Local Plan;</li> <li>• it wraps around a pottery which is identified on the SHDC contaminated land register.</li> </ul> <p><b>Reasoned Justification</b></p> <p>5.7.3 The provision of an additional 4,000 new homes is expected to require significant supporting community infrastructure to meet the needs of future residents in the Local Plan period and beyond. This could include education, healthcare and sports facilities as well as affordable homes. Infrastructure requirements for the urban extension will be developed through the Infrastructure Delivery Plan<sup>5</sup> and Whole Plan Viability Assessment<sup>4</sup>, and through negotiations with developers and partners. <del>A green infrastructure strategy will show how the extent and mix of open space functions will be managed, in the long term, and should incorporate the findings of the project-level HRA required for this site (see Policy 24). All provision should also be identified on the respective master plans for each phase.</del></p> <p>5.7.4 <del>The rationale that has informed the evolution of the policy from that set out in the Preferred Options report<sup>6</sup> to that now detailed in Policy 12 is explained in ‘A strategy for the delivery of a further phase of the Spalding Western Relief Road and major housing growth in Spalding’ Background Paper<sup>46</sup>.</del></p> <p>5.7.4 A heritage impact assessment will ensure that, in addition to potential archaeology, the various land drains and field patterns forming part of the historic landscape character of the area, and associated with the Vernatt’s Drain, are taken into account in preparing the master plans.</p> <p>5.7.5 A green infrastructure strategy will show how the extent and mix of open space functions will be managed, in the long-term, and should incorporate the findings of the project-level HRA required for this site (see Policy 28). All provision should also be identified on the respective master plans for each phase.</p> <p>5.7.6 To support the delivery of the proposed urban extension and the strategic SWRR, the policy seeks to ensure that land required to deliver the SWRR through each phase of the development is secured. South Holland District Council’s expectation is that this should be through acquisition of the required land by the Local Highway Authority. The precise details of the mechanism for the securing of the land will be identified in the approved SWRR Delivery Strategy. As part of the Local Highway Authority’s approach to supporting the delivery of the SWRR, the County Council has confirmed that it will seek to utilise its statutory powers to secure the land if necessary. This approach seeks to ensure that the phases of development and their respective timing align with the delivery of the strategic highway infrastructure.</p> <p>5.7.7 South Holland District Council and the County Council will utilise their best endeavours to secure the completion of Section 3 of the SWRR in advance of the commencement of development on Phase 3 of the SUE, in order to create two principal points of vehicular access into the urban extension as soon as possible, and thereby help to spread the impact of traffic arising from the proposal. However, there might be unavoidable delays associated with the road’s construction which should not unduly delay the commencement of housing development on Phase 3 if</p>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>market circumstances are favourable. Accordingly, careful consideration would be given to identifying the number of dwellings that could be accommodated on Phase 3, in traffic-management terms, should there be a delay in providing the second point of access.</p> <p>5.7.8 Further background in respect of the provision of the SWRR is set out in Policy 35: Delivering the Spalding Transport Strategy.</p> <p><b>Monitoring</b></p> <p><u>Number of housing completions within the sustainable urban extension per annum</u></p> <p><u>Amount Length (kilometres) of the northern phase of the SWRR delivered within each five year period</u></p> <ul style="list-style-type: none"> <li>Show indicative layout in Appendix 10</li> </ul>
MM017	Former Policy 13: Holbeach West Sustainable Urban Extension (renumbered as 16)	<ul style="list-style-type: none"> <li>Amend bullet point 4.i. of policy as follows:</li> </ul> <p>4.i. 'green corridors alongside the New River Drain and other drains crossing the site to provide a well-connected green network for access and recreation and to enhance the historic environment;'</p> <p>Add the following sentence to the end of paragraph 5.8.11:</p> <p>5.8.11 A Heritage Impact Assessment will ensure that the significance of the Grade II listed building adjoining the site and any associated archaeological remains are identified, and addressed in the master plan. 'Meanwhile the promotion of green infrastructure alongside the drainage channels will help reflect the distinctive historic landscape character of the area in the design of any new development.'</p> <ul style="list-style-type: none"> <li>Add new criterion 7 (as below) and renumber existing criterion 7 and subsequent criteria accordingly:</li> </ul> <p>'7. a foul drainage strategy for the Holbeach West Sustainable Urban Extension as a whole, and for each phase;'</p> <p>In paragraph 5.8.4, second sentence, insert the following after 'internal road network':</p> <p>'and the foul drainage system' should....</p> <ul style="list-style-type: none"> <li>point out that access from food enterprise centre and residential is from Peppermint Junction</li> <li>support the provision of the roundabouts on the A151 and at the A151/A17 junction which will enable access to the residential site and the proposed Holbeach Food Enterprise Zone;</li> <li>Include provision in the policy to ensure that no residential proposals for residential development on the SUE, regardless of number of dwellings, can avoid making developer contributions by inserting the following paragraph:</li> </ul> <p>Notwithstanding the provisions of other policies in this Local Plan, all proposals for development within the designated area of this SUE will be subject to developer contributions, the calculation of which will be subject to viability.</p> <ul style="list-style-type: none"> <li>Ensure main constraints are listed in SUE policies. Therefore, at end of policy insert:</li> </ul> <p>The preparation of a master plan should have regard to the key constraints outlined below:</p> <ol style="list-style-type: none"> <li>the site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for most' and 'danger for some' and flood depth in 2115 as 0m-1.0m. Development will be required to include appropriate mitigation;</li> <li>the site has considerable heritage significance as it comprises the immediate and wider setting of a Grade II listed building (The Old Cottage);</li> <li>a sewer pipe crosses the site, and therefore the site layout should be designed to take this into account consistent with the requirements of Policy 5 of the Local Plan; and</li> <li>the site lies within the encroachment zone for Holbeach Water Recycling Centre (WRC). Accordingly, the risk of odour should be considered as part of the master planning of the site with the requirements of Policy 30 of the Local Plan. Development proposals will need to demonstrate that neither the continuing use of the WRC nor the residential amenity of future occupants will be compromised.'</li> </ol>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<ul style="list-style-type: none"> <li>• Show indicative layout in Appendix 10</li> </ul>
MM018	Former Policy 14: Providing a Mix of Housing (renumbered as 17)	<p><b>5.9 Providing a Mix of Housing</b></p> <p><b>Policy 14 17: Providing a Mix of Housing</b></p> <p>In residential developments of 10 or more dwellings the Local Planning Authorities will seek to secure a mix of property types to meet the housing needs of the Local Plan area for both market and affordable housing.</p> <p>1. In Boston Borough the following needs have been identified:</p> <ul style="list-style-type: none"> <li>• One bedroom homes: About 5% of market and 33% of affordable</li> <li>• Two bedroom homes: About 33% of market and 40% of affordable</li> <li>• Three bedroom homes: About 48% of market and 26% of affordable</li> <li>• Four or more bedroom homes: About 12% of market and 1% of affordable</li> </ul> <p>2. In South Holland the following needs have been identified:</p> <ul style="list-style-type: none"> <li>• One bedroom homes: 0-5% of market housing and 20-25% of affordable</li> <li>• Two bedroom homes: 30-35% of market and 35-40% of affordable</li> <li>• Three bedroom homes: 45-50% of market and 30-35% of affordable</li> <li>• Four or more bedroom homes: 15-20% of market and 5-10% of affordable</li> </ul> <p>Where specific site constraints may lead to proposals that vary substantially from the indicative range of house sizes the applicant will need to provide evidence to justify this.</p> <p>The provision of new houses will seek to meet the long term needs of the plan area in order to maintain and provide mixed, inclusive and sustainable communities. Family homes of two or three bedrooms are in highest demand for both the market and affordable housing sectors and one bedroom homes are also required to meet affordable needs.</p> <p>A growing ageing population with the increasing likelihood of mobility and disability needs to be met also make up over 10% of housing needs over the plan period and these should be met through provision of homes capable of adaption and also through specialist care home provision. With a decreasing ability to access everyday facilities independently and an increasing need for healthcare, specialist care home provision should be located in the most sustainable settlements e.g. Sub-Regional Centres and Main Service Centres.</p> <p>The Local Plan will also seek to meet the housing needs of non travelling Gypsy and Traveller households and also custom and self builders as they may come forward.</p> <p><b>Reasoned Justification</b></p> <p>5.9.2 Housing needs and house types will change over time but by aiming for a mix of development on all sites of 10 or more dwellings it is expected that such developments will not only bring about better overall design but will remain, sustainable, viable and attractive residential environments in the long-term. The percentages shown in Policy 14 do not add up to 100%, and for South Holland an indicative range is shown. The differences in approach are a consequence of the different approaches taken in the Strategic Housing Market Assessments<sup>22,23,24</sup>. The Strategic Housing Market Assessments for both Boston and South Holland identify that over 80% of new homes (for market houses) should provide two or three bedrooms (about 30% two bedrooms and 50% three bedrooms). The need for four or more bedrooms as market housing is above 15% for South Holland but in Boston Borough this need is less (at about 12%). To meet affordable housing the needs in both areas are also for one bedroom accommodation (about 30% in Boston Borough and about 25% in South Holland). In general, the mix of housing should be applied with some flexibility; the size and shape of each site, the type and tenure of housing proposed, such as sheltered housing for older people or specialist housing for those with disabilities, as well as site-specific constraints and viability may inform the housing mix. This may include provision of affordable housing (see Policy 15). Planning conditions or a Section 106 agreement will be used to secure the appropriate mix of housing.</p>



Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>5.9.3 In consideration of the mix of house types it will also be important for developers to provide <del>housing units</del> <b>homes</b> that are fit for purpose. Outside Building Regulations, the Local Planning Authorities will advise developers to, at least, meet the minimum space standards in national guidance<sup>10</sup>. <b>Homes that are capable of adaption over time (e.g. through Part M of the Building Regulations) will help to meet the evolving needs of people with disabilities and the ageing population.</b> South East Lincolnshire has a growing ageing population with an increasing likelihood of mobility and care support needs to increase over the plan period. The delivery of specialist housing is complex whether provided by the private or public sector, and partnership working with all relevant stakeholders will be paramount to the delivery of such schemes. When considering planning applications for sheltered and specialist housing schemes for older and disabled people the relevant Council will favour schemes where; the site is well served by passenger transport; there is good access to local services and facilities and the proposal is appropriate to its locality e.g. Sub-Regional Centres and Main Service Centres.</p> <p>5.9.4 The Strategic Housing Market Assessment for the two Housing Market Areas considers arising housing needs irrespective of ethnic origin or lifestyle preferences e.g. non-travelling Gypsy and Travellers or Houseboat Dwellers. Boston Borough and South Holland District have existing boat mooring opportunities and also a very small number of boat dwellers (less than 5 in the two Council areas). There are also proposals for additional marina facilities and longer term improvements to waterway access and use. The Local Plan provides significant opportunities by which a large variety of arising housing needs can be met through; small to large allocated sites, infill opportunities and rural exception sites plus criteria based policies providing a positive assessment of unforeseen arising needs and proposals. As noted under Policy 9 (Distribution of New Housing), opportunities for infill development within Settlement Boundaries can also meet the known interest registered by self and custom house builders. Neither the Boston Borough or South Holland District Council areas have significant populations of further education students with specific housing requirements to be met nor do they border other plan areas where further education establishments are in close proximity. Former and existing RAF and Army bases lie outside the plan area but there are no known proposals for closure or evidence that the specific housing needs of personal will need to be met in the plan area.</p> <p>5.9.5 Applicants are strongly encouraged to discuss the housing mix and requirements, including affordable housing requirements (in terms of percentage, tenure mix, types and sizes) with the relevant planning authority at pre-application stage.</p> <p><b>Monitoring</b>  <u>Number of homes completed by size to meet market and affordable housing needs per annum</u></p>
MM019	Former Policy 15: Affordable Housing (renumbered as 18)	<p><b>5.6 Affordable Housing</b></p> <p><b>Policy 15 18: Affordable Housing</b></p> <p>In South East Lincolnshire the following need for affordable housing has been identified:</p> <p>A. In Boston Borough about <del>100</del> <b>263</b> new affordable dwellings per annum, equating to over <del>80%</del> <b>one-third</b> of the overall annual housing need; and</p> <p>B. In South Holland about <del>280</del> <b>282</b> new affordable dwellings per annum, equating to about <del>half</del> <b>60%</b> of the overall annual housing need.</p> <p>The affordable housing need will be <del>met</del> <b>sought on</b>:</p> <ol style="list-style-type: none"> <li>1. market housing sites of 11 or more dwellings (or residential developments with an internal floor area of 1,000sqm or more with a requirement of:             <ol style="list-style-type: none"> <li>i. <b>about</b> 20% being affordable housing on sites in Boston Borough; and</li> <li>ii. <b>about</b> 25% being affordable housing on sites in South Holland;</li> </ol> </li> <li>2. through sites proposed by developers specifically for affordable housing; and</li> <li>3. through Rural Exceptions Sites.</li> </ol> <p>The proportion of affordable housing that can be provided on market housing sites may vary according to the site specific considerations such as viability, other infrastructure requirements and the type of affordable housing need to be met. The following <del>requirement</del> <b>provision</b> will be sought in each Local Planning Area:</p> <ol style="list-style-type: none"> <li>4. on sites in Boston Borough a mix of <b>about</b> 75% <b>affordable for rent</b> and <b>about</b> 25% intermediate <b>housing for sale</b>; and</li> </ol>



Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p data-bbox="736 264 2080 289">5. on sites in South Holland District a mix of <b>about 70% affordable for rent</b> and <b>about 30% intermediate housing for sale</b>.</p> <p data-bbox="715 323 2080 390"><b>Affordable for rent may include social rented, affordable rented or intermediate rented, and intermediate housing for sale may include shared ownership, shared equity and starter homes depending on the identified need.</b></p> <p data-bbox="715 424 2065 646">On site provision will be required. Where circumstances relating to the delivery of affordable housing make it impractical to deliver the affordable housing on site, developers will provide sound evidence to the Local Authority why on site provision cannot be achieved. Where such evidence is accepted by the Local Authority the developer will be expected to make equivalent off-site provision or a financial contribution to enable the need to be met elsewhere. In Boston Borough this will be elsewhere in the sub area in which the site is located (either: Boston, North/East Parishes or South/West Parishes). In South Holland elsewhere is anywhere within the District.</p> <p data-bbox="715 680 2080 863"><b>As part of the mix of affordable housing, developments should also consider needs for specialist accommodation and how a site could contribute towards delivering them. This may include provision for affordable Gypsy, Traveller and Travelling Showpersons pitches and plots in line with any needs identified in the latest Gypsy and Traveller Accommodation Assessment or Strategic Housing Market Assessment. This would include the needs of those communities who are identified either within or outside the Government’s definition set out in Planning Policy for Traveller Sites.</b></p> <p data-bbox="611 961 863 989"><b>Reasoned Justification</b></p> <p data-bbox="596 1024 2778 1287">5.10.5 With changes brought through by The Housing and Planning Act 2016 the definition of affordable housing now includes ‘Starter Homes’. Evidence from the Strategic Housing Market Assessments<sup>22, 23</sup> <b>for the Local Plan area</b> suggest that starter homes provided at 20% below market value will only be of marginal benefit in meeting overall affordable housing needs. This is because income levels for the majority of those in need of affordable housing would still be below the market level with the 20% reduction. It is also the case that to commit to a Starter Home and a mortgage requires job security and a steady income. Policy <b>14 18</b> indicates a flexible approach towards the proportion of affordable housing that might be met on any one site. This is necessary as a single type of affordable housing product (social-rented, <b>affordable rented, intermediate rented, shared ownership, shared equity products mixed tenures</b> or Starter Homes) are unlikely to meet the overall need on any one site and also the viability of individual sites in relation to land values and the profitability of developments will vary, especially over the Local Plan period. The Local Planning Authorities will ask for site-specific viability assessments where there is uncertainty that a submitted scheme will meet overall housing needs.</p> <p data-bbox="596 1320 2718 1425">5.10.6 <b>Since April 2015 there have been 327 affordable homes completed within the South East Lincolnshire area. Of these 78% have been Registered Provider (RP) led all affordable housing schemes with support from Homes and Communities Agency (HCA) grant, and in Boston they were supporting RPs with their own grant, as opposed to planning gain through s.106 obligations. These were delivered, at a time when RPs were scaling back their development programmes in response to a number of Government austerity measures, including:</b></p> <ul data-bbox="685 1459 2748 1612" style="list-style-type: none"> <li data-bbox="685 1459 1525 1486">• <b>The 1% rent reduction imposed on all Affordable Housing Providers</b></li> <li data-bbox="685 1499 1596 1526">• <b>Lower HCA grant allocations, available for Shared Ownership tenures only</b></li> <li data-bbox="685 1539 2748 1566">• <b>Introduction of Universal Credit, Benefit Cap, ‘Bedroom Tax’, Local Housing Allowance freezes, shared room rate for under 35s and uncertainty over supported housing rent rates</b></li> <li data-bbox="685 1579 1486 1606">• <b>Introduction of Starter Homes in affordable housing definitions.</b></li> </ul> <p data-bbox="596 1646 2778 1791">5.10.7 <b>Recently there has been a change in emphasis in national policy with RPs and Councils being encouraged to build more affordable homes through a variety of initiatives including: an end to the rent reduction from 2020, greater HCA grant available for Social and Affordable Rent, greater certainty for higher rent levels for supported housing and a relaxation of borrowing rules. Historical lower levels of affordable housing RP led delivery can be attributed to the confusion that has gone before (especially around revenue) of the Government measures. However, it is considered that we are moving in a direction where the environment for investment through RPs and Councils is going to be more favourable.</b></p> <p data-bbox="596 1824 2807 1969">5.10.8 <b>Many of the local RPs to South East Lincolnshire have good working relationships with both Councils and Accent Nene, Longhurst, LACE Housing and Waterloo Housing Group are all exploring developing all affordable schemes in the area. Westleigh Homes and Kaplan Property Group are both looking for land opportunities in the area to develop all affordable schemes in partnership with the Registered Providers listed above. RPs are increasingly preferring developing all affordable schemes to acquiring s.106 affordable stock, therefore it is presenting more of a challenge in the area to ensure that all of the affordable housing delivered through planning gain is acquired by RPs at the preferred tenure mix to best meet local needs.</b></p>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>5.10.9 It is difficult to predict exactly when housing will be delivered as to some extent it depends on how the market is performing. However for South Holland there are projected to be 390 affordable housing completions up to March 2020. Over 60% of which are all affordable RP or Council led schemes. SHDC has £18 million budgeted for the delivery of new affordable housing and has two schemes at advanced stages. For Boston there are projected to be 319 affordable completions up to March 2019, 60% of which are all affordable RP led schemes. These schemes will be funded partly by HCA grant through the Affordable Homes Programme 2016-21, for which Continuous Market Engagement is operating at present.</p> <p>5.10.10 Homes England, formerly 'The Homes and Communities Agency' operate funding rounds e.g. the Affordable Homes Programme 2015-18 and the Shared Ownership and Affordable Homes Programme 2016- 2021 by issuing prospectus and inviting bids from qualified investment partners. In addition they also operate Continuous Market Engagement for new schemes coming forward during these programmes. Programmes and schemes with partners are selected on a number of factors including track record of partners, deliverability of individual schemes and local authority support. The information above demonstrates that RPs have contributed significantly to past affordable housing completions and are expected to be a major source of affordable housing delivery within the next few years but because policy at national level is evolving and funding availability uncertain for more than a few years in advance these levels of delivery are difficult to predict. Both Councils will continue to work in partnership with the RPs to maximise all opportunities for an increase in the supply of affordable housing.</p> <p>5.10.11 Where there is evidence that the proportion of affordable housing cannot be met on-site, Policy 14 would enable off-site provision or a financial contribution to be made to enable provision elsewhere. This might be on an allocated site through Policy <del>10-11</del>: <b>Distribution of New Housing</b> or through Policy <del>15</del> <b>19: rural Exception Sites</b>. Planning conditions or a Section 106 agreement will be used in the implementation of Policy <del>14</del> <b>18</b> or where off-site provision or financial contributions are sought.</p> <p>5.10.12 As part of the mix of affordable housing, developments should also consider needs for specialist accommodation and how a site could contribute towards delivering them. This may include provision for affordable Gypsy, Traveller and Travelling Showpersons pitches and plots in line with any needs identified in the latest Gypsy and Traveller Accommodation Assessment or Strategic Housing Market Assessment. This would include the needs of those communities who are identified either within or outside the Government's definition set out in Planning Policy for Traveller Sites.</p> <p><b>Monitoring</b> The number of affordable homes completed per annum</p>
MM020	Former Policy 17: Accommodation for Gypsies, Travellers and Travelling Show People. (renumbered as 20)	<p>Reword the policy to read:</p> <div style="border: 1px solid black; padding: 10px;"> <p><b>Policy <del>17</del> 20: Accommodation for Gypsies, Travellers and Travelling Showpeople</b></p> <p>The redevelopment or change of use of an Existing Residential Gypsy/Traveller Site or Existing Residential Travelling Showperson's Site (as identified on the Policies Map) will be permitted only if an assessment has been undertaken which has clearly shown that the site is no longer required to meet the accommodation needs of the Gypsy/Traveller or Travelling Showpersons communities.</p> <p>Between 2011 and 2036, evidence suggests that, in South East Lincolnshire, there will be a need for the provision of:</p> <ul style="list-style-type: none"> <li>• 4 new permanent residential pitches for gypsies and travellers; and</li> <li>• 1 new permanent residential plot for travelling showpeople.</li> </ul> <p>This need will be met through the development of the sites identified on the Policies Map and listed below:</p> <ul style="list-style-type: none"> <li>• <b>Land at The Stables, Baulkins Drove, Sutton St James</b> allocated as a 'Proposed Residential Travelling Showperson's Site', to provide accommodation for one additional household; and</li> <li>• <b>Land at Bleu Raye Farm, Mill Gate, Whaplode Fen</b> allocated as a 'Proposed Residential Gypsy/Traveller Site', to provide accommodation for four households.</li> </ul> <p>Planning permission will be granted for the development of these sites, provided that proposals:</p> <ol style="list-style-type: none"> <li>1. will be adequately provided with appropriate infrastructure such as electricity, drinking-water, waste-water treatment and recycling/waste management;</li> <li>2. will not have a significant adverse effect on the amenities of existing local residents or adjoining land users (and proposals must therefore give careful consideration to layout, landscaping, external lighting schemes, and the type of business uses that would be appropriate (if mixed residential and business use is proposed)); and</li> </ol> </div>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>3. will be successfully assimilated into both their immediate environs and the wider landscape.</p> <p>Additional needs which may arise during the Local Plan period will be met through the determination of planning applications on other, unallocated sites. <b>Planning permission will be granted for proposals on such sites, provided that they meet criteria 1 to 3 above, and they:</b></p> <p><del>Planning permission will be granted for proposals on allocated and unallocated sites provided that they:</del></p> <ol style="list-style-type: none"> <li>a. provide occupants with an acceptable standard of amenity;</li> <li>b. are not located adjacent to uses likely to endanger the health of occupants, such as a refuse tip, water recycling centres or contaminated land;</li> <li>c. respect the scale of the nearest settled community;</li> <li>d. will not place undue pressure on local infrastructure;</li> <li>e. will not adversely affect heritage assets or areas of importance to nature conservation; <del>and</del></li> <li>f. will not prejudice highway safety or give rise to problems of parking or highway access;</li> </ol> <p><del>Planning permission will be granted</del></p> <ol style="list-style-type: none"> <li>g. for sites for permanent residential use, <del>if they:</del> <ol style="list-style-type: none"> <li>i. provide occupants with access to education, health care and recreational facilities, shops and employment within reasonable travelling distances, preferably by walking, cycling or public transport;</li> <li>ii. are suitable (or capable of being made suitable) for mixed residential and business use;</li> <li>iii. are not located within Flood Zone 3a or 3b; <del>or and, if are</del> located in Flood Zone 2, <del>and</del> the Sequential and Exception Tests have been passed; and</li> </ol> </li> <li>h. for sites for transit or stopping place use, <del>if they are</del> not located within Flood Zone 3b; <del>or and, if are</del> located within Flood Zone 3a, <del>and</del> the Sequential and Exception Tests have been passed.</li> </ol> <p>Delete paragraph 5.8.4, i.e.</p> <p>The Local Plan identifies two areas of land to meet these needs, namely:</p> <ul style="list-style-type: none"> <li>• <b>Land at The Stables, Baulkins Drove, Sutton St James:</b> allocated as a 'Proposed Residential Travelling Showperson's Site', to provide accommodation for one additional household (see Inset Map No. 24); and</li> <li>• <b>Land at Bleu Raye Farm, Mill Gate, Whaplode Fen:</b> allocated as a 'Proposed Residential Gypsy/Traveller Site', to provide accommodation for four households (see Inset Map No. 72).</li> </ul> <p>Delete paragraph 5.8.6, i.e.</p> <p>Sites must:</p> <ol style="list-style-type: none"> <li>a. <del>be safe in terms of flood risk (caravans are potentially more vulnerable in a flood event), vehicular access and 'bad neighbour' uses that might threaten the health of occupants;</del></li> <li>b. <del>provide occupants with an acceptable quality of life – access to essential services and facilities, and reasonable environmental quality; and</del></li> </ol> <p><del>not harm their surroundings or the amenities of neighbours.</del></p> <p>Inset Map No. 1 – Boston</p> <ul style="list-style-type: none"> <li>• Identify an 'Existing Residential Gypsy/Traveller Site' at Redstone Road, Boston</li> </ul> <p>Inset Map No. 2 – Spalding &amp; Pinchbeck</p> <ul style="list-style-type: none"> <li>• Identify an 'Existing Residential Gypsy/Traveller Site' at South Drove, Spalding Common, Spalding</li> <li>• Identify an 'Existing Residential Gypsy/Traveller Site' at A16 and Drain Bank North junction, Spalding</li> </ul>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<ul style="list-style-type: none"> <li>• Identify an ‘Existing Residential Gypsy/Traveller Site’ at Pecks Drove East, Spalding</li> </ul> <p>Inset Map No. 5 – Holbeach</p> <ul style="list-style-type: none"> <li>• Identify an ‘Existing Residential Gypsy/Traveller Site’ at Rose View Drive, Holbeach</li> </ul> <p>Inset Map No. 18 – Gosberton</p> <ul style="list-style-type: none"> <li>• Identify an ‘Existing Residential Travelling Showperson’s Site’ at Westhorpe Road, Gosberton</li> </ul> <p>Inset Map No. 24 – Sutton St James</p> <ul style="list-style-type: none"> <li>• Identify an ‘Existing Residential Travelling Showperson’s Site’ at Baulkins Drove, Sutton St James</li> </ul> <p>Inset Map No. 38 – Gedney Church End &amp; Black Lion End</p> <ul style="list-style-type: none"> <li>• Identify an ‘Existing Residential Gypsy/Traveller Site’ at Ropers Gate, Gedney</li> </ul> <p>Inset Map No. 42 – Gosberton Risegate &amp; Clough</p> <ul style="list-style-type: none"> <li>• Identify an ‘Existing Residential Gypsy/Traveller Site’ at Beck Bank, Gosberton Clough</li> <li>• Identify an ‘Existing Residential Gypsy/Traveller Site’ at Short Drove, Gosberton Clough</li> </ul> <p>Inset Map No. 69 – Whaplode St Catherine</p> <ul style="list-style-type: none"> <li>• Identify an ‘Existing Residential Gypsy/Traveller Site’ at Cranesgate North/Hurdletree Bank, Whaplode St Catherine</li> </ul>
MM021	Former Policy 18: Houses in Multiple Occupation and the Sub-Division of Dwellings (renumbered as 21)	<ul style="list-style-type: none"> <li>• Reword first numbered bullet point in the policy to:               <ol style="list-style-type: none"> <li>1. it would not result in the loss of family-sized dwellings in high density residential areas and streets of predominantly terraced and/or semi-detached properties;</li> </ol> </li> <li>• Delete the following sentence from the end of the policy: <del>Where appropriate for licensing purposes, proposals for the creation of a HMO should be in accordance with DASH space standards (or any successor).</del></li> <li>• Amend final sentence of paragraph 5.13.4 to: In applying this policy, ‘family-sized dwellings’ means houses with 3 or more bedrooms and ‘high density residential streets’ should be taken as meaning streets of predominantly terraced and/or semi-detached properties.</li> <li>• Amend paragraph 5.13.9 and delete reference to DASH standards: 5.13.9 Proposals for the creation of HMOs and the sub-division of existing properties into flats should provide satisfactory standards of living accommodation and amenity. This means that the property should be of an adequate size for the proposed use and the layout, range of facilities and external amenity space should ensure an adequate standard of residential amenity for future occupiers. One step in achieving an adequate standard of accommodation is to ensure that there is adequate living space which complies with Nationally Described Space Standards set out in national policy<sup>10</sup>. Furthermore, for some large HMOs, a licence is required. Where this is the case, the proposal should be in accordance with DASH space standards (or any successor).</li> </ul>
MM022	Former Policy 19: Replacement Dwellings in the Countryside (renumbered as 22)	<ul style="list-style-type: none"> <li>• Amend point 3 to               <ol style="list-style-type: none"> <li>3 the original building is not of architectural or historic merit and is not capable of repair, restoration would be preferred to replacement;</li> </ol> </li> <li>• Amend point 5 of policy to: ‘The replacement building is positioned on a similar footprint to the original building unless it can be demonstrated that the re-positioning would have beneficial impacts such as benefit improving the character and appearance of the site and its locality; and.’</li> <li>• Amend paragraph 5.14.6 to:</li> </ul>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>5.14.6 The replacement dwelling should be located on a similar footprint to the dwelling which it replaces, unless it can be shown that a more appropriate location within the existing residential curtilage exists. For instance, relocation elsewhere within the existing residential curtilage may <b>make the replacement dwelling less intrusive in the rural landscape or enable it to achieve safer access to the highway. It may also have other beneficial environmental impacts such as the reduction of reduce flood risk, the remediation of contaminated land or the promotion of nature conservation and biodiversity.</b> <del>make the replacement dwelling less intrusive in the rural landscape or achieve safer access to the highway.</del></p>
MM023	Former Policy 21: The Retail Hierarchy (renumbered as 24)	<ul style="list-style-type: none"> <li>• Divide into A, B, C, delete criterion B1</li> <li>• Amend section 'B. District and Local Centres' by including a reference expressing support for markets and other initiatives which would enhance the vitality and viability of such centres.</li> <li>• and amend criterion 2 (in relation to assessments of impact)</li> </ul> <div style="border: 1px solid black; padding: 10px; margin-top: 10px;"> <p><b>Policy <del>21</del> 24: The Retail Hierarchy</b></p> <p>Retail and other main town centre uses should be located in accordance with the following hierarchy, as defined on the Policies Map:</p> <p><b>A. Sub-Regional Centres</b>  The town centres of Boston and Spalding (as defined by the Town Centre Boundaries) will be the locational focus for the development of town centre uses; planning permission will be granted for retail, food and drink outlets, financial and professional services, leisure and tourist-related uses (Classes A1-A5, B1, D1 and D2) and residential development. <b>The provision of markets and other appropriate initiatives that would enhance the vitality and viability of Boston and Spalding town centres will be supported.</b></p> <p><b>B. District and Local Centres</b>  In the District Centre of Holbeach and the Local Centres of Crowland, Donington, Kirton, Long Sutton and Sutton Bridge, town centre uses will be permitted where they, on their own or cumulatively with other permitted development, will generate no significant harm upon the vitality and viability of that centre or any other centre within the hierarchy, particularly with regard to their role for food shopping. <b>The provision of markets and other appropriate initiatives that would enhance the vitality and viability of such centres will be supported.</b></p> <p>New development within the Sub-Regional, District and Local Centres will be expected to:</p> <ol style="list-style-type: none"> <li><del>1.</del> <b>1.</b> be physically integrated and have good pedestrian and cycle links, with the rest of the centre;</li> <li><del>2.</del> <b>2.</b> generate a reasonable level of footfall and be open to the public;</li> <li><del>3.</del> <b>3.</b> contribute to an appropriate balance of uses;</li> <li><del>4.</del> <b>4.</b> achieve an acceptable level of amenity, including provision of refuse and recycling facilities; and</li> <li><del>5.</del> <b>5.</b> achieve an acceptable level of highway access, parking and servicing.</li> </ol> <p><b>C. Outside the retail hierarchy</b></p> <p>Outside the retail hierarchy, individual local shops and small neighbourhood clusters of them within a settlement boundary, which meet the day-to-day needs of nearby residents, will be promoted. Wherever possible such new uses should be located in close proximity to each other, unless serving very local catchments e.g. corner shops.</p> <p>Outside the defined town centre boundaries, development propos<del>ing</del><b>ing for</b> the change of use or loss of any premises or land currently or last used as a local shop (Class A1) will be permitted where it can be demonstrated that:</p> <ol style="list-style-type: none"> <li>1. there is sufficient provision in the catchment area; and</li> <li>2. the applicant has provided clear evidence that the property has been openly marketed without a successful conclusion for a period of not less than 12 months on terms that reflect the lawful use and condition of the premises.</li> </ol> </div>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>The vitality and viability of centres in the retail hierarchy will be maintained and enhanced. Proposals for retail use outside the Primary Shopping Areas as identified on the Policies Map, or for other main town centre uses, outside the town centre boundaries and where not provided for under Policy <del>23</del> 27, will be required to demonstrate their suitability through a sequential test in line with the National Planning Policy Framework<sup>9</sup>.</p> <p>In addition, and other than for provision under Policy <del>23</del> 27, a robust assessment of impact on nearby town centres will be required for any retail proposal that:</p> <ol style="list-style-type: none"> <li>1. provides a retail floor space of 500sqm (net) or more outside Boston town centre <b>boundary</b> (but within Boston Borough); <b>and</b></li> <li>2. provides a retail floor space of 250sqm (net) or more outside Spalding <b>town centre boundary</b> and the District and Local Centres (for Kirton within Boston Borough and for all other town centres within South Holland District).</li> </ol> <p>If planning permission is granted for retail development in an out-of-centre or edge-of-centre location (as defined by national policy<sup>9</sup>), the range of goods sold may be restricted either through planning conditions or legal agreement.</p> <p><b>New Local Centres</b></p> <p>Three new Local Centres will be required in the Sustainable Urban Extensions at Holland Park, Spalding; at Pin024/Pin045: Vernatts Sustainable Urban Extension; and at Sou006: Q2: The Quadrant, Boston. Such provision should provide for local food shopping (up to 500sqm net) and additional small shops, community facilities, and other local services to meet local residents' day-to-day needs. The development of new centres will be required to consolidate and enhance the existing network and hierarchy of centres and not harm their vitality and viability. Such provision should be agreed with the relevant Local Planning Authority in a master plan for each site.</p> <ul style="list-style-type: none"> <li>• remove reference to scale from paragraph 6.2.7.</li> </ul> <p>6.2.7 Accordingly, a balanced approach to new development in town centres will be undertaken to promote an attractive customer experience; new uses will be permitted as long as the level of new development promoted is <del>of a scale and intensity</del> appropriate to its location, and does not undermine that centre's position in the hierarchy or the role of any other centre identified. Uses which attract a reasonable level of customers and therefore footfall will be supported, as these can generate passing trade for other shops and facilities in that part of a town centre thereby aiding the prosperity of the centre overall.</p> <p>'provides a retail floor space of 250 sq. m (net) or more outside Spalding <b>town centre boundary</b> and the District and Local Centres....'</p> <ul style="list-style-type: none"> <li>• Amend first sentence of paragraph 6.2.11 to: 'Additionally, for retail development, an impact assessment may be required (<b>unless justified by Policy 27</b>)...'</li> </ul>
MM024	New policy titled: 25 Ensuring Viable Town Centres	<p><b>6.3 Ensuring viable town centres</b></p> <p><b>6.3.1 Policy 25 is an enabling Policy to encourage the Boston and Spalding Town Centres to evolve. It could be seen as a building block to ensure that the Town Centres remain in the spotlight for opportunities for retail, entertainment, commerce and activity where shops, businesses, restaurants and events continue to attract significant numbers of people.</b></p>



Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>6.3.2 A large number of public and voluntary agencies, interest groups and stakeholders (including town centre residents) have an interest in vital and viable futures for Boston and Spalding. These include the Local Councils, County Council, infrastructure providers, Historic England, Civic Societies, traders and, essentially, the town centre users themselves. Bringing about an improving, functional and attractive place in which people want to live, visit and use is the basic rationale for the Policy.</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p><b>Policy 25: Supporting the Vitality and Viability of Boston and Spalding Town Centres</b></p> <p>Boston and Spalding town centres will continue to be the primary destinations for retail, entertainment, markets and events and where their rich environmental qualities can be promoted, enhanced and appreciated.</p> <p>The Councils, will promote appropriate opportunities to support and extend the offer of the town centres as destinations through the following:</p> <ol style="list-style-type: none"> <li>1. Supporting the redevelopment of land within the town centre boundary that can provide for retail and other town centre uses in accordance with the sequential test;</li> <li>2. Enhancing existing sites and ensuring changes to premises having regard to the significance of heritage assets and the special interests of the Conservation Areas and their settings;</li> <li>3. Enhancing the public realm through improvements to public spaces, accessibility and signage;</li> <li>4. Promoting town centre events;</li> <li>5. Providing interpretation and promotional information;</li> <li>6. Supporting proposals that seek to maintain the viability and attractiveness of the weekly markets;</li> <li>7. Encouraging opportunities to support temporary uses in vacant premises in the primary shopping areas.</li> </ol> <p>The Councils, in conjunction with other partners will develop partnership working to ensure the vitality and viability of the Boston and Spalding town centres. A review of The Town Centres and Retail Capacity Study will be commenced within one year of the adoption of the Local Plan to review retail capacity, town centre boundaries, primary shopping frontages etc. This will lead to a review of the Retail section of the Plan and This will advise the most appropriate actions for the partnership to take, e.g. masterplans, site specific development briefs, town centre boundary reviews etc.</p> </div> <p>6.3.3 Policy 25: Supporting the Vitality and Viability of Boston and Spalding Town Centres provides a framework policy to encourage progressive and collaborative working that looks to ensure that the opportunities to enhance the town centres in the forthcoming years is coordinated and effective. The Town Centres are multi-functional environments; places of work, commerce, residence, entertainment (during the day and into the evening) and also places of historical and architectural significance. Town centres, in general, are also evolving all the time and their primary role as centres for retail, in particular, is not as significant as once was the case. However, both Boston and Spalding Town Centres retain their prominence in terms of retail, entertainment and business and have actually seen minimal change in terms of vacant retail premises over the last ten years. But in the preceding years (before economic recession starting in 2008) retail vacancies were fewer.</p> <p>6.3.4 Policy 25 will help provide an approach for stimulating renewed interest in potential development sites and seeking changes to and enhancing existing sites. Whilst provisions for new retail have been the main focus of discussions in the preparation of this Local Plan the Town Centres are open for all types of business and can be great places to live (e.g. at first and second floor level). Joint working through Policy 25 is hoped to enhance and realise new opportunities.</p> <p>6.3.5 In addition the Policy aims to bring about improvements to the public realm; the use and enhancement of public spaces, car parks, access routes and signage. Public bodies such as the Borough and District Councils, Lincolnshire County Council (e.g. Highways Authority) can bring forward improvements, seek wider ownership, and agree ways to deliver them through collaborative working. Some improvements may also be proposed and brought about through local interest groups and specific projects.</p>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>6.3.6 The Town Centres are not just about buildings and spaces but also about activity. Twice weekly markets are held in Spalding and Boston as well as specially arranged market days and events. Hotels, pubs, restaurants, theatres, cinemas and sundry meeting places also add to the mix of activities the Town Centres support. Annual events and fairs bring in significant numbers of people and visitors.</p> <p>6.3.7 These living environments are also historic environments which bring about a unique context for all the activity taking place. Interpretation and promotional information to enhance the experience of living in, and using, the Town Centres extend the viability of commercial activities and also the vitality of Boston and Spalding as places to visit.</p> <p>6.3.8 Policy 25 may also help to bring about temporary solutions to problems such as unused spaces that may be untidy or unsightly or vacant premises where temporary window displays may enhance the overall appearance of the area.</p> <p><b>Monitoring</b></p> <p><u>Amount of floor space for town centre uses within the town centre boundaries</u></p> <p><u>Vacancy rates for retail uses in the town centre boundaries</u></p> <p><u>Amount of floor space completed for town centre uses by type, and by centre</u></p>
MM025	Former Policy 22: Primary Shopping Frontages (renumbered as 26)	<ul style="list-style-type: none"> <li>Amend first sentence of policy to: 'The Primary Shopping Frontages of Boston and Spalding are designated on the Policies Map, <del>are where the majority of A1 uses will be focussed over the Local Plan period.</del></li> <li><b>Add to the end of the Policy:</b> The blanking out of shop windows by externally-positioned opaque or semi-opaque blinds or vinyl film or by other means will not be permitted.</li> <li>Amend paragraph 6.4.6 to: However, as non-A1 uses are playing a much greater role in modern town centres, Policy <del>22</del> 26 will need to ensure an appropriate mix of uses can be achieved over time to ensure the offer remains attractive. <b>Appropriate non-A1 uses (e.g. banks....restaurants) will be supported where it remains subsidiary to the retail offer. A loss of A1 frontage of a scale that undermines the retail function of the frontage would be considered to have occurred where uses would, individually or cumulatively, change the A1 function of that part of the frontage.</b> <del>Appropriate non-A1 uses (e.g. banks, estate agents, bars, cafes and restaurants) will be supported where it remains subsidiary to the retail offer; a significant break in the frontage will be considered to have occurred where uses would, individually or cumulatively, change the A1 function of that part of the frontage away from one primarily associated with shopping.</del> For the purposes of calculating the proportion of retail in any given Primary Shopping Frontage, any building operating under a permitted temporary 'flexible use' at the time of assessment will be considered on the basis of the Use Class it had prior to the temporary change of use (in accordance with Class D2 (d) of the GPDO amendment). For example, a retail shop (A1) which has temporarily changed its use to a cafe (A3) under Permitted Development Rights would still be considered as an A1 unit for the purposes of determining the overall percentage of retailing. The impact of any break will be assessed having regard to its extent, location and potential impact on shopper footfall at that location and in other parts of the centre.</li> </ul>
MM026	Former Policy 23: Additional Retail Provision (renumbered as 27)	<ul style="list-style-type: none"> <li>Amend Part A of the policy to: <div data-bbox="596 1430 2223 1925" style="border: 1px solid black; padding: 5px;"> <p><b>A. Comparison goods floor space</b></p> <p>Up to 17,294 sqm (net) of additional comparison goods floor space is expected to be needed within Boston town centre by 2031. All provision should be consistent with the centre's scale, function and physical capacity to integrate extensions.</p> <p>Up to 10,810 sqm (net) of additional comparison goods floor space is expected to be required in Spalding by 2031. Approximately <del>5,400</del> 3,700 sqm (net) will be allocated at Site SHR010: Springfields Shopping and Festival Gardens <b>and developed in the period up to 2022 to meet the estimated need at this date.</b> on the following basis:</p> <ol style="list-style-type: none"> <li><del>2,508 sqm (net) floor space in the period 2016-2021;</del> and</li> <li><del>a further 2,892 sqm (net) floor space in the period 2021-2026.</del></li> </ol> <p>Any non-A1 uses within Site SHR010 will only be supported where the applicant can show that it is ancillary to the effective functioning of the retail allocation. A master plan will be required for the site identified.</p> </div> </li> </ul>



Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change																											
		<p>Any application at Site SHR010 to meet the allocated comparison floor space need will be required to propose measures to enhance the site's connections to Spalding town centre and promote the attractiveness of the town centre as a place to visit</p> <p>After <del>2026</del> 2022 the outstanding requirement for <del>5,410</del> 7,110 sqm (net) floor space should only be met by development in Spalding town-centre or an edge-of centre location in accordance with the sequential test.</p> <ul style="list-style-type: none"> <li>Update former Table 5 and move into the policy regarding Spalding 2021 convenience floor space:</li> </ul> <table border="1"> <thead> <tr> <th>Sub-Regional Centre</th> <th colspan="2">Convenience sqm (net)</th> <th>Comparison sqm (net)</th> </tr> <tr> <td></td> <th>2021</th> <th>2031</th> <th>2031</th> </tr> </thead> <tbody> <tr> <td>Boston</td> <td>131</td> <td>1,079</td> <td>17,294</td> </tr> <tr> <td>Spalding</td> <td><del>895</del> 1,519</td> <td>2,286</td> <td>10,810</td> </tr> </tbody> </table>	Sub-Regional Centre	Convenience sqm (net)		Comparison sqm (net)		2021	2031	2031	Boston	131	1,079	17,294	Spalding	<del>895</del> 1,519	2,286	10,810											
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MM027	Former Policy 24: Natural Environment (renumbered as 28)	<ul style="list-style-type: none"> <li>Replace former Table 6 with : <table border="1"> <thead> <tr> <th>Site Designation</th> <th>Within South East Lincolnshire</th> <th>Within 15km of the Local Plan area</th> </tr> </thead> <tbody> <tr> <td>Ramsar</td> <td>1-</td> <td>4</td> </tr> <tr> <td>Special Area of Conservation (SAC)</td> <td>2-</td> <td>7</td> </tr> <tr> <td>Special Protection Area (SPA)</td> <td>1-</td> <td>3</td> </tr> <tr> <td>Site of Special Scientific Importance (SSSI)</td> <td><del>2</del> 3</td> <td><del>48</del> 50</td> </tr> <tr> <td>National Nature Reserve (NNR)</td> <td>1</td> <td>4 5</td> </tr> <tr> <td>Local Nature Reserve (LNR)</td> <td>3</td> <td><del>2</del> 15</td> </tr> <tr> <td>RSPB managed/owned site</td> <td>2</td> <td>3</td> </tr> <tr> <td>Local Wildlife Sites (LWS)</td> <td><del>81</del> 80</td> <td><del>332</del> 320</td> </tr> </tbody> </table> <p>Table <del>6</del> 4: Nature Conservation Sites within the Plan Area and within 15km of the Local Plan area boundary</p> <ul style="list-style-type: none"> <li>Amend section A.1a to: 'development proposals that would cause harm to these assets will not be permitted, except in exceptional circumstances, where imperative reasons and overriding public interest exist, and the loss will be compensated by the creation of sites of equal or greater nature conservation value.'</li> <li>Add Wes002 to policy: <ul style="list-style-type: none"> <li>b all major housing proposals within 10km of The Wash and the North Norfolk Coast European Marine Site, including the Sustainable Urban Extensions in Boston (site Sou006 &amp; Wes 002), Spalding (site Pin024/Pin045) and Holbeach West (site Hob048), will be the subject of a project-level Habitats Regulations Assessment (HRA) to assess the impact of recreational pressure on The Wash and North Norfolk Coast European Marine Site. This should include: <ul style="list-style-type: none"> <li>i locally-specific information relating to access and site sensitivities; <p>Where the project-level HRA concludes that avoidance and/or mitigation measures are required, it is expected that:</p> </li> <li>ii Suitable Alternative Natural Greenspace (SANGs) should be provided on site Sou006 and Wes002, site Pin024/Pin045 and site Hob048 as part of their package of mitigation measures; or</li> </ul> </li> </ul> </li> </ul> </li> </ul>	Site Designation	Within South East Lincolnshire	Within 15km of the Local Plan area	Ramsar	1-	4	Special Area of Conservation (SAC)	2-	7	Special Protection Area (SPA)	1-	3	Site of Special Scientific Importance (SSSI)	<del>2</del> 3	<del>48</del> 50	National Nature Reserve (NNR)	1	4 5	Local Nature Reserve (LNR)	3	<del>2</del> 15	RSPB managed/owned site	2	3	Local Wildlife Sites (LWS)	<del>81</del> 80	<del>332</del> 320
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Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p> <del>ii-</del>     <del>iii</del> all other major housing proposals should provide SANGs on-site and/or through a financial contribution to provide and/or enhance natural greenspace in the locality</p> <p> <del>iii-</del>     <del>iv</del> Suitable Alternative Natural Greenspaces should be designed in accordance with capacity and facility requirements in relation to the developments they mitigate for, best practice elsewhere and relevant evidence.</p> <ul style="list-style-type: none"> <li>Amend paragraph 7.2.6 to:                      The HRA<sup>3</sup> therefore identifies measures that allow for a preventative approach whilst being proportionate and informed by available information. Its recommendations for project-level assessment and mitigation provision have been incorporated into Policy 24, with the focus being the areas where new housing growth will be concentrated. A project-level Habitats Regulations Assessment shall be undertaken for all housing development within the Sustainable Urban Extensions of Boston (site Sou006 and Wes002), Spalding (site Pin024/Pin045) and Holbeach West (site Hob048).                      Additionally, major developments elsewhere, but within 10km of The Wash and the North Norfolk Coast European Marine Site should ensure that adequate measures are in place to ensure its protection. Although such development is expected to be very low, there is a risk that a large development in close proximity to a sensitive part of the site could increase recreation pressure. The housing shall be designed and delivered with adequate avoidance and mitigation measures; Suitable Alternative Natural Greenspace (SANGs) should provide a natural greenspace experience: their design, size and location should seek to provide recreational facilities that attract residents for their primary daily walking and dog walking, drawing on best practice from strategic mitigation schemes and their monitoring in relation to dog walking facilities, route length, car parking and toilets.</li> <li>Amend paragraph 7.2.7 to:                      Additionally, major developments elsewhere, but within 10km of The Wash and the North Norfolk Coast European Marine Site should ensure that adequate measures are in place to ensure its protection. Although such development is expected to be very low, there is a risk that a large development in close proximity to a sensitive part of the site could increase recreation pressure. At project level, the HRA should identify locations where there are sensitive features, such as bird roost sites and key feeding areas, and ensure there are no risks from increased access and disturbance. This should include all access points and footpaths leading from the access points, current measures to manage access and sensitive features. Avoidance and mitigation measures should be designed in response to the project level HRA. The housing shall be designed and delivered with adequate avoidance and mitigation measures; Suitable Alternative Natural Greenspace (SANGs) should provide a natural greenspace experience: their design, size and location should seek to provide recreational facilities that attract residents for their primary daily walking and dog walking, drawing on best practice from strategic mitigation schemes and their monitoring in relation to dog walking facilities, route length, car parking and toilets. For example, provision of open space at 4.5h/1,000 (see Policy 28 32: Community Health and Well-Being) that links with existing open space and provides new footpaths that link with the existing footpath network allowing residents to walk for about 2 – 5km. This is the common distance for dog walking found by the visitor survey and could help encourage residents to visit The Wash and the North Norfolk Coast European Marine Site less often, minimising pressure on the site. The former Wash Estuary Strategy Group produced a Green Infrastructure Master Plan which contains maps and documentation covering South East Lincolnshire. The maps show what is recorded although there may be unrecorded sites that are beneficial as well. They are a starting point in identifying what is available and what Green Infrastructure gaps may be usefully closed as part of any HRA undertaken for Sustainable Urban Extensions and Major planning applications. They also show links to the Wash on the Linear Public Access Maps.</li> <li>Amend section 3.a.i. to:                      ‘protecting the biodiversity value of land, and buildings and trees (including veteran trees) minimising the fragmentation of habitats.’</li> </ul> <p>Under “Monitoring” amend the fifth indicator to</p> <p>Number and type of biodiversity enhancement features incorporated into buildings.</p> <p>This is also required in Appendix B “Local Plan Implementation” below</p>
MM028	Former Policy 25: The Historic Environment (renumbered as 29)	<ul style="list-style-type: none"> <li>Update policy and reasoned justification to:</li> </ul> <p><b>7.3 The Historic Environment</b></p> <p>7.3.1 Much of the land in South East Lincolnshire is drained marsh and fen. It is characterised by flat, open landscape, divided by drainage features and highways. There are relatively few trees and as a consequence tall buildings such as old windmills, and church towers/spires are visible in the landscape over large distances.</p> <p>7.3.2 However, within the marsh and fen there were areas of higher land where the older market town and other settlements in South East Lincolnshire were founded. Once the marsh and fen was drained, from the 17th century onwards, a strong mercantile economy grew up. As a result, the area has a diverse historic environment with a rich variety of heritage assets: Archaeology, Scheduled Monuments, Listed Buildings and Conservation Areas which contribute to local identity and character. In addition there are non designated heritage assets and potential for new</p>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change																																		
		<p>archaeological remains to be found during development, that add to the local context. Table 6 5 identifies the number of registered Parks and Gardens, Conservation Areas, Scheduled Monuments, Listed Buildings in South East Lincolnshire.</p> <table border="1"> <thead> <tr> <th>Site Designation</th> <th>Number</th> </tr> </thead> <tbody> <tr> <td>Registered Park and Garden</td> <td>2</td> </tr> <tr> <td>Conservation Areas</td> <td>24</td> </tr> <tr> <td>Scheduled Ancient Monuments</td> <td>43</td> </tr> <tr> <td>Listed buildings</td> <td>1,026-9</td> </tr> </tbody> </table> <p>Table 75: Heritage Assets within South East Lincolnshire</p> <p>7.3.3 Table 7 6 shows there are a number of these heritage assets that are at risk<sup>28</sup>. It also shows that an above average proportion of Conservation Areas, Scheduled Monuments and Listed Buildings are 'at risk' in South East Lincolnshire, compared to England<sup>28</sup>.</p> <table border="1"> <thead> <tr> <th></th> <th>Boston Borough</th> <th>South Holland District</th> <th>England</th> </tr> <tr> <th></th> <th colspan="2">Number</th> <th></th> </tr> </thead> <tbody> <tr> <td>Registered Parks and Gardens</td> <td>0</td> <td>0</td> <td>94 5 (5.8 7%)</td> </tr> <tr> <td>Conservation Areas</td> <td>2 (18.2%)</td> <td>2 (15.4%)</td> <td>505 496 (6.1 2%)</td> </tr> <tr> <td>Scheduled Ancient Monuments</td> <td>2 (14.3%)</td> <td>4 (14 13.7%)</td> <td>2,700 640 (13.6 3%)</td> </tr> <tr> <td>Grade I and Grade II* Listed Buildings (including places of worship at risk)</td> <td>6 (13 12%)</td> <td>7 8(11 1.5%)</td> <td>1,100 2,097(3.5 0.6%)</td> </tr> </tbody> </table> <p>Table 86: Registered Parks and Gardens, Conservation Areas, Scheduled Monuments and Listed Buildings (Grade I and II*) on the Heritage at Risk Register (2015)</p> <p>7.3.4 It is important that these heritage assets are protected from inappropriate development and development proposals serve to sustain and enhance them, in order to reduce the number considered to be at risk.</p> <div style="border: 1px solid black; padding: 5px;"> <p><b>Policy 25 29: The Historic Environment</b>            Distinctive elements of the South East Lincolnshire historic environment will be conserved and, where appropriate, enhanced. Opportunities to identify a heritage asset's contribution to the economy, tourism, education and the local community will be utilised including:</p> <ul style="list-style-type: none"> <li>• The historic archaeological and drainage landscape of the Fens;</li> <li>• The distinctive character of South East Lincolnshire market towns and villages;</li> <li>• The dominance within the landscape of church towers, spires and historic windmills;</li> </ul> </div>	Site Designation	Number	Registered Park and Garden	2	Conservation Areas	24	Scheduled Ancient Monuments	43	Listed buildings	1,026-9		Boston Borough	South Holland District	England		Number			Registered Parks and Gardens	0	0	94 5 (5.8 7%)	Conservation Areas	2 (18.2%)	2 (15.4%)	505 496 (6.1 2%)	Scheduled Ancient Monuments	2 (14.3%)	4 (14 13.7%)	2,700 640 (13.6 3%)	Grade I and Grade II* Listed Buildings (including places of worship at risk)	6 (13 12%)	7 8(11 1.5%)	1,100 2,097(3.5 0.6%)
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Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>To respect the historical legacy, varied character and appearance of South East Lincolnshire’s historic environment, development proposals will conserve and enhance the character and appearance of designated and non-designated heritage assets, such as important <b>known</b> archaeology <b>or that found during development</b>, historic buildings, conservation areas, <b>scheduled</b> monuments, street patterns, streetscapes, landscapes, parks (<b>including Registered Parks and Gardens</b>), river frontages, structures and their settings through high-quality sensitive design.</p> <p><b>A. Listed Buildings</b></p> <ol style="list-style-type: none"> <li>Proposals to change the use of a Listed Building or to alter or extend such a building will be granted where the local planning authority is satisfied that the proposal is in the interest of the building’s preservation and does not involve activities or alterations prejudicial to the special architectural or historic interest of the Listed Building or its setting.</li> <li>Proposals involving the demolition of Listed Buildings will not be permitted, unless in an exceptional case, <b>or wholly exceptional case (depending on their grade)</b> where a clear and convincing justification is made in line with national policy<sup>9</sup>.</li> <li>Proposals that affect the setting of a Listed Building will be supported where they preserve or better reveal the significance of the Listed Building.</li> </ol> <p><b>B. Conservation Areas</b></p> <ol style="list-style-type: none"> <li><del>Proposals for the demolition of buildings or structures in a Conservation Area will not normally be permitted if the building makes a positive contribution to the character or appearance of a Conservation Area, or the setting of a Listed Building. Suitable detailed plans for any redevelopment or reuse will need to be submitted as part of any application for demolition.</del></li> </ol> <p>Proposals within, affecting the setting of, or affecting views into or out of, a Conservation Area should preserve (and enhance or reinforce it, as appropriate) features that contribute positively to the area’s character, appearance and setting. Proposals should:</p> <ol style="list-style-type: none"> <li>Retain buildings/groups of buildings, existing street patterns, historic building lines and ground surfaces;</li> <li>Retain architectural details that contribute to the character and appearance of the area;</li> <li>Where relevant and practical, remove features which are incompatible with the Conservation Area;</li> <li>Retain and reinforce local distinctiveness with reference to height, massing, scale, form, materials and plot widths of the existing built environment;</li> <li>Assess, and mitigate against, any negative impact the proposal might have on the townscape, roofscape, skyline and landscape;</li> <li>Aim to protect trees, or where losses are proposed, demonstrate how such losses are appropriately mitigated against.</li> </ol> <p><b>C. Archaeology and Scheduled Monuments</b></p> <ol style="list-style-type: none"> <li>Proposals that affect archaeological remains, whether known or potential, designated or non-designated, should take every reasonable step to protect and, where possible, enhance their significance.</li> <li>Planning applications for such development should be accompanied by an appropriate and proportionate assessment to understand the potential for and significance of remains, and the impact of development upon them.</li> <li>If initial assessment does not provide sufficient information, developers will be required to undertake field evaluation in advance of determination of the application. This may include a range of techniques for both intrusive and non-intrusive evaluation, as appropriate to the site.</li> </ol>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>4. Wherever possible and appropriate, mitigation strategies should ensure the preservation of archaeological remains in-situ. Where this is either not possible or not desirable, provision must be made for preservation by record according to an agreed written scheme of investigation submitted by the developer, undertaken by a suitably qualified person, and approved by the planning authority.</p> <p>5. Any work undertaken as part of the planning process must be appropriately archived in a way agreed with the local planning authority.</p> <p><b>D. Registered Parks and Gardens</b></p> <p>Proposals that cause substantial harm to a Registered Park or Garden, or its setting will not be permitted, unless in an exceptional case, where a clear and convincing justification is made in line with national policy.</p> <p><b>E. Enabling Development</b></p> <p>Proposals for enabling development adjacent to, or within the setting of, a heritage asset and used to secure the future of a heritage asset through repair, conservation, restoration or enhancement will only be permitted where:-</p> <ol style="list-style-type: none"> <li>1. it will not materially harm the heritage values of a heritage asset or its setting;</li> <li>2. it avoids detrimental fragmentation of management of the heritage asset;</li> <li>3. it will secure the long-term future of the place and, where applicable, its continued use for a sympathetic purpose;</li> <li>4. it is necessary to resolve problems arising from the inherent needs of the heritage asset rather than the circumstances of the present owner or the purchase price paid</li> <li>5. sufficient subsidy is not available from any other source;</li> <li>6. it is demonstrated that the amount of enabling development is the minimum necessary to secure the future of the heritage asset and that its form minimises harm to other public interests; and</li> <li>7. the public benefit of securing the future of the heritage asset through such enabling development decisively outweighs the dis-benefits of breaching other policies within the Local Plan and national policy</li> </ol> <p><b>F. Development Proposals</b></p> <p>Where a development proposal would affect the significance of a heritage asset (whether designated or non-designated), including any contribution made to its setting, it should be informed by proportionate historic environment assessments and evaluations (such as heritage impact assessments, desk-based appraisals, field evaluation and historic building reports) that:</p> <ol style="list-style-type: none"> <li>1. identify all heritage assets likely to be affected by the proposal;</li> <li>2. explain the nature and degree of any effect on elements that contribute to their significance and demonstrating how, in order of preference, any harm will be avoided, minimised or mitigated;</li> <li>3. provide a clear explanation and justification for the proposal in order for the harm to be weighed against public benefits; and,</li> <li>4. demonstrate that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset; and whether the works proposed are the minimum required to secure the long term use of the asset.</li> </ol>

## Schedule of Main Modifications

### Reasoned Justification

- 7.3.5 Boston, Spalding and older settlements within the Local Plan area were founded on higher ground within the fens with a network of public rights of way. Boston Borough has an important trading history that can be seen in the fabric and layout of the town. The town had strong trade links, which still exist today through the modern port operation, with Europe that resulted in the town, at one time, being the second port to London. Spalding's early industries were salt making and fishing.
- 7.3.6 The River Witham and River Welland are important to Boston and Spalding respectively, as they are the reason for the towns' existence, being located at the lowest bridging point of fertile land in the fens. The second important aspect is the drainage of the land which provided the fertile land upon which the agricultural industry grew. This drove the development of Boston and Spalding and other smaller settlements on the drained fens and marshes.
- 7.3.7 The areas of the towns adjacent to the rivers have a number of large dwellings that were originally owned by wealthy merchants and warehouse buildings. There were also riverside wharves where trading occurred. Many are now listed and/or form part of Conservation Areas within the centres of Boston and Spalding as well as within other parts of the smaller towns and villages.
- 7.3.8 ~~Development in the Conservation Areas is important in order to maintain their vitality and to preserve their distinctiveness and history. However, it is very important that new buildings respect the form and character of the location and the reuse of buildings respect the building's character. Listed building and Conservation Area applications must show an understanding of the significance of the location, or building, which can be assisted by consulting the National Heritage List for England and the local Historic Environment Record, held by Lincolnshire County Council.~~

### Listed Buildings and their Setting

- 7.3.8 A proposal to demolish a listed building, or to alter or extend it in a way that would affect its special character, requires Listed Building Consent. If the proposal also involves 'development', planning permission is required and, in that case, the Local Planning Authority will wish to consider applications for Listed Building Consent and planning applications concurrently.
- 7.3.9 Proposals to alter or extend any Listed Building will be assessed against the need to preserve the special architectural or historic interest which led to the building being listed. There is a general presumption in favour of the preservation of Listed Buildings, and consent to demolish or partly demolish such buildings will only be granted in exceptional circumstances.
- 7.3.10 The setting of a Listed Building may be affected by development. It is important that applications for planning permission for development affecting Listed Buildings, or their settings, include full details of the proposal so that an informed decision can be reached.

### Conservation Areas

- 7.3.11 The effect of a proposed development on the character or appearance of a Conservation Area is always a material consideration in the determination of planning applications. All development should preserve or enhance that character or appearance. It is also important that the spaces around and within the conservation area are retained, where they add to its character.
- 7.3.12 Demolition within a conservation area should only be allowed in exceptional circumstances, and will normally be permitted only if the Council is satisfied that the proposal for redevelopment is acceptable and there is an undertaking to implement it within a specified period.
- 7.3.13 Development within conservation areas must respect the local character and be carefully designed to respect the setting, through consideration of scale, height, massing, alignment, and use of appropriate materials. Keeping valued historic buildings in active and viable use is important for both the maintenance of the building concerned and the overall character of the conservation area. Proposals to change the use of a building might therefore be supported, where features essential to the special interest of the individual building are not lost or altered to facilitate the change of use.
- 7.3.14 The Local Planning Authorities will continue to keep under review Conservation Areas in the Local Plan area, and where appropriate, designate new areas. **New or updated** Conservation Areas Appraisals will define the boundaries and analyse the special character and appearance of the area. The Local Planning Authorities will seek to target areas and properties which are identified through Appraisals and influence change in a proactive way, wherever opportunities arise. In some cases, where the status of a Conservation Area has become inappropriate or ineffective, designation may be removed. Management plans and other guidance will be used to help guide the future of a Conservation Area, particularly in areas experiencing development pressure, to supplement Historic England advice.

### Archaeology

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>7.3.15 Local Planning Authorities may require developers to assess the potential impacts of their proposal on archaeological remains in order to reach a decision on a development proposal. Where archaeological impacts are indicated, developers are expected to work with the local planning authority to devise a scheme for mitigating such impacts, which may form part of a planning condition or a planning obligation. Such conditions are designed to ensure that such remains are either preserved in situ or recorded.</p> <p>7.3.16 All archaeological work should be based on a thorough understanding of the available evidence, and of the local, regional and national contribution it makes. The known and potential archaeological heritage of the area is recorded by the Lincolnshire Historic Environment Record. This and other sources, such as the Lincolnshire Archives, The Lincolnshire Archaeological Handbook and the Lincolnshire Historic Landscape Characterisation should be used to inform all proposals and decisions.</p> <p><b>Registered Parks and Gardens</b></p> <p>7.3.17 The Register includes sites of particular significance that are gardens, grounds and other planned open spaces. The emphasis of the Register is on 'designed' landscapes, rather than on planting or botanical importance. Historic parks and gardens are a fragile and finite resource: they can easily be damaged beyond repair or lost forever. Registration is a 'material consideration' in the planning process, meaning that planning authorities must consider the impact of any proposed development on the landscapes' special character.</p> <p><b>Enabling Development</b></p> <p>7.3.18 'Heritage at Risk' includes grade I and II* Listed Buildings, Listed places of worship, <b>Conservation Areas, Archaeology and Scheduled Monuments, Registered Parks and Gardens and Conservation Areas, and as well as</b> other buildings, structures and sites who are known to be at risk as a result of neglect, decay or inappropriate development. Proposals that either secure the future of heritage 'at risk' (on the regional Heritage at Risk Register<sup>28</sup>), or prevent assets from becoming 'at risk' in the first place will be encouraged where the significance of the asset can be adequately protected <b>in line with section 5 of the policy.</b></p> <p><b>Development Proposals</b></p> <p>7.3.19 In addition to the advice outlined above this part of the policy outlines the information that is required to support applications.</p> <p>7.3.20 <b>Development</b> <del>These can that</del> complements initiatives being actioned or prepared to enhance the quality of heritage assets; for example, the shop front grant scheme for properties around the Market Place and surrounding streets in Boston and <b>the implemented scheme</b> for shops in Spalding, Crowland, Holbeach and Long Sutton. <del>has benefitted</del> <b>Several assets and the overall street- scenes have benefitted.</b> <del>While</del> <b>In addition</b> schemes to restore and adapt the buildings at St Botolph's Church, Boston and Algarkirk and Benington parish churches have improved community and heritage tourism facilities. The construction of the Boston Barrier, near to Boston Port, will allow better use of the river for leisure purposes and the development of existing heritage assets to tell the drainage and trade stories of the town.</p> <p>7.3.21 The Local Planning Authorities will encourage other proposals that either secure greater public access to local heritage assets or provide interpretation relating to assets and/or new development that promotes the educational, recreational and/or tourism potential of local agricultural and cultural heritage, through sensitive management and enhancement of heritage assets. Particular support will be given to schemes that conserve and enhance the setting of heritage assets and archaeological remains most 'at risk' through neglect, decay or other threats. Opportunities for heritage assets to mitigate, and adapt to, the effects of climate change will be <del>promoted through maintenance, and sensitive and energy efficient adaptation and reuse.</del> <b>assessed against the impact of the proposal on the significance of the heritage asset.</b></p> <p>7.3.22 Owing to the flat landscape church towers and spires and the remaining traditional wind mills are dominant in the landscape. It is important that new development respects these buildings by not undermining their dominance in the landscape and also maintains views of them.</p> <p><b>Monitoring</b></p> <p><u>Number of planning applications refused for not conserving or enhancing designated or undesignated assets</u></p> <p><u>Number of planning applications refused for having an adverse impact on listed buildings or sites of special historic or archaeological interest</u></p> <p><u>Number of planning permissions granted for the demolition of listed buildings/buildings in conservation areas</u></p> <p><u>Number of planning applications refused for having an adverse impact upon the dominance of church towers, spires and traditional windmills</u></p>



Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
MM029	Former Policy 26: Pollution (renumbered as 30)	<ul style="list-style-type: none"> <li>Update policy and reasoned justification to :           <ul style="list-style-type: none"> <li><b>7.4 Pollution</b></li> <li>7.4.1 All new development must take into account the potential environmental impacts on people, buildings, land, air and water arising from the development itself, <b>existing land uses</b> and any former use of the site, including, in particular, adverse effects arising from pollution.</li> </ul> </li> </ul> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p><b>Policy 30: Pollution</b></p> <p>Development proposals will not be permitted where, <b>taking account of any proposed mitigation measures, individually or cumulatively, there are adverse impacts on light, noise, odour, fumes, vibration and waste materials and as a consequence have they would lead to unacceptable</b> adverse impacts upon:</p> <ol style="list-style-type: none"> <li>health and safety of the public;</li> <li>the amenities of the area; <del>and-or</del></li> <li>the natural, historic and built environment;</li> </ol> <p>by way of:</p> <ol style="list-style-type: none"> <li><del>4.</del> air quality, including <b>fumes and odour;</b></li> <li><del>2.</del> <del>background</del> <b>5. noise including vibration;</b></li> <li><del>3.</del> <del>and</del> <b>6. light levels;</b></li> <li><del>4.</del> <b>7. land quality and condition; and-or</b></li> <li><del>5.</del> <b>8. surface and groundwater quality.</b></li> </ol> <p><del>Major p</del> Planning applications <del>will be accompanied by an Air Quality A,</del> <b>except for development within the curtilage of a dwelling house as specified within Schedule 2, Part 1 of The Town and Country Planning (General Permitted Development)(England) Order 2015, or successor statutory instrument, must include an assessment of:</b></p> <ol style="list-style-type: none"> <li><del>1.</del> <b>9. impact on the proposed development from poor air quality from identified sources;</b></li> <li><del>2.</del> <b>10. impact on air quality from the proposed development; and</b></li> <li><del>3.</del> <b>11. impact on amenity from existing uses.</b></li> </ol> <p><del>which will illustrate the significance of the proposed development's effect on air quality and s</del> Suitable mitigation measures <b>will be provided</b>, if required. <del>Exceptions will be made where it can be clearly demonstrated that the wider social and economic benefits of the development outweigh the adverse environmental impact.</del> <b>Proposals will be refused if impacts cannot be suitably mitigated or avoided.</b></p> <p>Development proposals on contaminated land, or where there is reason to suspect contamination, must include an assessment of the extent of contamination and any possible risks. Proposals will not be considered favourably unless the land is, or can be made, suitable for the proposed use.</p> </div>



Schedule of Main Modifications

**Reasoned Justification**

- 7.4.2 There are a number of contaminated sites across South East Lincolnshire, which, if remediated, could reduce the pressure on greenfield land, which is mostly Grade 1 and 2 agricultural land. Land affected by contamination may pose an unacceptable risk to human health, the natural environment, including groundwater, the built environment and economic activities, through its impacts on the users of the land, and on neighbouring users. Land contamination, or the possibility of it, is therefore a material planning consideration in taking decisions on planning applications. Where development is proposed on a site which is known, or has the potential to be affected by contamination, a preliminary risk assessment shall be undertaken as the first stage in assessing the risk. Preliminary risk assessments and any subsequent additional information shall be carried out in accordance with the Environment Agency's Model Procedures for the Management of Land Contamination<sup>54</sup> and Guiding Principles for Land Contamination<sup>55</sup>.
- 7.4.3 New activities need to be deterred in certain areas based on their intrinsic hazard to groundwater. The hazard may result from a combination of the activity type, its duration and the potential for failure of controls. Additionally, new development should not pose an unacceptable risk of pollution to groundwater from sewage effluent, trade effluent or contaminated surface water. This also applies where the discharge will cause pollution by mobilising contaminants already in the ground. The Environment Agency's Groundwater Protection: Principles and Practice (GP3)<sup>56</sup> highlights best practice.
- 7.4.4 There are two Air Quality Management Areas (AQMAs) in Boston, at Haven Bridge and Bargate Bridge, owing to traffic emissions. Car ownership levels are high in South East Lincolnshire and therefore traffic levels are likely to grow with more development. This will have an impact on air quality levels, if unmitigated. There is now a strong base of scientific evidence that particulates from traffic pollution are a contributor to premature death (29,000 in the UK in 2008, 25,000 of these in England<sup>57</sup>), with Nitrogen Dioxide also strongly linked. Consequently, there is a strong need to avoid increasing traffic pollution at other locations that fall below the threshold for a declared AQMA, but which could potentially reach this threshold in the future if unchecked. In a location where there is the potential for a negative impact upon air quality, such as; where there could be impact on a particular street, or combination of streets, or where the air quality objective for a particular pollutant is not being met, or could fail to be met in the future, it may be necessary to agree a threshold for the number of properties being developed, or the scale of non-residential developments. Such considerations may vary to reflect changes in the levels of pollutants and the pollutants themselves, as published as national air quality objectives.
- 7.4.5 In these circumstances, an air quality assessment may be required to accompany applications for major development. Mitigation will be site specific but could include the installation of electric vehicle charge points, provision of cycle/safe pedestrian routes, bus interchanges, contributions to road improvement schemes (or combinations of), to ensure air quality is controlled appropriately in the future (see Policy 29). 'Land Use Planning & Development Control: Planning For Air Quality'<sup>57</sup> provides further guidance.
- 7.4.6 Development of new sites will impact on the soil, existing vegetation and trees on or around the site, change the appearance of the site and may cause extra light pollution for those who live near it. In combination with the requirements of Policy 4, there is a need to carefully consider how best to resolve these issues; visual and light pollution can be ameliorated by careful design and layout of the scheme, including the use and positioning of suitable lighting fittings which prevent light spilling upwards and outwards from the area to be lit, and screening, including the use of existing and augmented landscaping belts. Measures to address impacts upon soil can be found in A Construction Code of Practice for the Sustainable Use of Soils on Construction Sites<sup>58</sup>.
- 7.4.2 Development will impact local amenities, and could, depending on the use, impact on a wider area. Development may be also impacted by the area immediately around the site. For instance uses that emit fumes, noise and odours have the ability to detrimentally impact on neighbouring uses, and if carried on the wind, those further afield. New sources of noise can also raise overall noise levels. Similarly new or upgraded lighting may cause extra light pollution for those who are near to the site. In some cases very bright flood lighting can be seen well away from the site, which adds to the sense of urbanising the countryside.
- 7.4.3 In conjunction with Policy 3 it is important to assess proposed new uses to prevent, or minimise impact on amenities by way of: air quality, light levels, noise, odour and vibration. Air quality and odour issues should be discussed with Environmental Health Officers. Noise assessments will be required where it is considered there is a risk of noise disturbance, following advice from Environmental Health Officers. Solutions may require, in combination with the requirements of Policy 4, careful design of buildings, layout of the site and suitable plant or machinery to remove or reduce impacts and should be discussed with Environmental Health and Planning Officers. In addition for lighting, the visual impact of the lanterns and light pollution can be ameliorated by careful design and layout of the lighting scheme, including the use and positioning of suitable lighting fittings which prevent light spilling upwards and outwards from the area to be lit. Visual issues can benefit from screening, including the use of existing and augmented landscaping belts. If planning permission is granted, the suggested solutions may require conditioning to ensure continued protection of amenities. Where impacts cannot be suitably mitigated, planning permission will be refused as in some cases the only solution may be identifying a better site with fewer constraints.
- 7.4.4 Measures to address impacts upon soil can be found in 'A Construction Code of Practice for the Sustainable Use of Soils on Construction Sites'<sup>58</sup> or successor local or national guidance. There are also a number of contaminated sites across South East Lincolnshire, which, if remediated, could reduce the pressure on green field land, which is mostly Grade 1 and 2 agricultural land. Land affected by contamination may pose an unacceptable risk to human health, the natural environment, including groundwater, the built environment and economic activities, through its

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change			
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No of AQMAs in South East Lincolnshire					
Number of contaminated sites developed					
MM030	Former Policy 27: Climate Change and Renewable and Low Carbon Energy (renumbered as 31)	<ul style="list-style-type: none"> <li>Amend A.3. to:           <p>‘the protection of the quality, quantity and availability of water resources, including for residential developments, complying with the Building Regulation water efficiency standard of 110 litres per person per day;’</p> </li> <li>and paragraph 7.5.4 to           <p>Water supply has been improved with new infrastructure to the Local Plan area, and However, the Environment Agency indicates that South East Lincolnshire is not a Water Stressed Area<sup>61</sup>. Therefore, it is not considered necessary to require a reduced standard of wholesome water use from the current Building Regulation standard of 125 litres/per person/per day to the optional water efficiency standard of 110 litres/per person/per day. However, should these circumstances change the relevant reduced standard will be required<sup>49</sup>. Water stress can be helped by employing rainwater and grey water conservation and recycling measures in new development to reduce the consumption of wholesome water.</p> </li> <li>Amend A.2 to:           <p>‘the adoption of the sequential approach and Exception Test to flood-risk and the incorporation of flood-mitigation measures in design and construction to reduce the effects of flooding, including SuDS schemes for all ‘Major’ applications’.</p> </li> </ul>			

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change	
		<ul style="list-style-type: none"> <li>Amend para 7.5.3: 'The site-specific Flood Risk Assessment will identify the flood risk and whether different parts of the site have more or less potential flood depth. This information should be used to influence the layout of the scheme and position of the buildings, open space and Sustainable Drainage Systems (SuDS), if employed. <b>Lincolnshire County Council as Lead Local Flood Authority are implementing the Ministerial Statement on Sustainable drainage systems of 18 December 2014.</b> By providing storm-water storage to reduce the risk from surface-water flooding to the development and its neighbours, SuDS have the twin effect of slowing water discharge, and allowing some recharge of groundwater levels.'</li> <li>Amend first sentence of section B of the policy to: '<b>With the exception of Wind Energy</b> the development of renewable energy facilities, ...</li> <li>Amend paragraphs 7.5.7 to 7.5.10 and set out reasoning for not designating/identifying suitable areas for wind turbines</li> </ul> <p>7.5.7 South East Lincolnshire <b>Lincolnshire's progress in relation to</b> is close to providing the Government target for 30% of electricity used from renewable sources, <del>However, achieving the national 15% target of all energy used from renewable sources is some way off. New development can help meet the targets set out in the Climate Change Act 2008; a</del> <b>and the 34% cut in greenhouse gases by 2020 is achievable with more effort on residential improvements, but an</b> <del>and 80% cut in greenhouse gases would require a shift to electric vehicles supplied by renewable and nuclear energy.</del> <b>by 2050 is contained within the 'South East Lincolnshire's Carbon Challenge'.</b></p> <p>7.5.8 <b>The Low Carbon Energy Opportunities mapping for onshore wind undertaken in March 2011 by 'Land Use Consultants', shows some potential along the Wash shoreline and along the western and southern boundary of the plan area. However, the Landscape Character Assessments undertaken for Boston BC and South Holland DC indicate the Wash shoreline as moderately or highly sensitive to change or highly unsuitable for wind development respectively. In addition a recent application in this location was not determined owing to radar issues not been resolved. The Wash contains an RAF bombing range and there are RAF stations outside, but close to the plan area. The potential along the western and southern boundary of the plan area is also restricted by a windfarm which has consent at East Heckington, but not yet implemented, which with Bicker Fen will produce 35 wind turbines in close proximity to each other. Along with Tritton Knoll and Viking Link they connect to Bicker Fen Substation, which raises unknown capacity issues. Cumulative landscape impact is also likely with further wind farm development between Deeping St Nicholas and Wryde Croft wind farms as well as impact on the setting of Crowland Abbey, which is Grade 1 listed and a Scheduled Monument. Also nearby an application at West Pinchbeck was not determined owing to unresolved impact on bio diversity. Historically Boston BC has only received one application, which was approved at Bicker Fen, and South Holland has received three wind farm proposals which have been constructed at Deeping St Nicholas, Gedney Marsh and Tydd St Mary in addition to the two referred to above which have not been determined owing to unresolved issues. Therefore, for these reasons the 'Suitable Area of Search' for wind farm development, referred to in the Ministerial Statement of 18 June 2015, has not been identified owing to the evidence showing little potential beyond what has been developed.</b></p> <p>7.5.9 South East Lincolnshire is within The Fens National Character Area. The Local Plan area is notable for its large-scale, flat, open landscape with extensive vistas to level horizons. The level, open topography shapes the impression of huge skies which convey a strong sense of place, tranquillity and inspiration. Planning proposals shall assess their implications against the information contained in the:- Landscape Character Assessment of Boston Borough<sup>62</sup> or the Strategic Landscape Capacity Study for South Holland<sup>63</sup>, as well as the Lincolnshire Historic Landscape Characterisation Project<sup>64</sup>, the Lincolnshire Historic Environment Record (HER), the Boston Town and Rural Historic Environment Baseline Studies and the Conservation Area appraisals (see Policy 25)<b>to protect landscape character and quality, skyscape and visual amenity.</b></p> <p>7.5.10 In addition <b>proposals can cause changes to visual outlook, emit noise, fumes, odour and vibration; produce shadow flicker, sun light reflection and broadcast interference; and traffic issues on highways of unsuitable width and construction. Therefore, it is important that proposals assess their impact individually and in combination with other similar developments on: residential amenity; highway safety, aviation and radar safety, and heritage assets. In addition all proposals use land and so lower quality agricultural land should be used and the natural environment / biodiversity shall be protected and enhanced.</b> <del>to schemes that do not require planning permission South East Lincolnshire have a number of wind farms, solar photovoltaic farms and anaerobic digestion plants as well as traditional gas fired power station. A balance has to be struck between providing these large schemes and their impact on biodiversity, the landscape, residential and visual amenity and the loss of agricultural land.</del></p> <ul style="list-style-type: none"> <li>Also amend the Renewable Energy part of the policy to: <table border="1" data-bbox="685 1787 2169 1995"> <tr> <td data-bbox="685 1787 2169 1995"> <p><b>B. Renewable Energy</b> <b>With the exception of Wind Energy</b> the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies on existing or proposed structures will be permitted provided, individually, or cumulatively, there would be no significant harm to:</p> <ol style="list-style-type: none"> <li>visual amenity; <b>landscape character or quality, or skyscape considerations;</b></li> </ol> </td> </tr> </table> </li> </ul>	<p><b>B. Renewable Energy</b> <b>With the exception of Wind Energy</b> the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies on existing or proposed structures will be permitted provided, individually, or cumulatively, there would be no significant harm to:</p> <ol style="list-style-type: none"> <li>visual amenity; <b>landscape character or quality, or skyscape considerations;</b></li> </ol>
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Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change																						
		<ol style="list-style-type: none"> <li>2. residential amenity in respect of: noise, fumes, odour, vibration, shadow flicker, sunlight reflection, broadcast interference, traffic;</li> <li>3. highway safety (including public rights of way);</li> <li>4. agricultural land take, <del>landscape character or quality, or skyscape considerations;</del></li> <li>5. aviation and radar safety;</li> <li>6. heritage assets <b>including their setting</b>; and</li> <li>7. the natural environment.</li> </ol>																						
MM031	Former Policy 28: Community, Health and Well-being (renumbered as 32)	<ul style="list-style-type: none"> <li>• Reword the policy as shown below.</li> </ul> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p><b>Policy 28 32: Community, Health and Well-being</b></p> <p>Development shall contribute to: the creation of socially-cohesive and inclusive communities; reducing health inequalities; and improving the community’s health and well-being. To this end, development will not be permitted unless it (where possible and appropriate):</p> <ol style="list-style-type: none"> <li>1. protects and enhances existing public rights of way, and creates new links to the rights of way network; and</li> <li>2. creates environments which:               <ol style="list-style-type: none"> <li>i. discourage crime and disorder, and do not create the fear of crime;</li> <li>ii. encourage healthy eating and local food growing;</li> <li>iii. are accessible to all sections of the community;</li> <li>iv. facilitate walking, cycling and public transport use; and</li> <li>v. encourage community use.</li> </ol> </li> </ol> <p>Where a development will increase the need for community facilities (education, childcare, teenage services, emergency services, social care, health care, libraries, museums, other cultural facilities, <b>places of worship</b>, community halls, sports facilities, recreational open space, or other green infrastructure), it will not be permitted unless it (where necessary) supports the provision of new facilities, and/or the enhancement of existing facilities in accordance with Policy 6 5. <b>In the case of sports facilities, recreational open space and other green infrastructure, provision will be required in accordance with the standards set out below.</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: right;">Hectares / 1,000 additional persons</th> </tr> </thead> <tbody> <tr> <td>Amenity Greenspace</td> <td style="text-align: right;">0.75</td> </tr> <tr> <td>Provision for children and young people</td> <td style="text-align: right;">0.10</td> </tr> <tr> <td>Park and Garden</td> <td style="text-align: right;">0.10</td> </tr> <tr> <td>Allotments</td> <td style="text-align: right;">0.30</td> </tr> <tr> <td>Churchyards and Cemeteries</td> <td style="text-align: right;">0.57</td> </tr> <tr> <td>Natural and Semi natural Green Space</td> <td style="text-align: right;">4.50</td> </tr> <tr> <th></th> <th style="text-align: right;">Number / 1,000 additional persons</th> </tr> <tr> <td>Sports Hall (33x18x7.6m internal)</td> <td style="text-align: right;">1/20,000</td> </tr> <tr> <td>Swimming pool (25x13m)</td> <td style="text-align: right;">1/32,500</td> </tr> <tr> <td>Indoor Bowling Green (6 rink)</td> <td style="text-align: right;">1/35,000</td> </tr> </tbody> </table> </div>		Hectares / 1,000 additional persons	Amenity Greenspace	0.75	Provision for children and young people	0.10	Park and Garden	0.10	Allotments	0.30	Churchyards and Cemeteries	0.57	Natural and Semi natural Green Space	4.50		Number / 1,000 additional persons	Sports Hall (33x18x7.6m internal)	1/20,000	Swimming pool (25x13m)	1/32,500	Indoor Bowling Green (6 rink)	1/35,000
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Schedule of Main Modifications

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		<table border="1" data-bbox="706 254 1857 1163"> <tr> <td>Indoor Tennis (4 court)</td> <td>1/140,000</td> </tr> <tr> <td>Squash Courts</td> <td>1/16,000</td> </tr> <tr> <td>Gym</td> <td>1/10,000</td> </tr> <tr> <td>Village Hall</td> <td>1/2,500</td> </tr> <tr> <td>Athletics Track (400m)</td> <td>1/250,000</td> </tr> <tr> <td>Synthetic turf pitch (101.4x63m)</td> <td>1/30,000</td> </tr> <tr> <td>Outdoor Bowling Green</td> <td>1/4,500</td> </tr> <tr> <td>Outdoor Tennis</td> <td>1/3,000</td> </tr> <tr> <td>Adult Football Pitch (1.2h)</td> <td>1/4,650</td> </tr> <tr> <td>Junior Football Pitch (0.75h)</td> <td>1/4,000</td> </tr> <tr> <td>Mini Football Pitch (0.2h)</td> <td>1/10,000</td> </tr> <tr> <td>Rugby Pitch (1.25h)</td> <td>1/9,000</td> </tr> <tr> <td>Cricket Pitch (1.2h)</td> <td>1/10,000</td> </tr> <tr> <td>Golf Course (18 holes)</td> <td>1/30,000</td> </tr> </table> <p data-bbox="706 1163 2154 1314">As first preference, this provision should be made in a suitable location on-site. Where on-site provision is not feasible or suitable, consideration will be given to a financial contribution towards the creation of a new facility nearby, or the improvement of an existing nearby facility. Whenever new provision is made, appropriate mechanisms must be put in place to ensure its satisfactory maintenance and management.'</p> <p data-bbox="706 1346 1762 1377">The redevelopment or change of use of an existing community facility will be permitted only if:</p> <ol data-bbox="744 1409 2154 1871" style="list-style-type: none"> <li>1. an assessment has been undertaken which has clearly shown that the facility is:             <ol style="list-style-type: none"> <li>a. surplus to requirements; or</li> <li>b. not economically viable; or</li> <li>c. unfit for purpose; and</li> <li>d. in the case of recreational open space, that it does not make an important contribution in amenity, visual or nature conservation terms; or</li> </ol> </li> <li>2. the loss resulting from the proposed redevelopment or change of use will be replaced by equivalent or better provision (in terms of quantity and quality) in a suitable nearby location; or</li> <li>3. (in the case of sports facilities or recreational open space) the redevelopment or change of use is for alternative sports or recreational provision, the need for which clearly outweighs the loss.</li> </ol> <p data-bbox="715 1902 2012 1934">The development of new community facilities will be supported, provided that they are <del>shall</del> be located so as to be;</p> <ol data-bbox="744 1965 1389 2001" style="list-style-type: none"> <li>1. as close as possible to the community they will serve;</li> </ol>	Indoor Tennis (4 court)	1/140,000	Squash Courts	1/16,000	Gym	1/10,000	Village Hall	1/2,500	Athletics Track (400m)	1/250,000	Synthetic turf pitch (101.4x63m)	1/30,000	Outdoor Bowling Green	1/4,500	Outdoor Tennis	1/3,000	Adult Football Pitch (1.2h)	1/4,650	Junior Football Pitch (0.75h)	1/4,000	Mini Football Pitch (0.2h)	1/10,000	Rugby Pitch (1.25h)	1/9,000	Cricket Pitch (1.2h)	1/10,000	Golf Course (18 holes)	1/30,000
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Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>2. readily accessible by public transport, on foot, and by bicycle;</p> <p>3. compatible with nearby uses and the character and appearance of the neighbourhood; and</p> <p>4. located and designed to enable (where possible) shared use with other services/facilities.</p> <p>The Proposed Cemetery/Playing Field Extension shown on the Policies map (Inset Map No.18 – Gosberton) will be developed as a 1.26-hectare extension to the neighbouring playing field and a 0.64-hectare extension to the neighbouring cemetery in conjunction with the development of Housing Reserve Site Gos011.</p> <ul style="list-style-type: none"> <li>Amend 18 Gosberton Inset Map to show the playing field and cemetery extension</li> </ul>
MM032	Former Policy 29: Delivering a More Sustainable Transport Network (renumbered as 33)	<ul style="list-style-type: none"> <li>Add 'vi. Along West Elloe Avenue and Enterprise Way, Spalding' to Policy.</li> </ul> <p>Amend para A6 to:</p> <p>identifying safeguarding routes on the Policies Map, within which the Central sections 2 and 3 of the Spalding Western Relief Road and Phase 3 of the Boston Distributor Road will be delivered (outside this plan period). Any development that would prejudice the design of this infrastructure will not be permitted;</p>
MM033	New Policy 34 Delivering the Boston Distributor Road	<p><b>8.3 Delivering the Boston Distributor Road</b></p> <p>8.3.1 The Boston Distributor Road (BDR) is a long term highway development programme, in the main, led by, and facilitated by, development opportunities. Its completion is likely to extend well beyond the 2036 end date of this Local Plan but a significant section is expected to be completed within the plan period.</p> <p>8.3.2 An alternative route around Boston has been a long held aspiration and the opportunity to bring such a route to the fore through this Local Plan has been a significant factor in assessing development opportunities. The 4<sup>th</sup> Lincolnshire Local Transport Plan (LLTP) provides the statutory context for this approach in proposing that the Local Plan be prepared by assessing whether development opportunities to meet development needs might also support the delivery of a Distributor Road for Boston. A western route for the Distributor Road is shown to be the best option as it is better integrated with the existing highway network. The eastern route also has more constraints with marginally better agricultural land and marginally worst flood risk (e.g. hazard in terms of rapid inundation from the Haven). The land development options being submitted through the Strategic Housing Land Availability Assessment process have also been far fewer and less comprehensive on the eastern side of the urban area than to the west.</p> <p>8.3.3 The BDR is also one of many proposals in the Boston Transport Strategy (BTS) (2017) linked with improving accessibility and better use of the strategic highway network. The BTS was updated in 2017 to have the same time frame as the Local Plan. Many of its proposals are at the option stage with delivery mechanisms yet to be determined. However the Local Plan can assist in several ways, e.g. helping to deliver a secondary school on the western side of the urban area (and so reducing cross town traffic), incorporating improvements to accessibility in new development (e.g. through Policy 29: Delivering a More Sustainable Transport Network) and by helping to deliver part of the BDR. Also linked to the improvements to the strategic highway network is the need to address poor air quality at the two Air Quality Management Areas in Boston.</p> <p><b>Policy 34: Delivering the Boston Distributor Road</b></p> <p>The Boston Distributor Road (BDR) will be delivered in three phases (as shown on the Plan: Indicative Layout Boston Distributor Road). The first two phases are expected to happen in the plan period up until 2036.</p> <p>The three phases are as follows:</p> <p>Phase 1: A16 to London Road through the development known as Q1;</p> <p>Phase 2: London Road to West End Road (on the southern perimeter of the SUE site known as Sou006) and from Gilbert Drive to the North Forty Foot Drain (through the SUE site known as Wes002);</p>



Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p><b>Phase 3:</b> North Forty Foot Drain to the A16 north of Boston. Part 3 also includes highway improvement options from West End Road which may include new infrastructure to the A52 and beyond to the North Forty Foot section of highway.</p> <p>Highway design for the BDR will be in accordance with the Design Manual for Roads and Bridges as required by the Highways Authority.</p> </div> <p>8.3.4 Phase 1 of the BDR is under construction as part of the Q1 mixed use development. The two sections of Phase 2 of the BDR are also part of the Sustainable Urban Extensions (SUE) Policies (Policies 12 and 13). Policies 12, 13 and 30 do not specify any delivery phasing for the BDR sections because they are part of accessing and opening up development opportunities. The developers of both Sou006 and Wes002 expect that all or most of their sites will be developed in the plan period. The Whole Plan Viability Assessment undertaken for the Local Plan suggests that the costs for these sections of the BDR are achievable as part of the opening up costs. The SUE site Wes 002 will be linked to Gilbert Drive which has been built and designed as a 7.3m width carriageway. This is the current design standard for a residential distributor road and future sections will need to meet the standards required by the County Council Highway’s Authority.</p> <p>8.3.5 Phase 3 of the BDR is expected to take place beyond 2036 and the preparation of the Local Plan has explored whether land use options and sites might be forthcoming. Strategic sites were presented as possible options during the preparation leading up to the Publication Draft. Phase 3 also includes the consideration of highway improvements from West End Road which may include new highway infrastructure and bridging effectively from the A52 through to the new BDR highway provisions at the North Forty Foot. However the provisions of this Local Plan are for part of the BDR in terms of both infrastructure and function. It is acknowledged that Phase 3 of the BDR will require the examination of options in greater detail. The need for this is likely to be part of the preparation of a Local Plan review or as part of a completely new Local Plan.</p> <p><b>Monitoring</b></p> <p style="margin-left: 40px;">Length (Kilometres) of the Boston Distributor Road delivered within each five year period (by phase)</p> <p style="margin-left: 40px;">Progress with funding applications for the delivery of the Boston Distributor Road</p> <ul style="list-style-type: none"> <li>• Show indicative layout in Appendix 10</li> </ul>
MM034	Former Policy 30: Delivering the Spalding Transport Strategy (renumbered as 35)	<ul style="list-style-type: none"> <li>• To take on board all proposed modifications, rewrite Policy 30, and its introduction and reasoned justification as follows:</li> </ul> <p>8.2.1 The Spalding Transport Strategy 2014-2036<sup>44</sup> highlights the importance of the proposed Spalding Western Relief Road (SWRR) which will link the B1172 (Spalding Common), in the south-west of the town, to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4th Lincolnshire Local Transport Plan<sup>26</sup>, identified as one of four major schemes within Lincolnshire in the short to medium term. Important locally, it will play a major role in opening up development sites including Holland Park, the Vernatts Sustainable Urban Extension (see Policy 12) and other major sites to the west of Spalding; it will also provide an alternative route to the congested A151 which passes through the centre of Spalding and are subject to increasing delays resulting from level crossing ‘downtime’.</p> <p>8.2.2 The SWRR, when completed, is expected to deliver significant benefits to traffic management around Spalding. However, its total cost and current funding arrangements (i.e. through developer contributions linked to housing delivery) mean that its construction is viewed as a series of separate projects over a number of years, with the completion of the road currently expected to stretch beyond the end of the Local Plan period in 2036. A clear strategy within this Local Plan will provide a framework for reviewing and revising implementation and delivery of those separate projects as funding opportunities emerge. Notably, the Central section of the SWRR, which would link the Northern and Southern sections via Bourne Road, is programmed to be delivered after 2036. However, it is intended that the principles of Policy 30 would apply to this section at the time it proceeds based on future land allocations.</p> <p>8.2.3 Policy 30 aims to provide a mechanism for securing developer contributions towards the delivery of the SWRR and other complementary solutions to current transport management issues in Spalding. Specifically, it concerns important road/traffic improvement schemes identified in the Strategy<sup>44</sup>, prioritised by the Local Highway Authority, which are required to mitigate the traffic impact of residential growth in and around Spalding pending the completion of the SWRR.</p> <p>8.4.1 The Spalding Transport Strategy 2014 (the STS)<sup>44</sup>, finalised in September 2014, was developed jointly by Lincolnshire County Council and South Holland District Council (SHDC).</p>

Schedule of Main Modifications

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		<p>8.4.2 The STS provides a comprehensive approach for the improvement and provision of transport and access for Spalding and its surrounding area, including the delivery of the Spalding Western Relief Road (SWRR). It was prepared with a view to addressing existing issues and supporting proposals for significant growth in the town in the short, medium and long term. The STS is designed to be a complementary package of measures that can be delivered through a range of supportive activities led by the relevant party including highway authority, planning authority, other public body or developer/ landowner interests.</p> <p>8.4.3 Accordingly, from the outset the STS was developed in close cooperation by Lincolnshire County Council (LCC), SHDC and other key stakeholders, and through wider public engagement. The adoption of this approach at an early stage was intended to ensure that the STS would complement and support other local and national policies, including the emerging South East Lincolnshire Local Plan.</p> <p>8.4.4 Policy 35 therefore creates a mechanism for securing developer contributions towards the delivery of the variety of complementary solutions to current transport-management issues identified in the STS.</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p><b>Policy 30 35 : Delivering the Spalding Transport Strategy</b></p> <p>In accordance with Policy 7, Policy 11 and Inset Map 2: Spalding and Pinchbeck, the following housing allocations and all developments for 11 or more dwellings, and which have a combined gross floorspace of more than 1,000 sqm, or non-residential development of 1000sqm or more floorspace (gross), granted planning permission on unallocated sites within the settlement boundaries for Spalding and Pinchbeck will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy<sup>44</sup>, or any successor, excluding the Northern and Southern sections of the SWRR:</p> <p>A. In accordance with Policy 15 and Policies Map Inset No. 2: Spalding and Pinchbeck, the housing allocations Site Pin024: Land north of the Vernatt’s Drain and Site Pin045: Land west of Spalding Road will be required to contribute to the delivery of Sections 4 and 5 of the SWRR in accordance with the Local Highway Authority’s approved SWRR Delivery Strategy, subject to viability<sup>70</sup>.</p> <p>In respect of these allocations, SHDC and the Local Highway Authority will seek to secure formal agreements with relevant developers/landowners on financial and other contributions. However, if necessary, the authorities will also consider the use of statutory powers, including compulsory purchase, to ensure delivery of the SWRR.</p> <p>Development proposals for these allocations which do not meet the detailed requirements set out in the SWRR Delivery Strategy or which compromise the strategic role of the road will not be permitted.</p> <p>B. In accordance with Policy 6, Policy 15 and Inset Map 2: Spalding and Pinchbeck, the following housing allocations and all developments for 11 or more dwellings, or which have a combined gross floor space of more than 1,000 sqm, or non-residential development of 1,000 sqm or more floor space (gross), granted planning permission on unallocated sites within the designated settlement boundaries for Spalding and Pinchbeck, will be subject to financial contributions towards the funding of projects featured in the STS<sup>44</sup>, or any successor:</p> <ul style="list-style-type: none"> <li>• Site Mon005: Land south of Horseshoe Road;</li> <li>• Site Mon008: Land north of Bourne Road;</li> <li>• Site Pin002: Land north of Market Way;</li> <li>• Site Pin019: Land east of Surfleet Road;</li> <li>• Site Pin025: Land east of Spalding Road;</li> <li>• Site Pin050: Spalding Lifestyle, Spalding Road;</li> <li>• Site Pin065: Birchgrove Garden Centre, Surfleet Road;</li> <li>• Site Stm004: Land east of Spalding Common;</li> <li>• Site Stm010: Land west of Spalding Common; and</li> <li>• Site Stm028: The Elders.</li> </ul> </div>



Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p>Financial contributions to the schemes identified in the Spalding Transport Strategy<sup>44</sup> as prioritised by the Local Highway Authority will be secured through legal agreements, subject to the provisions of Policy 7. Their calculation will be subject to viability.</p> <p>Site Pin024: Land north of the Vernatt's Drain and Site Pin045: Land west of Spalding Road will be required to contribute to, and subject to viability, deliver the Northern section of the SWRR.</p> <p>The delivery of the Northern section of the SWRR requires a comprehensive and coordinated approach from landowners. The precise alignment of the SWRR in this area will be subject to master planning. The District Council and Local Highway Authority will seek to secure formal agreements with landowners on the financial package (including any public sector funding) to ensure delivery of the route. The authorities will also consider the use of statutory powers to ensure delivery of the SWRR if necessary.</p> <p>Financial contributions to the non-SWRR schemes identified in the STS, as prioritised by the Local Highway Authority, will be secured through legal agreements, subject to the provisions of Policy 6. Their calculation will be subject to viability.</p> <p>Development proposals for these sites which do not include appropriate financial contributions to secure delivery of identified off-site traffic-mitigation schemes will not be permitted.</p> <p>C. Other development proposals for sites situated outside of the designated settlement boundaries for Spalding and Pinchbeck, which would have a detrimental impact on traffic management in the Spalding area, will not be permitted without South Holland District Council securing contributions towards the Local Highway Authority's identified off-site mitigation schemes from such proposals in accordance with the relevant provisions set out in Section B of this policy.</p> <p><b>Reasoned Justification</b></p> <p>8.2.4 The quality of the road network in Spalding is central to facilitating vehicle as well as sustainable and public transport movements and, consequently, its suitability for accommodating residential growth. The operation of this network is linked to the impact of the operation of the rail line through the town centre and barrier down time. Recent traffic modelling<sup>68</sup> has demonstrated that housing commitments in Spalding will exacerbate traffic congestion at a number of locations across the town. These issues will be further exacerbated by the proposals for additional housing and other types of development in the Spalding and Pinchbeck areas contained in this Local Plan. Accordingly, it is essential that these impacts are mitigated as much as possible.</p> <p>8.2.5 The Spalding Transport Strategy<sup>44</sup> has considered these impacts in scoping out future interventions needed across the town and the nearby area. The cumulative impact of all site allocations needs to be considered in order to ensure that the impact of individual schemes can be assessed at planning application stage. Existing consents have already made provision for necessary interventions to mitigate their impacts.</p> <p>8.2.6 For example, the Holland Park development, which is currently under construction, is required to provide the Southern section of the SWRR within the development, in partnership with the Local Highway Authority. This is required to be delivered once the first 500 dwellings have been occupied.</p> <p>8.2.7 Policy 30 seeks to ensure that future eligible housing and other developments in Spalding and Pinchbeck are required to fund either separate elements of the SWRR or other mitigation solutions from a package of transport measures in the town as detailed in the Spalding Transport Strategy<sup>44</sup>, as prioritised by the Local Highway Authority.</p> <p>8.2.8 The aims within the Spalding Transport Strategy<sup>44</sup> will be developed, in partnership with the Local Highway Authority, into a delivery programme to be implemented in conjunction with the delivery of the Southern section of the SWRR.</p> <p>8.2.9 In terms of the Northern section of the SWRR, Policy 12 requires the majority of development on Site Pin045: Land west of Spalding Road to be accessed separately from the main route of the Northern section of the SWRR, which proceeds to cross Site Pin045 (via a bridge crossing of the Joint Line railway) to access Site Pin024: Land north of the Vernatt's Drain. In view of these</p>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<p><del>particular circumstances and to ensure timely commencement of development on Site Pin024, there is a need for all interested parties to agree a framework for accessing this site via land currently in the control of another developer.</del></p> <p><del>8.2.10 As such, the nature of the contributions from these sites to the delivery of the Northern section and any possible support from public sources of funding will be set out in a Memorandum of Agreement between/involving the developers of these sites, the Local Highway Authority, South Holland District Council and other interested parties. This will form part of a wider delivery strategy that will be developed to support the implementation of this element of the SWRR.</del></p> <p><del>8.2.11 The delivery of the SWRR and the other Strategy measures are a complete package of interventions that should ensure the effective operation of the Spalding transport infrastructure.</del></p> <p>8.4.5 The STS highlights the importance of the proposed SWRR, which will link the B1172 (Spalding Common), in the south-west of the town to the B1356 (Spalding Road) in the north. This road scheme is an integral part of the 4<sup>th</sup> Lincolnshire Local Transport Plan<sup>26</sup>, and is identified as one of four major schemes within Lincolnshire in the short to medium term. LCC, as the Local Highway Authority, recognises it as playing a strategic role in opening-up development sites including the Holland Park Sustainable Urban Extension (SUE), the Vernatts SUE (see Policy 15: Vernatts Sustainable Urban Extension) and other major sites to the west of Spalding; and in providing an alternative route to the congested A151 which passes through the centre of Spalding and is subject to increasing delays resulting from level-crossing ‘downtime’. As a consequence of the SWRR’s strategic importance, LCC is leading on the submission of the planning application for Section 1 of the SWRR, and will do the same for Section 5.</p> <p>8.4.6 The SWRR, when completed, is expected to deliver significant benefits to traffic management around Spalding. However, its total cost and current funding arrangements (i.e. through developer contributions linked to housing delivery) mean that its construction is viewed as a series of separate ‘projects’ over a number of years, with the completion of the road currently expected to stretch beyond the end of the Local Plan period in 2036.</p> <p>8.4.7 The first project has been ‘Section 1 of the SWRR (previously described as the ‘Southern section’ and associated with the development of the Holland Park SUE by a single developer). The second project is ‘Section 5’ (previously described as the ‘Northern section’). Both of these sections are indicated diagrammatically on the Policies Map Inset for Spalding and Pinchbeck and described in the South East Lincolnshire Infrastructure Delivery Plan using their former names<sup>5</sup>. Sections 2, 3 and, 4 (previously described as the ‘Central section’) will link Sections 1 and 5, and due to their total length, may be delivered as several smaller projects. The precise routes of Sections 2 and 3 have yet to be confirmed, but it will proceed through the designated ‘SWRR Safeguarding Corridor’ as shown on the Policies Map Inset for Spalding and Pinchbeck. Section 4 will run parallel with, and close to the Vernatt’s Drain. An indicative plan showing the extent of the SWRR sections is contained in Appendix 10.</p> <p>8.4.8 Given that there is currently no proposal to introduce a Community Infrastructure Levy (CIL) in South Holland District, LCC, with the support of SHDC, has prepared a ‘SWRR Delivery Strategy’<sup>70</sup> to provide a robust and equitable funding and delivery mechanism to govern the development of the outstanding Sections 2-5 of the SWRR until such time as they are completed. It is sufficiently flexible to enable the implementation of individual SWRR projects to be reviewed in the light of additional funding opportunities (e.g. various public-sector initiatives) as and when they emerge.</p> <p>8.4.9 The STS also proposes important road/traffic improvement schemes, prioritised by the Local Highway Authority, which are required to mitigate the traffic impact of residential growth in and around Spalding pending the completion of the SWRR. These are to be supported by financial contributions from housing and other developments not directly related to the route of the SWRR.</p> <p><b>Monitoring</b></p> <p><u>No of Spalding Transport Strategy projects completed</u></p> <ul style="list-style-type: none"> <li>Amend 02 Spalding and Pinchbeck inset map to extend SWRR safeguarding corridor to include land to the north of Mon008 and north of Vernatt’s Drain and to show Sections 1-5 of the SWRR.</li> <li>Show indicative diagram describing sections 1-5 of the SWRR in Appendix 10</li> </ul>
MM035	Renamed Part 9:Monitoring and Review	<ul style="list-style-type: none"> <li>Confirm that the review of the Local Plan will be undertaken in accordance with regulation 4 of The Town and Country Planning (Local Planning)(England)(Amendment) Regulations 2017’.</li> </ul> <p>9.1.4 In accordance with regulation 4 of The Town and Country Planning (Local Planning)(England)(Amendment) Regulations 2017’ the Local Plan review will be completed every 5 years, starting from the date of adoption of the local plan.</p>
MM036	New Appendix 4 to the Local Plan	<ul style="list-style-type: none"> <li>Add a new Appendix 4 to the Local Plan, comprising of tables detailing expected housing delivery in Boston Borough and South Holland District over the Plan period, as shown in <b>Appendix A</b> to this document.</li> </ul>

Schedule of Main Modifications

Main Modification Number	Policy Number	Proposed Change
		<ul style="list-style-type: none"> <li>• Renumber Appendix 4: Car Parking Standards as Appendix 6: Car Parking Standards.</li> </ul>
MM037	Appendix 5: Local Plan Implementation	<ul style="list-style-type: none"> <li>• Renumber Appendix 5: Local Plan Implementation as Appendix 7: Local Plan Implementation, and amend the Appendix as shown in <b>Appendix B</b> to this document.</li> </ul>
MM038	New Appendices	<ul style="list-style-type: none"> <li>• Add a new Appendix 5 to the Local Plan, comprising of tables detailing the infrastructure, constraints and mitigation requirements pertaining to the Local Plan’s employment and housing allocations, as shown in <b>Appendix C</b> to this document.</li> <li>• Add new Appendix 8 to the Local Plan for Developer Contributions for Education Facilities, as shown in <b>Appendix D</b> to this document.</li> <li>• Add new Appendix 9 to the Local Plan for Developer Contributions for Health Care Facilities, as shown in <b>Appendix E</b> to this document.</li> <li>• Add new Appendix 10 to the Local Plan to comprise Indicative plans for ‘Prestige Employment Sites’, the four ‘Sustainable Urban Extension’ sites, the ‘Boston Distributor Road’ and the ‘Spalding Western Relief Road’.</li> </ul>

Appendix A

Appendix 4: Expected housing completions

Expected housing completions for each year of the Local Plan period for Boston Borough.

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes	
Net completions (total number of dwellings built minus the number of dwellings lost to demolition)																													
Completions	91	64	175	109	180	352	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	971	-		
Windfall allowance (number of dwellings expected to be built on sites that are not identified for development in the Local Plan)																													
Windfalls	-	-	-	-	-	-	-	-	-	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	688	-	It is assumed that over the next three years all 'windfall' completions will come from the stock of commitments. Thus, a windfall allowance is not applied until 2020/21.
Commitments (sites with full or outline planning permission, and sites where there is a resolution to grant planning permission (as at 31 <sup>st</sup> March 2017))																													
B/14/0165 and B/15/0264 (land bounded by A16, London Road, Tytton Lane East & Causeway, Boston (known as Q1))	-	-	-	-	-	-	62	62	62	62	62	62	62	62	6	0	0	0	0	0	0	0	0	0	0	0	502	0	Outline planning permission (B/14/0165) granted for the erection of 502 dwellings. Reserved matters permission (B/15/0264) granted for the erection of 147 dwellings in April 2017. Development began almost immediately and 80 dwellings are currently under construction. Development is expected to proceed at an average of 50-75 dwellings per annum.
Other, smaller sites	-	-	-	-	-	-	327	327	330	330	331	39	39	39	39	39	89	89	89	88	88	0	0	0	0	2,283	0	1,565 are on sites where development has not yet begun.	
Minus lapse rate	-	-	-	-	-	-	-18	-18	-19	-19	-19	-4	-4	-4	-4	-4	-9	-9	-9	-9	-9	0	0	0	0	-158	0	The lapse rate assumes that	

Schedule of Main Modifications

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes
Total from commitments	-	-	-	-	-	-	371	371	373	373	374	97	97	97	41	35	80	80	80	79	79	0	0	0	0	2,627	0	10% of all planning permissions where development has not yet begun will not deliver any dwellings.
Suitable Urban Extensions allocated in the South East Lincolnshire Local Plan																												
Sou006	-	-	-	-	-	-	0	0	0	0	44	88	88	88	88	88	88	88	88	88	88	88	88	88	88	1,276	239	The site is being promoted by Chestnut Homes. They indicate that they expect development to begin in 2021, and proceed at 75-100 dwellings p.a.
Wes002	-	-	-	-	-	-	0	38	75	75	75	75	75	75	75	75	75	75	75	75	75	75	50	0	0	1,138	0	The site is being promoted by Broadgate Homes, who have an undetermined (as at November 2017) outline application (B/17/0367) for 1,200 dwellings. They indicate that they expect development to begin in Summer 2018, and proceed at approximately 75 dwellings per annum.
Other Housing Allocations identified in the South East Lincolnshire Local Plan																												
Fen006	-	-	-	-	-	-	0	0	12	25	25	25	25	25	25	25	25	25	3	0	0	0	0	0	0	240	0	Undetermined (as at November 2017) full application (B/16/0106) for 86 dwellings as phase 1. Agent indicates that local housebuilder & housing association who will undertake phase 1 are expected to develop the entire site.
Fis001	-	-	-	-	-	-	0	12	25	25	25	25	25	25	18	0	0	0	0	0	0	0	0	0	0	180	0	Planning Cttee resolved to grant outline p.p. for 180 dwellings on 20 <sup>th</sup> June 2017. Site is in the

Schedule of Main Modifications

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes
Fis033	-	-	-	-	-	-	0	0	0	12	25	25	25	25	25	25	25	25	10	0	0	0	0	0	0	222	0	hands of Cyden Homes Ltd. Site is in 4 ownerships, but all 4 parcels can be accessed independently. Agents acting for 2 owners indicate that negotiations with a housebuilder are advanced. Agent acting for 1 owner indicates that a housebuilder is being sought to enter into an Option or Promotion Agreement.
Wyb033	-	-	-	-	-	-	0	0	0	12	25	25	25	25	25	25	25	25	25	13	0	0	0	0	0	250	0	Site is in 4 ownerships. 1 owner indicates that marketing will follow imminent outline application (this parcel can be accessed independently). 3 owners are working together & indicate that negotiations with a housebuilder are under way. This parcel can be accessed independently.
Cen001	-	-	-	-	-	-	0	12	12	12	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	Capacity from planning application. Subject of an undetermined (as at November 2017) full application (B/17/0121) by developer for 60 dwellings.
Fen001	-	-	-	-	-	-	0	0	0	0	12	25	18	0	0	0	0	0	0	0	0	0	0	0	0	55	0	Agent indicates that a planning application is intended to be submitted in 2017, & that the site will be marketed once p.p. is granted.
Fen002	-	-	-	-	-	-	0	0	0	0	0	8	8	8	8	3	0	0	0	0	0	0	0	0	0	35	0	Agent indicates that the site is being actively marketed.
Fis002	-	-	-	-	-	-	0	0	0	0	0	0	3	3	3	3	0	0	0	0	0	0	0	0	0	12	0	Agent indicates that marketing will begin shortly.

Schedule of Main Modifications

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes
Fis003	-	-	-	-	-	-	0	0	0	0	0	12	25	25	25	3	0	0	0	0	0	0	0	0	0	90	0	Owner indicates that survey work is underway in preparation for a planning application.
Fis017a	-	-	-	-	-	-	0	0	0	25	25	25	25	25	25	25	25	0	0	0	0	0	0	0	0	200	0	Undetermined (as at April 2018) outline application for up to 200 dwellings. No recent information on owner's intentions or developer involvement.
Fis038	-	-	-	-	-	-	0	0	0	0	12	25	16	0	0	0	0	0	0	0	0	0	0	0	0	53	0	Agent indicates that a planning application is intended to be submitted in 2018 & that several housebuilders have expressed interest in the site.
Nor006	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	12	25	25	9	0	0	0	0	0	0	71	0	Agent indicates that no planning application is expected shortly, & that the site is not currently being actively marketed (though it is for sale).
Pil002	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	3	3	3	3	1	0	0	0	0	0	13	0	No recent information from landowner.
Pil006	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	1	0	0	0	19	0	No recent information from landowner.
Wes001	-	-	-	-	-	-	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	11	0	Agent indicates that full applications for 2 plots will be submitted in 2017 for marketing to potential self-builders.
Wyb013	-	-	-	-	-	-	0	0	0	0	0	0	12	25	25	23	0	0	0	0	0	0	0	0	0	85	0	Agent indicates that outline application will shortly be submitted, & marketing will

Schedule of Main Modifications

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes	
																													commence by Feb 2018.
Wyb041	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	8	8	8	8	8	1	0	0	0	0	0	41	0	No recent information from landowner.
Bic004	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	8	8	8	3	0	0	0	0	0	0	0	27	0	No recent information from landowner.
Bic015	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	0	10	0	No recent information from landowner.
Bic017	-	-	-	-	-	-	0	0	0	0	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	18	0	Site is in 2 ownerships, but both parcels can be accessed independently. Owners indicates that marketing to housebuilders is underway or will begin shortly.
But002	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	8	8	5	0	0	0	0	0	0	0	0	21	0	No recent information from landowner.
But004	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	8	8	5	0	0	0	0	0	0	0	0	21	0	No recent information from landowner.
But020	-	-	-	-	-	-	0	0	0	11	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	The site is being promoted by Broadgate Homes, who suggest that: it will accommodate 23 dwellings; development will begin in 2020; and development will be completed within 1 year.
Fis046	-	-	-	-	-	-	0	0	0	0	8	8	8	8	8	5	0	0	0	0	0	0	0	0	0	0	45	0	Agent indicates that a planning application will be submitted in 2017 & that marketing will follow p.p.
Kir016	-	-	-	-	-	-	0	10	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	The site is being promoted by Kier Property who suggest that: it will accommodate 40 dwellings;



Schedule of Main Modifications

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes	
																												development will begin in Q3 of 2018; and the scheme will be built out in a single phase of development.	
Kir034	-	-	-	-	-	-	0	0	0	0	0	0	8	8	8	8	8	1	0	0	0	0	0	0	0	0	41	0	Owner indicates that a contract with a housebuilder is expected to be completed by Oct 2017 which would require the submission of a planning application by Feb 2018. However, development cannot begin until development of land to south has progressed.
Kir041	-	-	-	-	-	-	0	0	12	25	25	15	0	0	0	0	0	0	0	0	0	0	0	0	0	102	0	The site is in 3 ownerships. The owner of 81% of the site indicates that a contract with a housebuilder is expected to be completed by Oct 2017 which would require the submission of a planning application by Feb 2018. This parcel can be accessed independently. The owner of 8% of the site indicates that a planning application is intended to be submitted in late 2017, & that marketing will follow p.p. This parcel can be accessed independently. The owner of	

Schedule of Main Modifications

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes	
																													11% of the site indicates that marketing will commence by Sept 2018. This parcel will need to be accessed via the largest parcel.
Sut009/028	-	-	-	-	-	-	0	0	0	12	25	25	25	25	25	25	25	25	25	25	1	0	0	0	0	263	0	Agent indicates that discussions have taken place with a housebuilder & that matters will be taken further once the allocation is confirmed.	
Swi015	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	12	25	25	25	25	4	0	0	0	0	116	0	No recent information from landowner.	
Swi018	-	-	-	-	-	-	0	0	0	0	0	0	3	8	8	8	8	0	0	0	0	0	0	0	0	35	0	Owner indicates that marketing will begin in mid to late 2018.	
Swi037	-	-	-	-	-	-	0	0	0	12	25	22	0	0	0	0	0	0	0	0	0	0	0	0	0	59	0	Site is in 2 ownerships, but they indicate that they are working together. Indicative layouts/designs are being prepared & discussions have taken place with a housebuilder.	
Wig014	-	-	-	-	-	-	0	0	0	0	0	0	3	3	3	3	3	3	1	0	0	0	0	0	0	19	0	Agents indicate that a planning application is likely to be submitted once the allocation is confirmed & that marketing would then follow.	
Wra013	-	-	-	-	-	-	0	0	0	0	8	8	8	8	8	5	0	0	0	0	0	0	0	0	0	45	0	Owner indicates that a planning application will be submitted shortly & marketing will commence once	

**Schedule of Main Modifications**

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes
																												p.p. has been obtained.
TOTAL SUPPLY	91	64	175	109	180	352	371	443	524	678	804	602	584	553	490	496	522	476	403	361	294	207	181	131	131	9,222	239	
TOTAL REQUIREMENT	317	317	317	317	317	317	317	317	317	317	317	317	317	317	317	317	317	317	317	317	317	317	317	317	317	7,744	-	

**Schedule of Main Modifications**

**Expected housing completions for each year of the Local Plan period for South Holland District**

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes	
Net completions (total number of dwellings built minus the number of dwellings lost to demolition)																													
Completions	167	200	270	302	293	266	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,498	-		
Windfall allowance (number of dwellings expected to be built on sites that are not identified for development in the Local Plan)																													
Windfalls	-	-	-	-	-	-	-	-	-	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	53	848	0	It is assumed that, over the next three years, all 'windfall' completions will come from the stock of commitments. Thus, a windfall allowance is not applied until 2020/21	
Commitments (sites with full or outline planning permission, and sites where there is a resolution to grant planning permission (as at 31 <sup>st</sup> March 2017))																													
H16-0571-09 Holland Park, Spalding	-	-	-	-	-	-	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	1,900	336	Outline planning permission (H16-0571-09) granted for the erection of 2,250 dwellings. Reserved matters permission (H16-0464-14) granted for the erection of 312 dwellings in October 2014. Development has begun, and 14 dwellings were built in 2016/17. Development is expected to proceed at an average of 100 dwellings per annum.	
H09-0521-14 Manor Farm, Fen Road, Holbeach	-	-	-	-	-	-	0	0	38	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	838	62	Outline planning permission (H09-0521-14) granted for the erection of 900 dwellings. Reserved matters application (H09-0331-17) for 330 dwellings granted in November 2017. Development is expected to begin in Summer 2019 and to proceed at an average of 50 dwellings per annum.	
Other, smaller sites	-	-	-	-	-	-	376	375	375	374	374	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,874	0	1,151 are on sites where development has not yet begun.	
Minus lapse rate	-	-	-	-	-	-	-23	-23	-27	-28	-28	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-199	-6	The lapse rate assumes that 10% of all planning permissions where development has not yet begun will not deliver any dwellings	
Total from commitments	-	-	-	-	-	-	453	452	486	496	496	145	145	145	145	145	145	145	145	145	145	145	145	145	145	4,413	392		
Suitable Urban Extensions allocated in the South East Lincolnshire Local Plan																													
Vernatts SUE (Pin045)	-	-	-	-	-	-	0	0	0	25	50	50	50	50	50	50	50	50	50	50	50	50	50	50	1	0	676	0	The site is being promoted by Ashwood Homes. Funding for infrastructure investment is currently being sought.
Vernatts SUE (Pin024)	-	-	-	-	-	-	0	0	0	0	38	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	1,088	2,200	The site is being promoted by Broadgate Homes, who suggest that they will apply for p.p. within 2 years of the Plan's adoption, and that development will begin in 2021/22 & proceed at 75 dwellings p.a. Funding for infrastructure investment is currently being sought.
Holbeach West SUE (Hob048)	-	-	-	-	-	-	0	0	0	0	25	50	50	50	50	50	50	50	50	50	50	50	50	50	50	725	175	Planning Cttee has resolved to grant outline p.p. for 650 dwellings on part of site, subject to S106A. No known housebuilder involvement. No recent information from landowner on remainder.	

**Schedule of Main Modifications**

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes	
Other Housing Allocations identified in the South East Lincolnshire Local Plan																													
Pin025	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	3	3	3	2	0	0	0	0	0	0	0	11	0	No recent information from landowner. No known constraints.
Pin050	-	-	-	-	-	-	0	0	0	12	25	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	Agent indicates that a planning application is intended to be submitted in 2017, and that a conditional contract with a housebuilder is expected to be exchanged by Oct 2017.
Stm004	-	-	-	-	-	-	0	0	0	12	25	25	25	25	25	3	0	0	0	0	0	0	0	0	0	0	140	0	Planning Cttee has resolved to grant outline p.p. subject to S106A. Agent indicates that preliminary discussions with a housebuilder are underway.
Stm010	-	-	-	-	-	-	0	0	0	0	0	0	0	12	25	25	1	0	0	0	0	0	0	0	0	0	63	0	Agent indicates that, once the allocation is confirmed, either the site will be sold to a housebuilder, an outline application will be made, or a promotion/option agreement with a housebuilder will be sought.
Stm028	-	-	-	-	-	-	0	0	4	0	0	0	0	0	0	12	25	25	25	17	0	0	0	0	0	0	108	0	Owner indicates that 4 dwellings intended to be built before 2019. Remaining site may be marketed to housebuilders post-2023.
Mon005	-	-	-	-	-	-	0	0	0	0	0	0	0	12	25	25	25	1	0	0	0	0	0	0	0	0	88	0	Agent indicates that a planning application will not be submitted until the Housing Allocation is confirmed. At that time housebuilders will be approached.
Mon008	-	-	-	-	-	-	0	0	0	0	0	25	50	50	50	50	50	50	50	50	9	0	0	0	0	0	434	0	Agent indicates that preliminary layout proposals have been prepared, & that recent discussions have been had with 2 housebuilders. Housebuilders will be approached again once the allocation is confirmed.
Cro011	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	8	8	8	7	0	0	0	0	0	0	0	31	0	No recent information from landowner.
Cro036	-	-	-	-	-	-	0	0	0	0	8	8	8	6	0	0	0	0	0	0	0	0	0	0	0	0	30	0	Agent indicates that a planning application will be submitted by February 2018. Marketing to housebuilders will take place once p.p. is secured and development costs are established.
Cro043	-	-	-	-	-	-	0	0	0	0	8	8	8	7	0	0	0	0	0	0	0	0	0	0	0	0	31	0	Planning Cttee has resolved to grant outline p.p. subject to S106A. No known housebuilder involvement.
Cro044	-	-	-	-	-	-	0	7	15	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0	Full p.p. for development of 41 homes granted to housebuilder on 21 <sup>st</sup> Aug 2017.
Cro046	-	-	-	-	-	-	0	0	0	0	8	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	Outline p.p. for development of up to 22 dwellings granted on 16 <sup>th</sup> Aug 2017. No known housebuilder involvement.
Cro050	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	12	25	25	8	0	0	0	0	0	0	0	70	0	No recent information from landowner.
Don001	-	-	-	-	-	-	0	0	12	25	25	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	0	Undetermined (as at November 2017) full planning application from housebuilder to construct 81 dwellings.
Don006	-	-	-	-	-	-	0	0	0	0	0	12	25	25	25	23	0	0	0	0	0	0	0	0	0	0	110	0	Agent indicates that recent advanced discussions with a housebuilder proved fruitless, & that an alternative housebuilder is being sought.
Don008	-	-	-	-	-	-	0	0	0	0	12	25	25	10	0	0	0	0	0	0	0	0	0	0	0	0	72	0	Planning Cttee has resolved to grant outline p.p. for 73 dwellings subject to S106A. No known housebuilder involvement.
Don018	-	-	-	-	-	-	0	0	0	0	0	12	25	15	0	0	0	0	0	0	0	0	0	0	0	0	52	0	Agent indicates that an outline application will be made shortly, or a promotion/option agreement with a housebuilder will be sought.

**Schedule of Main Modifications**

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes
Don030	-	-	-	-	-	-	0	0	0	0	0	3	3	3	3	0	0	0	0	0	0	0	0	0	0	12	0	Agent indicates that recent advanced discussions with a housebuilder proved fruitless, & that an alternative housebuilder is being sought.
Hob004	-	-	-	-	-	-	0	8	8	8	8	4	0	0	0	12	25	25	11	0	0	0	0	0	0	109	0	Planning Cttee has resolved to grant full p.p. to housebuilder for 36 dwellings on part of site, subject to S106A. No recent information on remainder.
Hob032	-	-	-	-	-	-	0	0	0	0	12	25	25	25	25	25	25	23	0	0	0	0	0	0	0	185	0	Planning Cttee has resolved to grant outline p.p. subject to S106A. No known housebuilder involvement.
Pin002	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	8	8	8	2	0	0	0	0	0	0	26	0	No recent information from landowner.
Pin019	-	-	-	-	-	-	0	0	0	8	8	8	8	2	0	0	0	0	0	0	0	0	0	0	0	34	0	Agent indicates that discussions with a housebuilder will be taken to formal offer stage once the allocation is confirmed.
Pin065	-	-	-	-	-	-	0	0	0	0	0	8	8	8	8	8	8	1	0	0	0	0	0	0	0	49	0	Agent indicates that recent advanced discussions with a housebuilder proved fruitless, & that an alternative housebuilder is being sought.
Los008	-	-	-	-	-	-	0	0	0	0	0	8	8	8	8	2	0	0	0	0	0	0	0	0	0	34	0	Owner indicates that agents have been engaged to market the site & to make a planning application.
Los015	-	-	-	-	-	-	0	0	0	0	0	12	25	25	25	25	25	25	25	25	3	0	0	0	0	215	0	Agent indicates that work is underway towards submission of a planning application, & that marketing will commence once planning permission has been obtained.
Los026	-	-	-	-	-	-	0	0	0	0	0	0	0	8	8	8	8	8	6	0	0	0	0	0	0	46	0	Agent indicates that the land will be marketed once the allocation is confirmed.
Los046	-	-	-	-	-	-	0	0	0	0	3	3	3	3	2	0	0	0	0	0	0	0	0	0	0	14	0	Planning Cttee has resolved to grant outline p.p. on part of the site subject to S106A. No known developer involvement.
Sub027	-	-	-	-	-	-	0	0	0	0	0	12	25	25	25	25	25	25	25	23	0	0	0	0	0	210	0	Agent indicates that discussions with housebuilders are on-going.
Cow004	-	-	-	-	-	-	0	16	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0	Undetermined (as at November 2017) full planning application from housebuilder to construct 80 dwellings on these two sites.
Cow009	-	-	-	-	-	-	0	10	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	
Fle003	-	-	-	-	-	-	0	8	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	Undetermined (as at November 2017) full planning application from housebuilder to construct 23 dwellings. Housebuilder indicates that development will commence in early 2018.
Geh003	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	12	25	25	5	0	0	0	0	0	0	67	0	No recent information from landowner.
Geh004	-	-	-	-	-	-	0	0	0	0	0	3	3	3	3	3	1	0	0	0	0	0	0	0	0	16	0	Agent indicates that discussions have been held with a housebuilder, but that matters will not be formalised until the allocation is confirmed.
Geh015	-	-	-	-	-	-	0	0	0	0	0	8	8	8	5	0	0	0	0	0	0	0	0	0	0	29	0	Agent indicates that discussions have been held with a housebuilder, but that matters will not be formalised until the allocation is confirmed.
Gos001	-	-	-	-	-	-	0	0	0	0	12	25	25	14	0	0	0	0	0	0	0	0	0	0	0	76	0	Planning Cttee has resolved to grant outline residential p.p. subject to S106A. No known developer involvement.

**Schedule of Main Modifications**

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes
Gos003	-	-	-	-	-	-	0	0	0	27	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	81	0	Housebuilder promoting the site suggests that they will apply for p.p. within 6 months of the Plan's adoption, and that development will begin in early 2020 & be complete within 18 months.
Gos006	-	-	-	-	-	-	0	0	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	0	0	10	0	Agent indicates that once the allocation is confirmed, they will begin to market the site to housebuilders.
Gos023	-	-	-	-	-	-	0	0	0	0	0	0	0	0	12	25	25	8	0	0	0	0	0	0	0	70	0	Owner indicates that they are waiting for potential buyers and offers.
Mou029	-	-	-	-	-	-	0	0	0	0	8	8	8	8	8	6	0	0	0	0	0	0	0	0	0	46	0	Undetermined (as at November 2017) outline planning application for up to 78 dwellings. No known developer involvement.
Mou042	-	-	-	-	-	-	0	0	0	12	25	25	16	0	0	0	0	0	0	0	0	0	0	0	0	78	0	Agent indicates that a conditional contract has been entered into with a housebuilder, who is obliged to apply for p.p. by June 2018.
Mou016	-	-	-	-	-	-	0	0	0	0	0	3	3	3	3	3	2	0	0	0	0	0	0	0	0	17	0	Agent indicates that an indicative design has been prepared, a planning application will be submitted shortly, & that developers will not commit to the site until its allocation has been confirmed.
Mou023	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	10	0	No recent information from landowner.
Mou035	-	-	-	-	-	-	0	0	0	0	0	25	25	2	0	0	0	0	0	0	0	0	0	0	0	52	0	Subject of recent pre-application discussions.
Qua002	-	-	-	-	-	-	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	Full p.p. was granted on 4 <sup>th</sup> August 2017. Agent indicates that the site's sale to a housebuilder is contracted, & that development is likely to be completed within 2 years.
Qua003	-	-	-	-	-	-	0	0	0	0	12	25	25	21	0	0	0	0	0	0	0	0	0	0	0	83	0	Outline p.p. was granted on 17 <sup>th</sup> May 2017 for the residential development of part of the site. Agent indicates that layout proposals for the whole site are being prepared, the site is being marketed & developer interest is positive.
Qua004	-	-	-	-	-	-	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	Housebuilder promoting the site suggests that they will apply for p.p. within 4 months of the Plan's adoption, and that development will begin in late 2019 & be complete within 12 months.
Sur003 (part not covered by H17-0798-15)	-	-	-	-	-	-	0	0	0	0	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	Outline p.p. is outstanding for residential development of the site's frontage, and an outline application for the remainder is undetermined (as at November 2017). Agent indicates that, once p.p. is outstanding, marketing will begin.
Sur006	-	-	-	-	-	-	0	8	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	Full p.p. for the development of 26 dwellings was granted to a housebuilder on 3 <sup>rd</sup> April 2017.
Sur016	-	-	-	-	-	-	0	0	0	0	0	8	8	8	8	8	4	0	0	0	0	0	0	0	0	44	0	Agent indicates that the site is being marketed to housebuilders, & that discussions with several developers are underway.
Suj007	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	3	3	3	2	0	0	0	0	0	0	11	0	No recent information from landowner.
Suj012	-	-	-	-	-	-	0	0	0	8	8	8	8	8	2	0	0	0	0	0	0	0	0	0	0	42	0	Outline p.p. was granted on 6 <sup>th</sup> June 2017. Owner indicates that the sale of the land to a housebuilder will be finalised shortly.
Tyd014	-	-	-	-	-	-	0	0	0	0	0	0	0	8	8	8	7	0	0	0	0	0	0	0	0	31	0	Owner indicates that marketing will begin once the allocation is confirmed.
Wsn003	-	-	-	-	-	-	0	0	0	0	12	25	25	25	25	23	0	0	0	0	0	0	0	0	0	135	0	Planning Cttee has resolved to grant outline residential p.p. subject to S106A. Owner indicates that the site will be marketed once p.p. is outstanding.
Wsn022	-	-	-	-	-	-	0	12	25	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	Full p.p. for 60 dwellings was granted on 21 <sup>st</sup> August 2017 to a housebuilder.

**Schedule of Main Modifications**

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	TOTAL 2011-2036	After 31.3.36	Notes	
Wsn029	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	12	25	20	0	0	0	0	0	0	0	0	57	0	No recent information from landowner.
Wha002	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	8	8	8	8	7	0	0	0	0	0	0	39	0	No recent information from landowner.
Wha019	-	-	-	-	-	-	0	0	0	8	8	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	Outline p.p. was granted in April 2017 for the residential development of part of the site. Owner indicates that discussions with a housebuilder are on-going.
TOTAL SUPPLY	167	200	270	302	293	266	453	524	605	786	930	816	807	753	704	764	738	667	550	495	385	373	373	324	323	12,868	2,767		
TOTAL REQUIREMENT	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	467	11,675	-		



Appendix B

Appendix 5 7: Local Plan Implementation

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
<b>Policy 1: Presumption in Favour of Sustainable Development</b>				
Ensure the timely approval of applications within statutory timescales, or extended timescales where agreed	<ul style="list-style-type: none"> <li>Applications determined within defined timescales</li> <li>% appeals dismissed</li> </ul>	Monitor performance via returns to CLG and appeals reporting to committees	Consider changes in procedures where corrective action is identified	All
<b>Policy 2 1: Spatial Strategy</b>				
Delivery of development according to the settlement hierarchy  Links to Policies 8 7 and 11	<ul style="list-style-type: none"> <li>The amount of services lost and/or gained within each settlement boundary</li> <li>No. of planning permissions approved for non-countryside uses outside settlement boundaries</li> </ul> <p>Monitoring will consist of an assessment of the development delivered (net employment land &amp; net dwellings completions) &amp; the relationship to settlement boundaries/ hierarchy of settlements.</p>	Deviation from expected delivery of development according to the settlement hierarchy	Depending on the scale and nature of the potential under-delivery/ deviation, actions may include: <ul style="list-style-type: none"> <li>engaging with stakeholders;</li> <li>preparation of an interim position statement;</li> <li>bringing forward additional allocations; and/or</li> <li>a partial review of the Local Plan</li> </ul>	1: Housing, 2: Health and well-being, 3: Transport, 4: Social inclusivity, 5: Education, 8: Landscape, 9: Soil, air and water quality, 10: Land and waste, 14: Economy
<b>Policy 3 2: Development Management</b>				
Seeking to deliver proposals that accord with sustainable development principles  Links to Policies 4 3, 5 4, 6 5, 24 28, 25 29, 26 30, 27 31, 28 32, 29-33 and 34 36	<ul style="list-style-type: none"> <li>No. of planning applications refused on flood risk grounds</li> <li>No. of planning applications refused due to inappropriate design</li> </ul> <p>Monitoring will consist of an assessment of indicators utilised for related detailed policies identified.</p>	Decision monitoring	Review circumstances and if appropriate review policy and alternatives	All
<b>Policy 4 3: Design of New Development</b>				

Schedule of Main Modifications

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
Promotion of high quality and inclusive design and layout in development proposals	<ul style="list-style-type: none"> <li>No. of planning applications refused due to inappropriate design</li> </ul>	Decision monitoring	Review circumstances and if appropriate review policy and alternatives	All
<b>Policy 5-4: Strategic Approach to Flood Risk</b>				
<p><del>Locating major development in areas at the lowest hazard or probability of flooding whilst ensuring no increase in flood risk as a result of the development.</del></p> <p>Ensuring that development proposals take proper account of flood risk issues, and that new development will be resilient to the potential consequences of flooding.</p>	<ul style="list-style-type: none"> <li>Provision of new strategic flood mitigation infrastructure</li> <li>No. of planning permissions granted contrary to Environment Agency advice on the grounds of flooding or water quality</li> <li><del>Housing</del> No. of residential planning permissions and completions granted in ROY 'danger for some', 'danger for most' and 'danger for all' hazard zones</li> </ul>	Decision monitoring and annual analysis of housing completions/permissions to assess development in ROY 'danger for some', 'danger for most' and 'danger for all' hazard zones.	Review circumstances and if appropriate review policy and alternatives	6: Green infrastructure, 9: Air, water and soil quality, 10: Land and waste, 11: Flood risk, 12: Climate change
<b>Policy 6-5: Meeting Physical Infrastructure and Service Needs</b>				
Ensuring the delivery of necessary infrastructure requirements related to development proposals.	<ul style="list-style-type: none"> <li>No of infrastructure-related planning conditions discharged</li> <li>No of infrastructure related obligations within a Section 106 agreement delivered</li> </ul>	<ul style="list-style-type: none"> <li>Annual review of the IDP and open space standards via the AMR to consider if delivery of infrastructure is consistent with objectives of the Local Plan</li> <li>Decision monitoring with respect to s106 and delivery of infrastructure</li> </ul>	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 5: Education, 6: Green infrastructure, 9: Air, water and soil quality, 11: Flood risk
<b>Policy 7-6: Developer Contributions</b>				
Application of developer contributions to developments above national prescribed thresholds	<ul style="list-style-type: none"> <li>No of s106 agreements signed annually per annum</li> <li>Level of developer contributions funding secured annually per annum</li> <li>No of schemes where site-specific viability assessment leads to developer contributions not being sought</li> </ul>	Annual review of approach to developer contributions	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 5: Education, 6: Green infrastructure, 9: Air, water and soil quality, 11: Flood risk
<b>Policy 8-7: Improving South East Lincolnshire's Employment Land Portfolio</b>				
Delivery of a portfolio of employment land supply across a range of sites	<ul style="list-style-type: none"> <li>Enterprises by industry</li> <li>Land currently in B1, B2 and B8 use per annum</li> <li>Total amount of additional (net &amp; gross) employment floor space by type</li> <li>Available allocated employment land with &amp; without planning permission</li> <li>Loss of employment land by type</li> </ul>	Annual monitoring of take-up of B Class development with additional intelligence on general economic trends	<p>Depending on the scale and nature of the potential under-delivery/deviation, actions may include:</p> <ul style="list-style-type: none"> <li>engaging with stakeholders;</li> <li>preparation of an interim position statement;</li> <li>bringing forward additional allocations; and/or</li> <li>partial review of Local Plan</li> </ul>	3: Transport, 4: Social inclusivity, 5: Education, 8: Landscape, 9: Air, water and soil quality, 10: Land and waste. 13: Economy

Schedule of Main Modifications

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
<b>Policy 8: Prestige Employment Sites</b>				
Delivery of six Prestige Employment Sites including attendant infrastructure	<p>For each site:</p> <ul style="list-style-type: none"> <li>• Completion of masterplan</li> <li>• Total amount of additional (net and gross) employment floor space by type</li> <li>• Available employment land with and without planning permission</li> </ul>	Annual updates via the AMR on completions and permissions	<p>Depending on the scale and nature of the potential under-delivery/deviation, actions may include:</p> <ul style="list-style-type: none"> <li>• engaging with stakeholders;</li> <li>• preparation of an interim position statement; and/or</li> <li>• partial review of Local Plan</li> </ul>	3: Transport, 4: Social inclusivity, 5: Education, 6: Green Infrastructure, 7: Heritage, 8: Landscape, 9: Air, water and soil quality, 10: Land and waste, 11: Flood Risk, 13: Economy
<b>Policy 9: Promoting a Stronger Visitor Economy</b>				
<ul style="list-style-type: none"> <li>• Delivery of tourism and visitor economy facilities;</li> <li>• Specific policy approach to Springfields Shopping and Festival Gardens</li> </ul>	<ul style="list-style-type: none"> <li>• Expenditure in the visitor economy per annum</li> </ul>	<ul style="list-style-type: none"> <li>• Annual monitoring of tourism/ visitor economy developments</li> <li>• Specific consideration of any proposals at Springfields Shopping and the Festival Gardens to determine policy success</li> </ul>	Review circumstances and if appropriate review policy and alternatives	3: Transport, 4: Social inclusivity, 5: Education, 8: Landscape, 9: Air, water and soil quality, 10: Land and waste, 13: Economy
<b>Policy 10: Meeting Objectively Assessed Housing Need Requirements</b>				
Provision of <del>18,300</del> 19,425 dwellings (7,550 7,744 in Boston BC and 10,750 11,681 in South Holland DC) over the plan period.	<ul style="list-style-type: none"> <li>• No of housing completions per annum for the Plan area &amp; by LPA</li> <li>• Assessment of Five Year Housing Land Supply</li> </ul>	Annual updates via the AMR on completions and permissions	<p>Depending on the scale and nature of the potential under-delivery/deviation, actions may include:</p> <ul style="list-style-type: none"> <li>• engaging with stakeholders;</li> <li>• preparation of an interim position statement;</li> <li>• <del>bringing forward additional allocations;</del> and/or</li> <li>• partial review of Local Plan</li> </ul>	1: Housing, 4: Social inclusivity
<b>Policy 11: Distribution of New Housing</b>				
Delivery of housing targets set out by settlement	<ul style="list-style-type: none"> <li>• No of housing completions per annum for the Plan area &amp; by settlement</li> <li>• Housing commitments derived from extant &amp; submitted planning applications, by settlement per annum</li> </ul>	Annual updates via the AMR on completions and permissions	<p>Depending on the scale and nature of the potential under-delivery/deviation, actions may include:</p> <ul style="list-style-type: none"> <li>• engaging with stakeholders;</li> <li>• preparation of an interim position statement;</li> <li>• <del>bringing forward additional allocations;</del> and/or</li> <li>• partial review of Local Plan</li> </ul>	1: Housing, 4: Social inclusivity, 8: landscape, 9: Air, water and soil quality, 10: Land and waste, 11: Flood risk

Schedule of Main Modifications

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
<b>Policy 12: Release of Reserve Housing Sites</b>				
Delivery of Reserve Housing Sites if completions on allocated sites and other housing commitments stall	<ul style="list-style-type: none"> <li>No. of housing completions per annum by LPA</li> <li>No. of housing completions on released Reserve Sites</li> </ul>	Annual updates of the Housing Delivery Test	Depending on the scale and nature of the potential under-delivery/deviation, actions may include: <ul style="list-style-type: none"> <li>engaging with stakeholders to release Reserve Sites</li> <li>partial review of Local Plan</li> </ul>	1: Housing, 4: Social inclusivity, 8: landscape, 9: Air, water and soil quality, 10: Land and waste, 11: Flood risk
<b>Policy 13: South West Quadrant Sustainable Urban Extension (Sou006)</b>				
Delivery of the specific development as an urban extension to Boston, including its attendant infrastructure	<ul style="list-style-type: none"> <li>Number of housing completions within the sustainable urban extension per annum</li> <li>Area of land in B1, B2 and B8 use within the sustainable urban extension per annum</li> <li>Area of land in open space use (by type) within the sustainable urban extension per annum</li> <li>Length (kilometres) of the Boston Distributor Road delivered within each five year period (by phase)</li> </ul>	Annual updates via the AMR on completions and permissions	Depending on the scale and nature of the potential under-delivery/deviation, actions may include: <ul style="list-style-type: none"> <li>engaging with stakeholders;</li> <li>preparation of an interim position statement; and/or</li> <li>partial review of Local Plan</li> </ul>	1: Housing, 3: Transport, 4: Social inclusivity, 7: Green infrastructure, 8: landscape, 9: Air, water and soil quality, 10: Land and waste, 11: Flood risk, 13: Employment
<b>Policy 14: South of the North Forty Foot Sustainable Urban Extension (Wes002)</b>				
Delivery of the specific development as an urban extension to Boston, including its attendant infrastructure	<ul style="list-style-type: none"> <li>Number of housing completions within the sustainable urban extension per annum</li> <li>Area of land in open space use (by type) within the sustainable urban extension per annum</li> <li>Length (kilometres) of the Boston Distributor Road delivered within each five year period (by phase)</li> </ul>	Annual updates via the AMR on completions and permissions	Depending on the scale and nature of the potential under-delivery/deviation, actions may include: <ul style="list-style-type: none"> <li>engaging with stakeholders;</li> <li>preparation of an interim position statement; and/or</li> <li>partial review of Local Plan</li> </ul>	1: Housing, 3: Transport, 4: Social inclusivity, 7: Green infrastructure, 8: landscape, 9: Air, water and soil quality, 10: Land and waste, 11: Flood risk
<b>Policy 15: Vernatts Sustainable Urban Extension</b>				
Delivery of the specific development as an urban extension to Spalding including its attendant infrastructure	<ul style="list-style-type: none"> <li>No. of housing completions within the sustainable urban extension per annum</li> <li>Amount Length (kilometres) of the northern phase of the SWRR delivered within each five year period</li> </ul>	Annual updates via the AMR on completions and permissions	Depending on the scale and nature of the potential under-delivery/deviation, actions may include: <ul style="list-style-type: none"> <li>engaging with stakeholders;</li> <li>preparation of an interim position statement;</li> <li>bringing forward additional allocations; and/or</li> </ul>	1: Housing, 3: Transport, 4: Social inclusivity, 7: Green infrastructure, 8: landscape, 9: Air, water and soil quality, 10: Land and waste, 11: Flood risk

Schedule of Main Modifications

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
			<ul style="list-style-type: none"> <li>partial review of Local Plan</li> </ul>	
<b>Policy 13 16: Holbeach West Sustainable Urban Extension</b>				
Delivery of the specific development as an urban extension to Holbeach including its attendant infrastructure	<ul style="list-style-type: none"> <li>No. of housing completions per annum</li> <li>Delivery of Peppermint Junction highways improvements</li> </ul>	Annual updates via the AMR on completions and permissions	Depending on the scale and nature of the potential under-delivery/deviation, actions may include: <ul style="list-style-type: none"> <li>engaging with stakeholders;</li> <li>preparation of an interim position statement;</li> <li>bringing forward additional allocations; and/or</li> <li>partial review of Local Plan</li> </ul>	1: Housing, 3: Transport, 4: Social inclusivity, 7: Green infrastructure, 8: landscape, 9: Air, water and soil quality, 10: Land and waste, 11: Flood risk
<b>Policy 14 17: Providing a Mix of Housing</b>				
Delivery of a mix of housing as defined by the policy	<ul style="list-style-type: none"> <li>No. of homes completed by size to meet market and affordable housing needs per annum</li> </ul>	Annual review of the mix of housing delivered	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity
<b>Policy 15 18: Affordable Housing</b>				
Delivery of affordable housing as defined by the policy	<ul style="list-style-type: none"> <li>No. of affordable homes completed per annum</li> </ul>	Annual review of the affordable housing delivery	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity
<b>Policy 16 19: Rural Exception Sites</b>				
Delivery of specific rural exceptions sites.	<ul style="list-style-type: none"> <li>No. of affordable and market homes committed on Rural Homes Exception Sites</li> </ul>	Annual review of rural exceptions housing delivery	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity, 8: Landscape
<b>Policy 17 20: Accommodation for Gypsy, Travellers and Travelling Showpeople</b>				
Delivery of the identified requirement for Gypsy and Traveller pitches, and Travelling Showpeople plots	<ul style="list-style-type: none"> <li>Net additional <del>permanent</del> residential pitches for gypsies and travellers</li> <li>Net additional transit or stopping place pitches for gypsies and travellers</li> <li>Net additional <del>permanent</del> residential &amp; <del>seasonal</del> plots for travelling showpeople</li> </ul>	Annual review of pitches and plots delivered	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity, 8: Landscape
<b>Policy 18 21: Houses in Multiple Occupation and the Sub-Division of Dwellings</b>				
Ensuring a suitable mix of housing is available within the Local Plan area	<ul style="list-style-type: none"> <li>No. of HMOs and flat conversions refused</li> <li>The mix of sizes of housing completed compared with the Strategic Housing Market Assessment</li> </ul>	Annual review of the mix of housing delivered	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity
<b>Policy 19 22: Replacement Dwellings in the Countryside</b>				
Delivering replacement dwellings in the countryside	<ul style="list-style-type: none"> <li>No. of replacement dwellings completed in the countryside</li> </ul>	Annual review of the delivery of new replacement dwellings	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity, 8: Landscape
<b>Policy 20 23: The Re-Use of Buildings in the Countryside to Residential Use</b>				

**Schedule of Main Modifications**

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
Making provision for the conversion and reuse of rural buildings to dwellings.	<ul style="list-style-type: none"> <li>No. of new dwellings completed by converting redundant rural buildings to residential use</li> </ul>	Annual review of the delivery of dwellings converted from redundant rural buildings	Review circumstances and if appropriate review policy and alternatives	1: Housing, 4: Social inclusivity
<b>Policy 25: Supporting the Vitality and Viability of Boston and Spalding Town Centres</b>				
Ensuring that Boston and Spalding town centres remain the focus for retail, entertainment, and commercial activity	<ul style="list-style-type: none"> <li>Amount of floor space for town centre uses within the town centre boundaries</li> <li>Vacancy rates for retail uses in the town centre boundaries</li> <li>Amount of floor space completed for town centre uses by type, and by centre</li> </ul>	<p>Decision monitoring</p> <p>Periodical surveys of relevant centres to determine vitality and viability</p>	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 5: Education, 13: Economy
<b>Policy 26: Primary Shopping Frontages</b>				
Establishing primary shopping frontages for Spalding and Boston	<ul style="list-style-type: none"> <li>Amount of floor space for retail use within the primary shopping frontages</li> <li>Vacancy rates by unit in the primary shopping frontages</li> </ul>	<p>Decision monitoring</p> <p>Periodical surveys of relevant centres to determine vitality and viability</p>	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 13: Economy
<b>Policy 27: Additional Retail Provision</b>				
Setting out the expected additional retail floorspace (comparison and convenience) required over the Local Plan period.	<ul style="list-style-type: none"> <li>Total amount of floor space completed for town centre uses by type, by centre and for the Local Plan area</li> <li>Amount of comparison goods floorspace completed at Springfields Shopping and Festival Gardens</li> </ul>	<p>Decision monitoring</p> <p>Periodical surveys of relevant centres to determine vitality and viability</p>	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 8: Landscape, 9: Soil, air and water quality, 10: Land and waste, 13: Economy
<b>Policy 28: The Natural Environment</b>				
<ul style="list-style-type: none"> <li>Application of HRA requirements with respect to major development proposals in the Local Plan area.</li> <li>General application of protection to national and locally-designated habitats and species</li> <li>Addressing gaps in the ecological network in the Local Plan area</li> </ul>	<ul style="list-style-type: none"> <li>No. of planning applications refused due to their impact on the natural environment</li> <li>No. of hectares of mitigation where planning permission granted on protected sites</li> <li>No. of hectares of restoration, enhancement or connection of habitats and ecological networks</li> <li>No. of hectares of Suitable Alternative Natural Greenspace</li> <li>No. and type of conservation biodiversity enhancement features incorporated into buildings</li> </ul>	<p>Decision monitoring</p> <p>Periodical surveys of state and quality of natural environment features (working with relevant nature conservation bodies)</p>	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 4: Social inclusivity, 6: Green infrastructure, 8: Landscape, 9: Soil, air and water quality, 10: Land and waste, 11: Flood risk, 12: Climate change
<b>Policy 29: The Historic Environment</b>				
<ul style="list-style-type: none"> <li>Policy approach with respect to Listed Buildings and Conservation Areas within the Local Plan area</li> <li>The role of enabling development in securing improvements/enhancements to heritage assets</li> </ul>	<ul style="list-style-type: none"> <li>No. of planning applications refused for not conserving or enhancing designated or undesignated assets</li> <li>No. of planning applications refused for having an adverse impact on listed buildings or sites of special historic or archaeological interest</li> </ul>	<p>Decision monitoring</p> <p>Periodical surveys of state and quality of historic environment features (working with relevant heritage bodies)</p>	Review circumstances and if appropriate review policy and alternatives	7: Heritage, 8: Landscape, 9: Soil, water and air quality, 10: Land and waste



Schedule of Main Modifications

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
	<ul style="list-style-type: none"> <li>No. of planning permissions granted for the demolition of listed buildings/buildings in conservation areas</li> <li>No. of planning applications refused for having an adverse impact upon the dominance of church towers, spires and traditional windmills</li> </ul>			
<b>Policy 26 30: Pollution</b>				
Criteria based policy setting out approach to pollution impacts of development proposals	<ul style="list-style-type: none"> <li>No. of planning applications refused owing to environmental impact</li> <li>No. of AQMAs in South East Lincolnshire</li> <li>Number of contaminated sites developed</li> </ul>	<p>Decision monitoring</p> <p>Periodical surveys of state &amp; quality of AQMA &amp; contaminated land sites (working with environmental services teams in Boston and South Holland)</p>	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 8: Landscape, 9: Air, water and soil quality, 10: Land and waste, 11: Flood risk, 12: Climate change
<b>Policy 27 31: Climate Change and Renewable and Low Carbon Energy</b>				
<ul style="list-style-type: none"> <li>Setting out the approach to evaluating proposals with respect to their potential impacts on climate change</li> <li>Providing criteria to consider proposals for renewable energy</li> </ul>	<ul style="list-style-type: none"> <li>No. of planning permissions approved for renewable &amp; low carbon energy</li> <li>No. of developments that are designed to minimise &amp; mitigate the impacts of climate change</li> </ul>	Decision monitoring	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 8: Landscape, 9: Air, water and soil quality, 10: Land and waste, 11: Flood risk, 12: Climate change
<b>Policy 28 32: Community, Health and Well-being</b>				
Broad ranging policy covering various factors that require consideration when determining planning proposals including rights of way; encouraging healthy lifestyles; and provision of new or enhancement to existing community facilities	<ul style="list-style-type: none"> <li>No. of planning applications refused because they have an unacceptable impact on the criteria</li> <li>No. of planning permissions granted for the provision of new community facilities and/or the enhancement of existing community facilities</li> <li>No., area, and area/1,000 people by open space type</li> </ul>	<p>Decision monitoring</p> <p>Periodical surveys of open spaces to determine level of access (likely to be an external consultancy commission)</p>	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 4: Social inclusivity, 5: Education, 6: Green infrastructure, 8: Landscape, 9: Land and waste
<b>Policy 29 33: Delivering a More Sustainable Transport Network</b>				
<ul style="list-style-type: none"> <li>Identification of specific new road infrastructure and road improvements (Spalding Western Relief Road; Boston Distributor Road; and Peppermint Junction (Holbeach)</li> <li>Seeking general improvements to the rail network.</li> <li>Setting out the general approach to protecting and improving pedestrian and cycle networks</li> </ul>	<ul style="list-style-type: none"> <li>CO2 emissions per head</li> <li>Number of AQMAs in South East Lincolnshire</li> <li>No. of planning permissions granted with approved Travel Plan</li> <li>No. of electric vehicle charging points provided in association with new development</li> <li>No. of planning permissions granted with new or improved access facilities for the disabled</li> </ul>	Decision monitoring	Review circumstances and if appropriate review policy and alternatives	2: Health and well-being, 3: Transport, 4: Social inclusivity, 8: Landscape, 9: Air, soil and water quality, 12: Climate change

**Schedule of Main Modifications**

Objective	Monitoring Indicator (s)	Trigger	Actions	SA Objective (s)
<ul style="list-style-type: none"> <li>Requiring Transport Assessments and Travel Plans where appropriate</li> </ul>				
<p><b>Policy 34: Delivering the Boston Distributor Road</b></p>				
<p>Identification of specific new road infrastructure</p>	<ul style="list-style-type: none"> <li>Length (kilometres) of the Boston Distributor Road delivered within each five year period (by phase)</li> <li>Progress with funding applications for the delivery of the Boston Distributor Road</li> </ul>	<p>Updates via the AMR on completions and permissions</p>	<p>Review circumstances and if appropriate review policy and alternatives</p>	<p>2: Health and well-being, 3: Transport, 4: Social inclusivity, 8: Landscape, 9: Air, soil and water quality, 12: Climate change</p>
<p><b>Policy 35: Delivering the Spalding Transport Strategy</b></p>				
<p>Identifies the mechanism for securing the delivery of transport initiatives and the SWRR to mitigate the adverse impacts of new housing in Spalding</p>	<p>No. of Spalding Transport Strategy projects completed</p>	<p>Annual review of developer contributions secured</p>	<p>Review circumstances and if appropriate review policy and alternatives</p>	<p>2: Health and well-being, 3: Transport, 4: Social inclusivity, 8: Landscape, 9: Air, soil and water quality, 12: Climate change</p>
<p><b>Policy 36: Vehicle and Cycle Parking</b></p>				
<ul style="list-style-type: none"> <li>Setting out standards for vehicle and cycle parking</li> <li>Criteria for evaluating planning proposals with respect to parking</li> </ul>	<ul style="list-style-type: none"> <li>No. of Council car parking bays in the Town Centres, by short stay (time limited), short stay unlimited and long stay (annual frequency)</li> <li>No. of electric vehicle charging points provided in association with new development</li> <li>No. of planning permissions granted with new or improved parking facilities for the disabled</li> </ul>	<p>Decision monitoring</p>	<p>Review circumstances and if appropriate review policy and alternatives</p>	<p>3: Transport, 4: Social inclusivity, 8: Landscape, 9: Air, soil and water quality, 12: Climate change</p>



Appendix C

**Appendix 5: Allocations – Infrastructure requirements, constraints and mitigation**

**Infrastructure requirements, constraints and mitigation - Employment Allocations in Boston Borough**

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> </ul>
BO001 Boston Endeavour Park	<ul style="list-style-type: none"> <li>No known constraints that could render intensification unviable, as infrastructure and highways provided to each unit and the boundaries of the available land.</li> <li>Upfront investment would be required to open-up the greenfield extension to the north - access, foul and water recycling improvements and flood mitigation surface water drainage would be required.</li> </ul>
BO006 Riverside Industrial Estate, Boston	<ul style="list-style-type: none"> <li>No known constraints that could render intensification unviable, as infrastructure and highways provided to the unit and the boundaries of each plot of available land.</li> <li>Upfront investment would be required to open-up the available land - water, foul and water recycling improvements, flood mitigation and surface water drainage would be required.</li> </ul>
BO008 Q2: The Quadrant, Boston*#	<ul style="list-style-type: none"> <li>No known constraints that could render development unviable.</li> <li>Significant upfront investment would be required to open-up the wider site - highways, water, foul &amp; water recycling, flood mitigation &amp; surface water drainage would be required.</li> <li>Delivery is likely to be long term following housing development on the wider site.</li> <li>Project management team on board, supported by the LEP.</li> </ul>
KI001 Kirton Distribution Park*#	<ul style="list-style-type: none"> <li>No known constraints that could render development of the site unviable, as spine road, flood mitigation, drainage and landscaping in place for the site which minimises opening-up costs for future occupiers.</li> </ul>
SU001 Sutterton Enterprise Park	<ul style="list-style-type: none"> <li>No known constraints that could render intensification or redevelopment of units for employment use unviable, as infrastructure and highways provided to each unit. Opportunities exist for intensification on the site.</li> </ul>
SU003 Love Lane, Sutterton	<ul style="list-style-type: none"> <li>No known constraints that could render development of the site unviable, as access and utilities provided to the site.</li> <li>Access, utilities, water and foul water improvements, surface water drainage may need to be upgraded for new development.</li> </ul>

**Infrastructure requirements, constraints and mitigation - Employment Allocations in South Holland District**

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> </ul>
CRO01 Crease Drove Business Park, Crowland	<ul style="list-style-type: none"> <li>No known constraints that could render development of the site unviable, as infrastructure and highways provided to the available land.</li> <li>Water and foul water improvements, flood mitigation and surface water drainage would be required for new development.</li> </ul>
CRO07 Thorney Road, Crowland	<ul style="list-style-type: none"> <li>No known constraints that could render development of the site unviable, as highways provided to the boundary.</li> <li>Access, water and foul water improvements, flood mitigation and surface water drainage would be required for new development.</li> </ul>
HO002 Holbeach Food Enterprise Zone*#	<ul style="list-style-type: none"> <li>Significant upfront investment required including: access (funding in place/ mechanisms identified to secure it), utilities (electricity, water &amp; foul water, surface water drainage &amp; flood mitigation).</li> <li>Planning permission for University of Lincoln establishment in place.</li> </ul>
LO002 Bridge Road Industrial Estate, Long Sutton	<ul style="list-style-type: none"> <li>No known constraints that could render development of the site unviable, as access &amp; utilities provided to each unit.</li> <li>Access, utilities, water &amp; foul water, surface water drainage &amp; flood mitigation would be required.</li> </ul>
LO009 Bridge Road, Long Sutton*	<ul style="list-style-type: none"> <li>No known constraints that could render development of the site unviable, as access and utilities provided to the boundary.</li> <li>Access, utilities, water and foul water improvements, surface water drainage and flood mitigation would be required for new development.</li> </ul>
SP001 Wardentree Lane, Spalding	<ul style="list-style-type: none"> <li>No known constraints that could render development of the site unviable, as access &amp; utilities provided to each unit &amp; to the boundary of each vacant plot.</li> <li>Access, utilities, water &amp; foul water, surface water drainage &amp; flood mitigation may need to be upgraded.</li> </ul>
SP002 Lincs Gateway, Spalding *#	<ul style="list-style-type: none"> <li>No known constraints that could render development of unviable: access &amp; utilities provided to the boundary.</li> <li>The site has PP for mixed use.</li> <li>Access, utilities, water &amp; foul water, surface water drainage &amp; flood mitigation may need upgrades.</li> </ul>
SP012 Clay Lake, Spalding*	<ul style="list-style-type: none"> <li>No known constraints that could render development of the site unviable, as access &amp; utilities provided to each unit &amp; to the boundary of each vacant plot.</li> <li>Part of the site has PP for employment.</li> </ul>

## Schedule of Main Modifications

	<ul style="list-style-type: none"> <li>• Access, utilities, water &amp; foul water, surface water drainage &amp; flood mitigation may need to be upgraded.</li> <li>• Electricity lines cross the southern part of the site - with careful design adverse impacts could be mitigated.</li> </ul>
SB002 Wingland, Sutton Bridge	<ul style="list-style-type: none"> <li>• Poor electricity supply not capable of accommodating high energy uses.</li> <li>• Site at high flood risk so flood mitigation costs are likely to be high.</li> <li>• Small scale development could be accommodated - access, utilities, surface water drainage &amp; flood mitigation may need to be upgraded.</li> </ul>
SB005 Railway Lane Industrial Estate, Sutton Bridge	<ul style="list-style-type: none"> <li>• No known constraints that could render development of the site unviable, as access and utilities provided to the boundary of the available land.</li> <li>• Access, utilities, water and foul water improvements, surface water drainage may need to be upgraded for new development.</li> </ul>

## Infrastructure requirements, constraints and mitigation - Housing Allocations in Boston

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>• Primary education – the town’s primary schools are effectively at capacity, and 3.5 additional Forms of Entry (FE) will be required to accommodate additional needs to 2036. These needs are intended to be met by: the expansion of Boston St Nicholas CE Primary by 0.5 FE; the expansion of Boston West Academy by 1.0 FE; and the provision of a new 2FE primary school within the South West Quadrant Sustainable Urban Extension (Sou006).</li> <li>• Secondary and sixth form education – there is no capacity in the town’s secondary schools, and 700 school places (including 165 sixth form places) will be required to accommodate additional needs to 2036. These needs will be met by the provision of a new secondary school on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension.</li> <li>• Health – there is capacity in the short to medium term at the town’s GP surgeries to accommodate additional patients but, in the long term, a new GP surgery may be required to accommodate additional patients.</li> <li>• Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>• It is likely that archaeological intervention/survey will be required.</li> </ul>
Sou006	<ul style="list-style-type: none"> <li>• Water resources are adequate to serve this site, but an upgrade to the water supply network may be required.</li> <li>• The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>• The site’s development will deliver a section of the Boston Distributor Road from London Road to the site and West End Road.</li> <li>• The site’s development will deliver open space comprising equipped play space, informal play space and space of ecological value combined with Sustainable Urban Drainage systems and linked with integrated footpaths and, where possible, providing wider access to the existing permissive footpath/cycleway network.</li> <li>• Development will deliver the site for a new 2FE primary school.</li> <li>• In order to retain the rural character of the neighbouring Scheduled Ancient Monument, the existing belt of trees between the site and the Monument must be reinforced. White bargeboards and buildings of 3 storeys or over will not be acceptable in those parts of the site close to the Monument.</li> <li>• Potential impacts on TPO trees will need to be avoided by careful layout &amp; design.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘danger for all’ and flood depth in 2115 as ‘1.0m to 2.0m. Development will be required to include appropriate mitigation.</li> </ul>
Wes002	<ul style="list-style-type: none"> <li>• Water resources are adequate to serve this site, but an upgrade to the water supply network may be required.</li> <li>• The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>• The site’s development will deliver a section of the Boston Distributor Road extending to the North Forty Foot Drain.</li> <li>• The site’s development will deliver open space comprising equipped play space, informal play space and space of ecological value combined with Sustainable Urban Drainage systems and linked with integrated footpaths and, where possible, providing wider access to the existing permissive footpath/cycleway network.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘danger for all’ and flood depth in 2115 as ‘1.0m to 2.0m. Development will be required to include appropriate mitigation.</li> </ul>
Fen006	<ul style="list-style-type: none"> <li>• Water resources are adequate to serve this site, but an upgrade to the water supply network may be required.</li> <li>• The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>• The site’s development will require improvements to be made to existing local highway infrastructure - widening, and footway &amp; drainage provision.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘danger for most’ and flood depth in 2115 as ‘0.5m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>
	<ul style="list-style-type: none"> <li>• Water resources are adequate to serve this site, but an upgrade to the water supply network may be required.</li> </ul>

**Schedule of Main Modifications**

Fis001	<ul style="list-style-type: none"> <li>• The Fishtoft Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>• It is likely that part of the site has been contaminated by previous use, and that remediation works will be required.</li> <li>• Existing footpath routes across the site will need to be retained within any new residential layout.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.</li> </ul>
Fis017a	<ul style="list-style-type: none"> <li>• Water resources are adequate to serve this site, but an upgrade to the water supply network may be required.</li> <li>• The Fishtoft Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>• Vehicular access can be achieved via a simple priority junction (with suitable sized radii) off the A52. However, there is no footway on the south side of Wainfleet Road and it would not be acceptable for a development of this size to not have a continuous link formed from the end of the existing footway.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.</li> </ul>
Fis033	<ul style="list-style-type: none"> <li>• Water resources are adequate to serve this site, but an upgrade to the water supply network may be required.</li> <li>• The Fishtoft Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>• No development will be permitted within 9m of the Internal Drainage Board (IDB) watercourses located on the site's southern and northern boundaries and which bisect the site without the prior consent of the IDB.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.</li> </ul>
Wyb033	<ul style="list-style-type: none"> <li>• Water resources are adequate to serve this site, but an upgrade to the water supply network may be required.</li> <li>• Upgrades to the treatment capacity of the Frampton Water Recycling Centre and enhancements to the capacity of the foul sewerage network will be required.</li> <li>• An existing footpath route across the site will need to be retained within any new residential layout.</li> <li>• Improvement works to Tytton Lane East are likely to be required - widening and overlaying of the carriageway, the provision of footways, kerbs, drainage and street lighting.</li> <li>• 2 points of vehicular access are likely to be required.</li> <li>• Potential impacts from the proximity of the A16 will need to be mitigated.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.</li> </ul>
Cen001	<ul style="list-style-type: none"> <li>• The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>• Development proposals will need to be informed by a Heritage Impact Assessment, to address impacts on the historic townscape (given that the site is within the Boston Conservation Area and that there are neighbouring listed buildings).</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Fen001	<ul style="list-style-type: none"> <li>• Water resources are adequate to serve this site, but an upgrade to the water supply network may be required.</li> <li>• The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>• The creation of a vehicular access may require the relocation of telecommunication infrastructure.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.</li> </ul>
Fen002	<ul style="list-style-type: none"> <li>• The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>• The creation of a vehicular access may require the relocation of a street light.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.</li> </ul>
Fis002	<ul style="list-style-type: none"> <li>• The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>• The frontage hedge will have to be removed in order to allow the formation of appropriate visibility splays.</li> </ul>

**Schedule of Main Modifications**

	<ul style="list-style-type: none"> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Fis003	<ul style="list-style-type: none"> <li>Water resources are adequate to serve this site, but an upgrade to the water supply network may be required.</li> <li>The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>No development will be permitted within 9m of the Internal Drainage Board (IDB) watercourse located on the site's eastern boundary without the prior consent of the IDB.</li> <li>More than one point of vehicular access should be provided, and a frontage footway &amp; highway drainage will be required.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.</li> </ul>
Fis038	<ul style="list-style-type: none"> <li>The Fishtoft Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>Mitigation for the loss of foraging grounds for Pink Footed Geese may be required.</li> <li>The footway on the west side of Church Green Road will need to be extended across the frontage of some existing dwellings to provide a continuous route for pedestrians.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Nor006	<ul style="list-style-type: none"> <li>The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>Potential impacts on the Local Wildlife Site to the site's south will need to be explored and mitigated, if necessary.</li> <li>In order to mitigate potential impacts on the Historic Park or Garden to the south, the site should be surrounded by a traditional evergreen hedge such as green privet or hornbeam.</li> <li>Development at the southern end of the site should be largely single storey to relate to the existing properties on Red Cap Lane.</li> <li>Although the vehicular access is adequate in width and visibility is acceptable in both directions, embankment works &amp; relationship to an existing tree/street light would require care.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Pil002	<ul style="list-style-type: none"> <li>The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>It is possible that the site has been contaminated by previous use, and that remediation works will be required.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Pil006	<ul style="list-style-type: none"> <li>The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>Development proposals will need to be informed by a Heritage Impact Assessment, to address impacts on the historic townscape (given that the site is adjacent to the Boston Conservation Area and that there are neighbouring listed buildings).</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Wes001	<ul style="list-style-type: none"> <li>The Boston Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.</li> </ul>
Wyb013	<ul style="list-style-type: none"> <li>Water resources are adequate to serve this site, but an upgrade to the water supply network may be required.</li> <li>Upgrades to the treatment capacity of the Frampton Water Recycling Centre and enhancements to the capacity of the foul sewerage network will be required.</li> <li>Vehicular access could be achieved via the existing main access off Wortleys Lane (with some carriageway widening &amp; highway improvements). The existing access off the A52 is potentially acceptable but it would be safer if access were taken from Wortleys Lane.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.</li> </ul>
Wyb041	<ul style="list-style-type: none"> <li>Water resources are adequate to serve this site, but an upgrade to the water supply network may be required.</li> <li>Upgrades to the treatment capacity of the Frampton Water Recycling Centre and enhancements to the capacity of the foul sewerage network will be required.</li> <li>It is possible that the site has been contaminated by previous use, and that remediation works will be required.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>

Schedule of Main Modifications

Infrastructure requirements, constraints and mitigation - Housing Allocations in Spalding

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>• Primary education - there is no capacity currently available in Spalding. A new 3FE primary school is required from development at Holland Park in Spalding, on 2.7ha of land, to be built in phases: initially 2FE followed by 1FE extension;</li> <li>• Secondary education - capacity is currently available at Spalding secondary schools which are 'closest to development'. There is a likelihood that capacity will fill as children cannot attend schools at Holbeach/Bourne/Deepings. A new secondary school will be required in the second five-year period of the plan; and land for this (to the west of Monk's House Lane) has been allocated in the Local Plan.</li> <li>• Sixth form education - the closest sixth form is in Spalding; sixth-form capacity echoes capacity in the secondary schools of which they are part (some capacity available).</li> <li>• Health - the CCG's have commented that currently there is some capacity at the local GP surgery(ies) 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.</li> <li>• Water supply – Anglian Water has commented that there is adequate water capacity to meet the proposed development.</li> <li>• Waste water – the Environment Agency has commented that Spalding water recycling centre has capacity for 25,000 dwellings. Anglian Water has commented that the water recycling centre has sufficient capacity.</li> <li>• Water supply/sewerage networks - Anglian Water has commented that a number of the proposed housing allocations in this area are expected to require improvements to the existing water supply and/or foul sewerage network to enable development to come forward on these sites.</li> <li>• Surface water - all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> </ul>
Pin045 <i>Vernatts Sustainable Urban Extension (SUE): Phases 1 and 2 (part)</i>	<ul style="list-style-type: none"> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for most' and 'danger for some' and flood depth in 2115 as up to 1m. Development will be required to include appropriate mitigation.</li> <li>• Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• The site's development will deliver a major part of the Northern section of the Spalding Western Relief Road (SWRR) extending approximately to Two Plank Bridge.</li> <li>• The site's development (forming Phase 1 and part of Phase 2 of the Vernatts SUE) will deliver open space comprising equipped play space, informal play space and space of ecological value combined with Sustainable Urban Drainage systems and linked with integrated footpaths and, where possible, providing wider access to the existing permissive footpath/cycleway network.</li> <li>• Gas mains cross the site</li> <li>• Water mains and sewers cross the site</li> <li>• The SHDC contaminated land register refers to the railway line and to filled land near this site.</li> <li>• A heritage impact assessment will inform the master planning of the site. The heritage impact assessment will identify heritage assets including non-designated archaeology, assess their significance, and assess the impact of the development on their significance. Appropriate measures for mitigation and enhancement will be identified and set out in the assessment; and its results should inform the approaches to the layout and design of development across the site. Planning applications for the site should accord with the heritage impact assessment.</li> </ul>
Pin024 <i>Vernatts SUE: Phases 2 (part) and 3</i>	<ul style="list-style-type: none"> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'danger for some', 'low hazard and 'no hazard' and flood depth in 2115 as up to 0.5m. Development will be required to include appropriate mitigation.</li> <li>• Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• The site's development (forming Phase 3 and part of Phase 2 of the Vernatts SUE) will deliver the remaining part of the Northern section of the SWRR and a significant part of its Central section up to, but excluding, a bridge crossing of the Vernatt's Drain.</li> <li>• The site's development (forming Phase 3 and part of Phase 2 of the Vernatts SUE) will deliver open space comprising equipped play space, informal play space and space of ecological value combined with Sustainable Urban Drainage systems and linked with integrated footpaths and, where possible, providing wider access to the existing permissive footpath/cycleway network.</li> <li>• The site's development (forming Phase 3 of the Vernatts SUE) will deliver: a local centre; a nursery and primary school; healthcare facilities; and sports and recreational facilities.</li> <li>• Water mains cross the site</li> <li>• The site wraps around a pottery which is identified on the SHDC contaminated land register.</li> <li>• A heritage impact assessment will inform the master planning of the site. The heritage impact assessment will identify heritage assets including non-designated archaeology, assess their significance, and assess the impact of the development on their significance. Appropriate measures for mitigation and enhancement will be</li> </ul>



**Schedule of Main Modifications**

	<p>identified and set out in the assessment; and its results should inform the approaches to the layout and design of development across the site. Planning applications for the site should accord with the heritage impact assessment.</p>
Pin025	<ul style="list-style-type: none"> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of ‘danger for some’ and ‘low hazard’ and flood depth in 2115 as up to 0.5m. Development will be required to include appropriate mitigation.</li> <li>• Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• The site will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy in accordance with the provisions of policy 30: Delivering the Spalding Transport Strategy.</li> </ul>
Pin050	<ul style="list-style-type: none"> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 90% of it being a roughly equal combination of ‘no hazard’, ‘low hazard’ and ‘danger for some’ with flood depth in 2115 as up to 0.5m. Development will be required to include appropriate mitigation.</li> <li>• Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• The site will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy in accordance with the provisions of policy 30: Delivering the Spalding Transport Strategy.</li> </ul>
Stm004	<ul style="list-style-type: none"> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 90% ‘danger for most’ and flood depth in 2115 as up to 1m. Development will be required to include appropriate mitigation.</li> <li>• Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• Vehicular access to the site from Cradge Bank Road will not be acceptable.</li> <li>• The site will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy in accordance with the provisions of policy 30: Delivering the Spalding Transport Strategy.</li> </ul>
Stm010	<ul style="list-style-type: none"> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 77% ‘danger for most’ and flood depth up to 2m. Development will be required to include appropriate mitigation.</li> <li>• Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• The absence of a footway on the site’s Spalding Common frontage needs to be addressed.</li> <li>• There is potential for the site to form an extension to the Holland Park SUE.</li> <li>• The site will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy in accordance with the provisions of policy 30: Delivering the Spalding Transport Strategy.</li> </ul>
Stm028	<ul style="list-style-type: none"> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 73% ‘danger for most’ and flood depth in 2115 as up to 2m. Development will be required to include appropriate mitigation.</li> <li>• Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• The absence of a footway on the site’s Spalding Common frontage needs to be addressed.</li> <li>• There is potential for the site to form an extension to the Holland Park SUE.</li> <li>• The site will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy in accordance with the provisions of policy 30: Delivering the Spalding Transport Strategy.</li> </ul>
Mon005	<ul style="list-style-type: none"> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and flood depth in 2115 as zero. Development will be required to include appropriate mitigation.</li> <li>• Waste water has sufficient capacity for this site</li> <li>• The foul sewerage network requires upgrading for this site</li> <li>• Sewers and water mains cross the site</li> <li>• Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• The site lies within a significant Iron Age Romano British landscape and further information may be required.</li> <li>• The site will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy in accordance with the provisions of policy 30: Delivering the Spalding Transport Strategy.</li> </ul>
Mon008	<ul style="list-style-type: none"> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and flood depth in 2115 as zero. Development will be required to include appropriate mitigation.</li> </ul>

## Schedule of Main Modifications

	<ul style="list-style-type: none"> <li>• Waste water has sufficient capacity for this site</li> <li>• The foul sewerage network requires upgrading for this site</li> <li>• Sewers and water mains cross the site</li> <li>• Water supply network: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• Foul sewerage network capacity: infrastructure and/or treatment upgrades required to serve proposed growth or diversion of assets may be required.</li> <li>• The site lies within a significant Iron Age Romano British landscape and further information may be required.</li> <li>• The site will be subject to financial contributions towards the funding of projects featured in the Spalding Transport Strategy in accordance with the provisions of policy 30: Delivering the Spalding Transport Strategy.</li> </ul>
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### Infrastructure requirements, constraints and mitigation - Housing Allocations in Crowland

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>• Primary education - there is limited capacity at the primary school in Crowland. Three additional classrooms could accommodate the additional need generated by the housing allocations (excluding sites with planning permission) and the school has sufficient land to expand.</li> <li>• Secondary and sixth form education - there is a lack of capacity at secondary level and at sixth form level at The Deepings (the nearest secondary school and sixth form); additional land would be required to accommodate demand from new development.</li> <li>• Health - currently there is some capacity at the local GP surgery(ies) 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.</li> <li>• Surface water - all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>• Sewage treatment - the Crowland Water Recycling Centre has capacity to serve all sites however, in terms of the foul sewerage network, infrastructure and/or treatment upgrades will be required to serve the proposed growth (or a diversion of assets may be required).</li> <li>• Water resources - are adequate to serve the proposed growth, however infrastructure of treatment upgrades will be required to serve the proposed growth (or a diversion of assets may be required) in Crowland.</li> </ul>
Cro011	<ul style="list-style-type: none"> <li>• The sites development will require the footway to be extended to the site.</li> <li>• There appears to be a filled dyke on part of the site. This should be taken into consideration as part of the design and layout.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as mostly 'danger for most' and flood depth in 2115 as 0.5m-1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Cro036	<ul style="list-style-type: none"> <li>• Access to the land would require significant widening and upgrading of Low Road, the provision of a footway and formal drainage.</li> <li>• A water pipe crosses the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing water main within the design then diversion may be possible under section 185 of the Water Industry Act 1991.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as mostly 'danger for most' with some 'danger for all' and flood depth in 2115 is mainly 0.5m-1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Cro043	<ul style="list-style-type: none"> <li>• The site is within Flood Zone 2, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 ranges from 0m to 0.25-0.5m. Development will be required to include appropriate mitigation.</li> </ul>
Cro044	<ul style="list-style-type: none"> <li>• Part of the site is on a list of potentially contaminated sites requiring further investigation.</li> <li>• The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development.</li> <li>• The site is within Flood Zone 2, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 ranging from 0 - 0.25m to 0.5-1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Cro046	<ul style="list-style-type: none"> <li>• Reform Street is a one-way street and it appears that existing residents habitually park on the east side of this road. Sufficient off-street parking for residents and visitors would therefore be required on this site.</li> <li>• A sewer pipe crosses the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing sewer within the design then diversion may be possible under section 185 of the Water Industry Act 1991 or entering into a build over/near agreement may be considered.</li> <li>• The site is within Flood Zone 1, and the SFRA identifies flood hazard in 2115 as mostly 'danger for most' and flood depth in 2115 ranging from 0 - 0.25m to 0.5-1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Cro050	<ul style="list-style-type: none"> <li>• The site should preferably be accessed from both Normanton Road and Jubilee Way.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as mostly 'danger for most' and flood depth in 2115 of mainly 0.5m-1.0m although there is a small area of 1.0m -2.0m.. Development will be required to include appropriate mitigation.</li> </ul>

Schedule of Main Modifications

Infrastructure requirements, constraints and mitigation - Housing Allocations in Donington

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>• Primary education - there is no capacity at the primary school in Donington. Five additional classrooms could accommodate the additional need generated by the housing allocations (excluding sites with planning permission) but the school has sufficient land to extend.</li> <li>• Secondary education - there is a lack of capacity at secondary level at Donington; additional land would be required to accommodate demand from new development.</li> <li>• Sixth form education - the nearest Sixth form (within a school) is in Spalding, which has some capacity available to meet the need identified.</li> <li>• Health - currently there is some capacity at the local GP surgery(ies) 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.</li> <li>• Surface water - all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>• Sewerage treatment - the Environment Agency has advised that Anglian Water be consulted relating to the phasing of development to ensure that adequate capacity is available to deal with foul water drainage before new dwellings are occupied. The foul sewerage network would require upgrading for all sites.</li> <li>• Water resources – water resources are adequate to serve the proposed growth, however the supply network would require upgrading for all sites.</li> <li>• The County Archaeologist has advised that there are no major archaeological issues for housing allocations in Donington, but further information may be required depending on the development.</li> </ul>
Don001	<ul style="list-style-type: none"> <li>• Frontage footpaths, kerbs and drainage are required and a watercourse may need to be culverted or piped.</li> <li>• Although some of the site is within Flood Zones 2 and 3a, the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. It is therefore unlikely that flood mitigation will be required.</li> </ul>
Don006	<ul style="list-style-type: none"> <li>• Upgrades to the Water Recycling Centre will be required to accommodate this site; infrastructure and/or treatment upgrades will be required to serve the proposed growth (or a diversion of assets may be required).</li> <li>• A frontage footway, kerbs and drainage would be required and need to extend northwards if Don001 does not come forward first.</li> <li>• The site is on a list of potentially contaminated sites requiring further investigation.</li> <li>• Although most of the site is within Flood Zones 2 and 3a, the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. It is therefore unlikely that flood mitigation will be required.</li> </ul>
Don008	<ul style="list-style-type: none"> <li>• The site is adjacent to a haulage distribution site which will impact on the residential amenities of this site. Impacts can be reduced through careful site layout, house design, bunding/screening and acoustic vents to bedrooms facing the site.</li> <li>• A sewer pipe crosses the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing sewer within the design then diversion may be possible under section 185 of the Water Industry Act 1991 or entering into a build over/near agreement may be considered.</li> <li>• Although the site is within Flood Zone 3a, the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. It is therefore unlikely that flood mitigation will be required.</li> </ul>
Don018	<ul style="list-style-type: none"> <li>• Vehicular access from Wykes Lane (an unclassified road) to the east would not be acceptable.</li> <li>• Although part of the site is within Flood Zone 3a, the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. It is therefore unlikely that flood mitigation will be required.</li> </ul>
Don030	<ul style="list-style-type: none"> <li>• The carriageway is suitable but where would need to be a footway to the existing network.</li> <li>• The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development.</li> <li>• The site is on a list of potentially contaminated sites requiring further investigation.</li> <li>• Although some of the site is within Flood Zones 2 and 3a, the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. It is therefore unlikely that flood mitigation will be required.</li> </ul>
Reserve Site Don017+029	<ul style="list-style-type: none"> <li>• It might be possible to serve the site with a single access onto the A152, however two access points that are connected internally is preferable. A frontage footway will need to be provided westwards along the A152 to the end of the existing village footway network, as well as any associated drainage and street lighting. A vehicular access onto Town Dam Lane would not be appropriate however a footway connection in the south-western corner of the site would be beneficial to provide permeability.</li> <li>• The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development.</li> <li>• The site is on a list of potentially contaminated sites requiring further investigation.</li> <li>• Although some of the site is within Flood Zones 2 and 3a, the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. It is therefore unlikely that flood mitigation will be required.</li> </ul>



Schedule of Main Modifications

Infrastructure requirements, constraints and mitigation - Housing Allocations in Holbeach

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>• Primary education - new one form entry primary school and extensions of two existing primary schools are planned over the life of the proposed developments (which may go beyond this plan period).</li> <li>• Secondary education and sixth form - There is a lack of capacity at secondary level and sixth form level at University Academy Holbeach.</li> <li>• Health – there are some issues around the capacity of GP surgeries in Holbeach and County-wide there is an increasing shortage of GP’s, nurses and other healthcare staff which could affect future capacity should demand increase.</li> <li>• Surface water - all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>• Sewerage treatment – the Water Recycling Centre has capacity to serve all of the sites, however the foul sewerage network will require upgrading to accommodate the sites.</li> <li>• Water resources – water resources are adequate to serve the proposed growth, however the water supply network will require upgrading to accommodate the sites.</li> <li>• The County Archaeologist has advised that there are no major archaeological issues for housing allocations in Holbeach, but further information may be required depending on the development.</li> </ul>
Hob004	<ul style="list-style-type: none"> <li>• The site is adjacent to the A17 and the road’s proximity may impact upon on the amenities that would be enjoyed by new dwellings at the northern end of the site. A noise assessment may be required to identify noise levels. If necessary, the amenities of future residents should be appropriately protected through, for example: site layout; house design; bunding/screening; and/or acoustic vents to bedrooms facing the road.</li> <li>• Part of the site is the subject of a Planning Committee resolution to grant full planning permission for 36 dwellings (s106 required). However, it does not appear that this site provides the means by which to extend the carriageway into the remainder of Hob004. The footway on the north side of Foxes Low Road does not currently extend to the site and there is not sufficient verge alongside the road within which a footway could be constructed. The Highway Authority advises that they could not be supportive of any application that did not make adequate provision for safe non-motorised access. It may be possible to access the eastern part of Hob004 via Hob032, however it is currently unknown whether the reserved matters application for Hob032 will seek to address this issue.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of ‘danger for some’, ‘danger for most’, ‘no hazard’ and ‘low hazard’ and flood depth in 2115 as ‘no hazard’ up to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Hob032	<ul style="list-style-type: none"> <li>• Access to the site from Kings Road is prohibited by a planning condition.</li> <li>• A sewer and water pipe cross the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing sewer within the design then diversion may be possible under section 185 of the Water Industry Act 1991 or entering into a build over/near agreement may be considered.</li> <li>• The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of ‘danger for most’ and ‘danger for some’ and flood depth in 2115 as up to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Holbeach West SUE (Hob048)	<ul style="list-style-type: none"> <li>• the site is adjacent to the A17 and the A151, the proximity which may impact upon on the amenities that would be enjoyed by new dwellings at the northern and western extents of the site. A noise assessment may be required to identify noise levels. If necessary, the amenities of future residents should be appropriately protected through, for example: site layout; house design; bunding/screening; and/or acoustic vents to bedrooms facing the road.</li> <li>• A roundabout onto the A151 at the west of the site has already been constructed which can form a principal junction into the site. A further junction onto the A151 and Spalding Road may be constructed and small extensions of estate roads to the west of Holbeach as cul-de-sacs may be acceptable. There would be no connection from the A151 and the residential roads to the west of Holbeach.</li> <li>• The site has considerable heritage significance as it comprises the immediate and wider setting of a Grade II listed building (The Old Cottage). A wide buffer would preserve some of the setting from the impact of urbanisation.</li> <li>• A sewer pipe crosses the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing sewer within the design then diversion may be possible under section 185 of the Water Industry Act 1991 or entering into a build over/near agreement may be considered.</li> <li>• The site lies within the encroachment zone for Holbeach Water Recycling Centre. A detailed odour assessment would be required to demonstrate that a suitable distance is provided from Holbeach Water Recycling Centre and sensitive residential development as part of the detailed masterplanning of the site.</li> <li>• There is the potential for contaminated land at the site; however there are no outstanding land contamination concerns subject to site characterisation and the submission of a remediation scheme.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of ‘danger for most’ and ‘danger for some’ and flood depth in 2115 as up to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Reserve Site Hob011	<ul style="list-style-type: none"> <li>• The site is on a list of potentially contaminated sites requiring further investigation.</li> </ul>

## Schedule of Main Modifications

	<ul style="list-style-type: none"> <li>• The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development.</li> <li>• The access to the site needs to be located where the existing agricultural buildings are currently situated provided that adequate visibility can be achieved. Access in front of Maple Grove would not be acceptable. There is no footway on the southern side of Hall Gate.</li> <li>• A water main pipe crosses the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing sewer within the design then diversion may be possible under section 185 of the Water Industry Act 1991.</li> <li>• Although the site is within Flood Zone 3a, the SFRA identifies flood hazard in 2115 as 'no hazard' and flood depth in 2115 as 'no depth'. It is therefore unlikely that flood mitigation will be required.</li> </ul>
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### Infrastructure requirements, constraints and mitigation - Housing Allocations in Kirton

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>• Primary and secondary education – the village's primary and secondary schools have sufficient capacity to accommodate additional needs to 2036.</li> <li>• Sixth form education – there is no capacity in the closest sixth forms (Boston). Needs to 2036 will be met by the provision of a new secondary school (including 165 sixth form places) on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension.</li> <li>• Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase.</li> <li>• Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>• It is likely that archaeological intervention/survey will be required.</li> <li>• Water resources are adequate to serve the sites, but an upgrade to the water supply network may be required.</li> <li>• Upgrades to the treatment capacity of the Frampton Water Recycling Centre and enhancements to the capacity of the foul sewerage network will be required.</li> </ul>
Kir016	<ul style="list-style-type: none"> <li>• An existing footpath route across the site will need to be retained within any new residential layout.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for some' and flood depth in 2115 as '0.25m to 0.5m. Development will be required to include appropriate mitigation.</li> </ul>
Kir034	<ul style="list-style-type: none"> <li>• An existing footpath route across the site will need to be retained within any new residential layout.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'low' and flood depth in 2115 as '0m to 0.25m. Development will be required to include appropriate mitigation.</li> </ul>
Kir041	<ul style="list-style-type: none"> <li>• Development proposals will need to be informed by a Heritage Impact Assessment, to address impacts on the historic townscape &amp; in particular how it would preserve &amp; enhance the CA.</li> <li>• Vehicular access from Woodside Road would not be acceptable, but pedestrian/cycle access would be desirable.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for some' and flood depth in 2115 as '0.25m to 0.5m. Development will be required to include appropriate mitigation.</li> </ul>
Reserve site Kir036	<ul style="list-style-type: none"> <li>• Potential impacts from the proximity of the A16 will need to be mitigated.</li> <li>• The carriageway of Horseshoe Lane is suitable to serve residential development on this site, and there is an existing frontage footway &amp; street lighting. Direct access onto the A16 would not be acceptable.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.5m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>

### Infrastructure requirements, constraints and mitigation - Housing Allocations in Long Sutton

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>• Primary education - there is no capacity at the primary school in Long Sutton at the present time, and there is limited capacity to expand. An additional three classrooms would be required; additional playing field land would be required to enable the primary school to expand.</li> <li>• Secondary education - there is limited secondary capacity in Long Sutton from 2016-2018, additional capacity would be required but The Peele School has sufficient land to expand.</li> <li>• Sixth form education - there is a lack of capacity at sixth form level at University Academy Holbeach.</li> <li>• Health - currently there is some capacity at the local GP surgery(ies) 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.</li> <li>• Surface water - all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> </ul>

## Schedule of Main Modifications

	<ul style="list-style-type: none"> <li>• Sewage treatment – the Water Recycling Centre has capacity to serve all the sites, however the foul sewerage network would require upgrading for all of the sites.</li> <li>• Water resources – water resources are adequate to serve the proposed growth, however the water supply network would require upgrading to accommodate all of the sites.</li> </ul>
Los008	<ul style="list-style-type: none"> <li>• The site should come forward with or after Los026 in order to preserve visual integrity of the settlement.</li> <li>• The existing frontage footway and surface water drainage would need to be extended to the site. Ideally there should be a vehicular connection to Los026 and Anfield Road/Magpie Close.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘danger for most’ and flood depth in 2115 as 0.5m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Los015	<ul style="list-style-type: none"> <li>• This site should be developed with a comprehensive road layout with access onto both Seagate Road and Wisbech Road</li> <li>• A sewer pipe crosses the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing sewer within the design then diversion may be possible under section 185 of the Water Industry Act 1991 or entering into a build over/near agreement may be considered.</li> <li>• The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development.</li> <li>• The site is on a list of potentially contaminated sites requiring further investigation.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘danger for most’ and ‘danger for some’ and flood depth in 2115 as mostly 0.25m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>
Los026	<ul style="list-style-type: none"> <li>• The site should come forward with or before Los008 in order to preserve visual integrity of the settlement.</li> <li>• The frontage footway, drainage and street lighting along Lime Walk will need to be extended. A secondary access off Magpie Close and a connection to Los008 would be desirable.</li> <li>• The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘danger for most’ and flood depth in 2115 as mostly 0.5m to 1.0m with some 1.0m-2.0m. Development will be required to include appropriate mitigation.</li> </ul>
Los046	<ul style="list-style-type: none"> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘danger for most’ and flood depth in 2115 as 0.5m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>

## Infrastructure requirements, constraints and mitigation - Housing Allocations in Pinchbeck

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>• Primary education - additional capacity is filtering through the primary school to 2018, but there is limited capacity available going forward.</li> <li>• Secondary education - there is currently capacity at Spalding secondary schools, but a new secondary school will be required in the second phase of the plan.</li> <li>• Sixth form education - there is currently capacity at Spalding secondary schools, but a new secondary school will be required in the second phase of the plan.</li> <li>• Health - currently there is some capacity at the local GP surgery(ies) 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.</li> <li>• Surface water - all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>• Sewage treatment – the Spalding Water Recycling Centre and foul sewerage network has capacity to serve all the sites.</li> <li>• Water resources – water resources are adequate to serve the proposed growth. However, the supply network would require upgrading to accommodate all the sites.</li> </ul>
Pin002	<ul style="list-style-type: none"> <li>• The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development.</li> <li>• The principle of re-developing this existing nursery site for residential use is acceptable in highway terms, however there would need to be provision made for pedestrian access.</li> <li>• There is filled land to the boundaries. This should be taken into consideration as part of the design and layout.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of ‘danger for some’ and ‘low hazard’ and flood depth in 2115 between 0m and 0.5m. Development will be required to include appropriate mitigation.</li> </ul>
Pin019	<ul style="list-style-type: none"> <li>• The County Archaeologist has advised the site has no major archaeological issues, but further information may be required depending on the development.</li> <li>• A frontage footway linking to Oldham Drive would be required.</li> <li>• The site is within Flood Zone 3a, and the SFRA identifies flood hazard and depth in 2115 as predominantly ‘no hazard’. However, a small part of the site (approx. 10%) has a predicted depth of 0m-0.25m. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Pin065	<ul style="list-style-type: none"> <li>• Access off Herdgate Lane would not be acceptable.</li> <li>• A footway link to the existing network will need to be considered.</li> </ul>

## Schedule of Main Modifications

	<ul style="list-style-type: none"> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as a combination of 'low hazard' and 'no hazard' and flood depth in 2115 ranging between 'no depth' and 0m-0.25m. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
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### Infrastructure requirements, constraints and mitigation - Housing Allocations in Sutterton

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary education – the village's primary school is at capacity, and extension to 1 Form of Entry (FE) will be required to accommodate current demand and additional needs to 2036. This will require the provision of 3 additional classrooms, although additional land will not be required.</li> <li>Secondary education – Kirton's secondary school has sufficient capacity to accommodate additional needs to 2036.</li> <li>Sixth form education – there is no capacity in the closest sixth forms (Boston). Needs to 2036 will be met by the provision of a new secondary school (including 165 sixth form places) on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension.</li> <li>Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase.</li> <li>The Water Recycling Centre has capacity to accommodate sewage flows from this site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>It is likely that archaeological intervention/survey will be required.</li> </ul>
Sut009/028	<ul style="list-style-type: none"> <li>Although the site does not abut heritage assets, the settings of the listed church &amp; 2 other listed buildings on Station Road include the site and a large road junction on Station Road should be avoided. In order to preserve views of the church spire, any scheme will need to be well landscaped, low density and no higher than two storey with attics.</li> <li>Potential impacts from neighbouring commercial uses will need to be mitigated.</li> <li>An existing footpath route across the site will need to be retained within any new residential layout.</li> <li>There are 3 potential access points: from Station Rd; from Spalding Rd towards the site's western end (if the footway is extended to the new junction); and from Spalding Rd towards the site's eastern end. Pedestrian and cycle access onto Love Lane would be desirable &amp; the internal road layout should be designed to discourage 'rat-running'.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for some' and flood depth in 2115 as '0m to 0.25m. Development will be required to include appropriate mitigation.</li> </ul>
Reserve Site Sut034	<ul style="list-style-type: none"> <li>Wigtoft Rd is suitable to serve residential development on this site, the frontage is large enough to accommodate the required junction &amp; visibility splays, &amp; there is an existing frontage footway &amp; the road has street lighting. The junction should be located towards the eastern end of the frontage.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'low hazard' and flood depth in 2115 as '0m to 0.25m. Development will be required to include appropriate mitigation.</li> </ul>

### Infrastructure requirements, constraints and mitigation - Housing Allocations in Sutton Bridge

Site Reference	Infrastructure requirements, constraints and mitigation
Sub027	<ul style="list-style-type: none"> <li>Primary education – there is sufficient capacity at the primary school in Sutton Bridge for the level of development proposed.</li> <li>Secondary education - there is limited secondary capacity from 2016-2018, additional capacity would be required but The Peele School has sufficient land to expand.</li> <li>Sixth form education - there is a lack of capacity at sixth form level at University Academy Holbeach.</li> <li>Health - currently there is some capacity at the local GP surgery(ies) 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.</li> <li>Surface water - all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>Sewage treatment – Sutton Bridge Water Recycling Centre has capacity to serve the site, however the foul sewerage network will require upgrading.</li> <li>Water resources – water resources are adequate to serve the proposed growth, however the supply network would require upgrading for the site.</li> <li>The site is adjacent to the A17 and the road's proximity may impact upon on the amenities that would be enjoyed by new dwellings at the southern end of the site. A noise assessment may be required to identify noise levels. If necessary, the amenities of future residents should be appropriately protected through, for example: site layout; house design; bunding/screening; and/or acoustic vents to bedrooms facing the road.</li> <li>The site is on a list of potentially contaminated sites requiring further investigation.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as mostly 'danger for most' with some 'danger for all' and flood depth in 2115 as mostly 0.5m-1.0m with some 1.0m-2.0m. Development will be required to include appropriate mitigation.</li> </ul>

### Infrastructure requirements, constraints and mitigation - Housing Allocations in Swineshead

## Schedule of Main Modifications

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary education – the village’s primary school is at capacity, and 4 additional classrooms to extend the school by 0.5 Forms of Entry (FE) to 2FE will be required to accommodate additional needs to 2036. A shortage of land on the existing site will require the provision of additional playing field land.</li> <li>Secondary education – no capacity is available at the closest secondary school (Donington). An additional 200 places will be required to meet current demand and that from proposed developments. A substantial land shortage will require the provision of additional land for education.</li> <li>Sixth form education – there is no capacity in the closest sixth forms (Boston). Needs to 2036 will be met by the provision of a new secondary school (including 165 sixth form places) on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension.</li> <li>Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase.</li> <li>Surface water –all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS)</li> <li>It is likely that archaeological intervention/survey will be required.</li> <li>Water resources are adequate to serve the sites, but upgrades to the water supply network may be required.</li> <li>The Swineshead Water Recycling Centre has capacity to accommodate sewage flows from the sites, but enhancements to the capacity of the foul sewerage network will be required.</li> </ul>
Swi015	<ul style="list-style-type: none"> <li>Potential impacts from neighbouring commercial uses will need to be mitigated.</li> <li>The existing footway on Station Road will need to be extended across the site frontage.</li> <li>Vehicular access onto Villa Lane will not be acceptable.</li> </ul>
Swi018	<ul style="list-style-type: none"> <li>No known site-specific constraints.</li> </ul>
Swi037	<ul style="list-style-type: none"> <li>No known site-specific constraints.</li> </ul>

### Infrastructure requirements, constraints and mitigation - Housing Allocations in Bicker

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary education – there is effectively no capacity at the closest primary school (Donington), and 5 additional classrooms to extend the school by just over 0.5 Forms of Entry (FE) to 2 FE will be required to accommodate additional needs to 2036. The school has sufficient land to accommodate this extension.</li> <li>Secondary education - no capacity is available at the closest secondary school (Donington). An additional 200 places will be required to meet current demand and that from proposed developments. A substantial land shortage will require the provision of additional land for education.</li> <li>Sixth form education – there is no capacity in the closest sixth forms (Boston). Needs to 2036 will be met by the provision of a new secondary school (including 165 sixth form places) on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension.</li> <li>Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase.</li> <li>Surface water –all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS)</li> <li>It is likely that archaeological intervention/survey will be required.</li> </ul>
Bic004	<ul style="list-style-type: none"> <li>Potential impacts from the A52 road will need to be mitigated.</li> <li>A frontage footway and associated drainage will be required along Donington Road.</li> <li>Vehicular access from the A52 will not be acceptable.</li> </ul>
Bic015	<ul style="list-style-type: none"> <li>Upgrades to the water supply network may be required.</li> <li>Realignment of the nearside edge of Drury Lane’s carriageway to the south of the site’s access point will be required.</li> </ul>
Bic017	<ul style="list-style-type: none"> <li>Enhancements to the capacity of the foul sewerage network will be required.</li> <li>Vehicular access from St Swithins Close would be acceptable.</li> <li>A frontage footway will be required to be provided.</li> </ul>

### Infrastructure requirements, constraints and mitigation - Housing Allocations in Butterwick

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary education – the Butterwick Pinchbeck Primary School has sufficient capacity to accommodate additional needs to 2036.</li> <li>Secondary and sixth form education – the closest secondary schools are in Boston where there is no capacity, and 700 school places (including 165 sixth form places) will be required to accommodate additional needs to 2036. These needs will be met by the provision of a new secondary school on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension.</li> </ul>

## Schedule of Main Modifications

	<ul style="list-style-type: none"> <li>Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase.</li> <li>Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>It is likely that archaeological intervention/survey will be required.</li> <li>Water resources are adequate to serve the sites, but upgrades to the water supply network may be required.</li> <li>The Fishtoft Water Recycling Centre has capacity to accommodate sewage flows from the sites, but enhancements to the capacity of the foul sewerage network will be required.</li> </ul>
But002	<ul style="list-style-type: none"> <li>Sea Lane is the better road to accommodate the vehicular access, and a new frontage footway will be required.</li> <li>If access is provided from Watery Lane, a new frontage footway will be required, as well as a formal highway drainage system (road gullies and a piped sewer to a suitable outfall).</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘danger for most’ and flood depth in 2115 as ‘0.5m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>
But004	<ul style="list-style-type: none"> <li>Development will need to build in protection in its design and layout to mitigate against possible disturbance from the commercial use on the opposite side of Benington Road.</li> <li>No development will be permitted within 9m of the Internal Drainage Board (IDB) watercourse located on the site’s western boundary without the prior consent of the IDB.</li> <li>A footway, formal drainage system and street lighting will need to be provided into the village.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘danger for most’ and flood depth in 2115 as ‘0.5m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>
But020	<ul style="list-style-type: none"> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘danger for all’ and flood depth in 2115 as ‘1.0m to 2.0m. Development will be required to include appropriate mitigation.</li> </ul>

### Infrastructure requirements, constraints and mitigation - Housing Allocations in Cowbit

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary education – there is sufficient primary school capacity available for the developments proposed.</li> <li>Secondary and sixth form education – capacity currently available at Spalding secondary schools which are closest to development but it is likely that capacity will fill as children cannot attend schools at Holbeach/Bourne/Deepings schools. Therefore a new 700 place secondary school with sixth form required towards middle of phase 2 of plan is required.</li> <li>Health – there is some capacity at the local GP surgery(ies) 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.</li> <li>Surface water –all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>Water resources - the water supply network has capacity available to serve the proposed growth.</li> <li>Sewage Treatment - the proposed housing allocations in this area are expected to require improvements to the existing Waste Water Recycling Centre and the foul sewerage network to enable development to come forward on these sites.</li> </ul>
Cow004	<ul style="list-style-type: none"> <li>The site is within Flood Zone 2 and 3a and the SFRA identifies flood hazard in 2115 as ‘low hazard’ to ‘danger to most’ and flood depths in 2115 as 0 – 1m. Development will be required to include appropriate mitigation.</li> </ul>
Cow009	<ul style="list-style-type: none"> <li>The site is within Flood Zone 2 and 3a and the SFRA identifies flood hazard in 2115 as ‘low hazard’ to ‘danger to most’ and flood depths in 2115 as 0 – 1m. Development will be required to include appropriate mitigation.</li> </ul>

### Infrastructure requirements, constraints and mitigation - Housing Allocations in Deeping St Nicholas

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary education – there is some primary school capacity currently available. One additional classroom may be required to extend the school to 0.5FE in second phase of plan and the primary school has enough land for this.</li> <li>Secondary and sixth form education – the closest secondary school is The Deepings which is at capacity - 75 additional places required for new development. The closest sixth form is The Deepings - Sixth form capacity echoes capacity in the secondary schools which they are part of (no capacity available)</li> <li>Health – the CCG’s have commented that currently there is some capacity at the local GP surgery(ies) 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.</li> <li>Surface water –all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> </ul>



**Schedule of Main Modifications**

	<ul style="list-style-type: none"> <li>Water resources - the proposed housing allocations in this area are expected to require improvements to the existing water supply networks to enable development to come forward on these sites.</li> <li>Sewage Treatment - the proposed housing allocations and any speculative planning applications in this area will <del>are expected to</del> require improvements to the existing foul sewerage networks and the Water Recycling Centre to enable development to come forward <del>on these sites</del>.</li> </ul>
Reserve Site Dsn018	<ul style="list-style-type: none"> <li>There are issues with capacity in the Water Recycling Centre which require resolving before planning permission for the site is granted.</li> <li>The site is near to two Water Recycling Centres, one owned by Anglian Water and one owned by South Holland DC. Para 7.3.1 includes the words 'existing land uses' and so the design of development on this site must take the impact that these 2 facilities may have on the site into account.</li> <li>There is a fairly substantial watercourse between the 'New Road' site and New Road that would require the construction of a bridge or culvert to provide the necessary access but New Road itself is suitable to provide vehicular access. The position of the site, on the outside of a bend, would mean that a junction here would have adequate junction visibility in both directions. A section of footway would be required to provide a pedestrian link between the subject site and the existing village footway network.</li> <li>The proposal is of such a size that Sustainable Drainage (SuDS) principles should be applied to the management of surface water run-off.</li> <li>The site is within Flood Zone 2 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>

**Infrastructure requirements, constraints and mitigation - Housing Allocations in Fishtoft**

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary education – the Fishtoft School has sufficient capacity to accommodate additional needs to 2036.</li> <li>Secondary and sixth form education – the closest secondary schools are in Boston where there is no capacity, and 700 school places (including 165 sixth form places) will be required to accommodate additional needs to 2036. These needs will be met by the provision of a new secondary school on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension.</li> <li>Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase.</li> <li>Surface water –all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>It is likely that archaeological intervention/survey will be required.</li> <li>Water resources are adequate, but upgrades to the water supply network may be required.</li> <li>The Fishtoft Water Recycling Centre has capacity to accommodate sewage flows, but enhancements to the capacity of the foul sewerage network will be required.</li> </ul>
Fis046	<ul style="list-style-type: none"> <li>Given that the site abuts a listed building, sensitive design and layout will be required, and a green landscaped space will need to be set aside adjacent to the listed building's garden.</li> <li>Care in layout and design will be required to ensure that the value of the adjacent scout/kindergarten open space is not undermined.</li> <li>The footway on the eastern side of Gaysfield Road will need to be extended up to the site entrance.</li> <li>Although the site is within Flood Zone 3a, the SFRA identifies flood hazard in 2115 predominantly as 'no hazard' and flood depth in 2115 predominantly as 'no depth'. It is therefore unlikely that flood mitigation will be required.</li> </ul>
Reserve Site Fis041	<ul style="list-style-type: none"> <li>In order to avoid harm to the setting of the listed church: any scheme must be low density with traditional roof pitches &amp; walling materials; no houses should be larger than two storey; the layout adopted should allow a public view of the church tower to be captured from within the site; and the layout should include a group of native trees within the public realm.</li> <li>A footway will need to be provided along the east side of the Church Green Road to provide a safe pedestrian link to the centre of the village.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for all' and flood depth in 2115 as '1.0m to 2.0m. Development will be required to include appropriate mitigation.</li> </ul>

**Infrastructure requirements, constraints and mitigation - Housing Allocations in Fleet Hargate**

Site Reference	Infrastructure requirements, constraints and mitigation
	<ul style="list-style-type: none"> <li>Primary Education - Fleet Hargate has sufficient primary school capacity available for development proposed.</li> <li>Secondary and sixth form education – the closest secondary is University Academy Holbeach which currently has no available capacity. An additional 300 spaces is required for developments proposed. The closest sixth form is University Academy Holbeach - Sixth form capacity echoes capacity in the secondary schools which they are part of (no capacity available).</li> </ul>

## Schedule of Main Modifications

	<ul style="list-style-type: none"> <li>• Health – the CCG’s have commented that currently there is some capacity at the local GP surgery(ies) 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.</li> <li>• Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>• Water Resources - the proposed housing allocation is expected to require improvements to the existing water supply networks to enable development to come forward on this site.</li> <li>• Sewage Treatment - the proposed housing allocation in this area is expected to require improvements to the foul sewerage networks to enable development to come forward on this site.</li> <li>• The location of a listed milestone needs to be taken into account when designing and positioning the access road.</li> <li>• The site is within Flood Zone 3a and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
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### Infrastructure requirements, constraints and mitigation - Housing Allocations in Gedney Hill

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>• Primary Education - Gedney Hill has sufficient primary school capacity available for the developments proposed.</li> <li>• Secondary and sixth form education – The closest secondary is University Academy Holbeach which currently has no available capacity. An additional 300 spaces is required for developments proposed. The closest sixth form is University Academy Holbeach - Sixth form capacity echoes capacity in the secondary schools which they are part of (no capacity available).</li> <li>• Health – The CCG’s have commented that currently there is some capacity at the local GP surgery(ies) 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.</li> <li>• Surface water all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>• Water Resources - all of the proposed housing allocations in this area are expected to require improvements to the existing water supply network to enable development to come forward on these sites.</li> <li>• Sewage Treatment - all of the proposed housing allocations in this area are expected to require improvements to the existing foul sewerage network to enable development to come forward on these sites. Discussions must be held with Anglian Water and the Environment Agency with respect to the provision of a Water Recycling Centre for the village. The Environment Agency is concerned about the number of private package treatment plants in Gedney Hill and the quality of their liquid outflow. Two potential solutions appear to exist, which would address the environmental concerns raised by the Environment Agency. These are: <ul style="list-style-type: none"> <li>○ for the site promoter/developers(s) to make an application to requisition a new sewer from Anglian Water under Section 98 of the Act (the requisitioner contributing to the cost of those requisitioned sewers);</li> <li>○ for the site promoter/developers(s) to construct a package treatment plant to be put forward for adoption by Anglian Water, which meets Anglian Water’s reasonable standards for such facilities, and the appropriate land and access is transferred to Anglian Water free of charge and free from encumbrances.</li> <li>○ This issue must be resolved before planning permission is granted.</li> </ul> </li> </ul>
Geh003	<ul style="list-style-type: none"> <li>• The County Archaeologist has advised the site is in a significant Iron Age Romano British landscape and further information may be required dependant on the development.</li> <li>• There is a tree Preservation Order on trees to the Hill Gate boundary.</li> <li>• The site is within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Geh004	<ul style="list-style-type: none"> <li>• The Mill is Grade II listed and so the design of the scheme needs to consider this in the historic environment assessment required by the Historic Environment Policy.</li> <li>• The site is within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Geh015	<ul style="list-style-type: none"> <li>• The County Archaeologist has advised on the adjacent site Geh003 that it is in a significant Iron Age Romano British landscape and further information may be required dependant on the development.</li> <li>• The site should be developed with Geh003 in order to assist in providing a Water Recycling Centre and to achieve a coordinated development that minimises visual impact.</li> <li>• The site is within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>

### Infrastructure requirements, constraints and mitigation - Housing Allocations in Gosberton

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>• Primary Education – that there is a small amount of primary school capacity available and an extension to 1FE requiring 2 additional classrooms required.</li> <li>• Secondary and sixth form education – No capacity is currently available at the closest secondary (Donington). An additional 200 places required for current demand and that from developments proposed - substantial land shortage would require additional land for education. The closest sixth form is in Spalding - Sixth form capacity echoes capacity in the secondary schools which they are part of (some capacity available).</li> <li>• Health – The CCG’s have commented that currently there is some capacity at the local GP surgery(ies) 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.</li> <li>• Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> </ul>



## Schedule of Main Modifications

	<ul style="list-style-type: none"> <li>Water Resources – the proposed housing allocations in this area is expected to require improvements to the existing water supply sewerage networks to enable development to come forward on these sites.</li> <li>Sewage Treatment – the majority of sites are expected to require improvements to the foul sewerage network to enable the development of these sites.</li> </ul>
Gos001	<ul style="list-style-type: none"> <li>The site is within Flood Zone 3 and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Gos003	<ul style="list-style-type: none"> <li>The building adjacent the access onto the Quadring Road is Grade II listed and so the design of the scheme needs to consider this in the historic environment assessment required by the Historic Environment Policy.</li> <li>The site is mostly within Flood Zone 1 and the remainder is mostly within Flood Zone 3. The SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Gos006	<ul style="list-style-type: none"> <li>The site is within Flood Zone 3 and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Gos023	<ul style="list-style-type: none"> <li>The western end of the site is just within the 400m buffer Anglian Water use to assess if residential development might be affected by odour from the water recycling works to the west.</li> <li>The site is within Flood Zone 3 and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Reserve Site Gos011	<ul style="list-style-type: none"> <li>Land for an extension to the cemetery and playing field was offered when the site was submitted for consideration. The Open Space Assessment shows a deficit for both Amenity Green Space and Churchyards and Cemeteries of 0.28H and 0.29H respectively. The Parish Council confirmed in July 2016 they had 18 months space left and so providing more cemetery space would be a requirement. This would leave a piece of land that could be added to the playing field. Overall the deficits would be resolved.</li> <li>A frontage footway would need to be provided on Belchmire Lane from the site to the existing footpath network, which would require a footpath being provided across the frontage of existing property. Formal drainage and street lighting would also be required. A large watercourse to the front of the site would need to be crossed.</li> <li>The development of this site must consider the impact it may have on the setting of the Conservation area and the setting / views of the Grade II listed Church of St Peter and Paul in a ‘Historic Environment Assessment’ as required by Section 6 the Historic Environment Policy. Sections 1 and 2 are also relevant.</li> <li>The site is nearly all in Flood Zone 3 and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>

## Infrastructure requirements, constraints and mitigation - Housing Allocations in Moulton

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary Education – there is sufficient primary school capacity available for developments proposed.</li> <li>Secondary and sixth form education – there is secondary school capacity currently available at Spalding secondary schools which are closest to development but it is likely that capacity will fill as children cannot attend schools at Holbeach/Bourne/Deepings. Therefore a new secondary school is required in second phase of plan. The closest sixth form is in Spalding - Sixth form capacity echoes capacity in the secondary schools which they are part of (some capacity available).</li> <li>Health – the CCG’s have commented that currently there is some capacity at the local GP surgery(ies) 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.</li> <li>Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>Water Resources – the proposed housing allocations in this area are expected to require improvements to the existing water supply sewerage networks to enable development to come forward on these sites.</li> <li>Sewage Treatment – the majority of sites are expected to require improvements to the foul sewerage network to enable the development of these sites</li> </ul>
Mou016	<ul style="list-style-type: none"> <li>The position of the access will be impacted by the existing road junctions and that for the new housing estate opposite. A footway link to the existing network will need to be considered.</li> <li>The site is within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Mou023	<ul style="list-style-type: none"> <li>The site is within Flood Zone 3 and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Mou035	<ul style="list-style-type: none"> <li>The Mill is Grade I listed and Mulberry House as well as the Swan PH are Grade II listed. The northern site boundary is also the boundary of the Moulton Conservation Area. It is anticipated that any development would be feathered out towards the northern boundary to assist with mitigation of any impact on heritage assets and this should be explored in the historic environment assessment required by Section 6 of the Historic Environment Policy.</li> <li>The land is filled in places and is a former factory and so there may be some contamination.</li> <li>The site is within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>

## Infrastructure requirements, constraints and mitigation - Housing Allocations in Moulton Chapel

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary Education – the primary school may need to increase to 0.5FE by end of plan period, however, there is sufficient classrooms for this without further building work.</li> <li>Secondary and sixth form education – there is capacity currently available at Spalding secondary schools which are closest to development but it is likely that capacity will fill as children cannot attend schools at Holbeach/Bourne/Deepings. A new secondary school is required in second phase of plan. The closest sixth form is on Spalding - Sixth form capacity echoes capacity in the secondary schools which they are part of (some capacity available).</li> </ul>

## Schedule of Main Modifications

	<ul style="list-style-type: none"> <li>Health – the CCG’s have commented that currently there is some capacity at the local GP surgery(ies) 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.</li> <li>Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>Water Resources – all of the proposed housing allocations in this area are expected to require improvements to the existing water supply networks to enable development to come forward on these sites.</li> <li>Sewage Treatment – all of the proposed housing allocations in this area are expected to require improvements to the existing foul sewerage networks to enable development to come forward on these sites.</li> </ul>
Mou029	<ul style="list-style-type: none"> <li>The site is within Flood Zone 1 and 2. The SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Mou042	<ul style="list-style-type: none"> <li>The site is within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Reserve site Mou028	<ul style="list-style-type: none"> <li>The Mill is Grade II listed. The design of the scheme needs to carefully consider preserving its setting in the historic environment assessment required by Section 6 of the Historic Environment Policy.</li> <li>Vehicular access onto Woodgate Road would not be acceptable.</li> <li>The site is within Flood Zone 1 and 2. The SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>

## Infrastructure requirements, constraints and mitigation - Housing Allocations in Old Leake

Site Reference	Infrastructure requirements, constraints and mitigation
Reserve Site Old005	<ul style="list-style-type: none"> <li>Primary education – the Old Leake Primary School has sufficient capacity to accommodate additional needs to 2036.</li> <li>Secondary and sixth form education – the Giles Academy has no capacity, and 125 school places (including sixth form places) will be required to accommodate current and additional needs to 2036. This will create a severe land shortage, and additional land will be required.</li> <li>Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase.</li> <li>Surface water – development should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>It is likely that archaeological intervention/survey will be required.</li> <li>Water resources are adequate, but upgrades to the water supply network may be required.</li> <li>The Old Leake Skipmarsh Lane Water Recycling Centre has capacity to accommodate sewage flows, and enhancements to the capacity of the foul sewerage network will not be required.</li> <li>A foul sewer crosses the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing sewer within the design then early contact with Anglian Water Services is suggested to discuss possible diversion, or entering into a build over/near agreement.</li> <li>Given that the site is close to the listed church, a low density scheme which retains some form of green at its centre will be required. Traditional materials will be required and the majority should be two-storey development.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘danger for most’ and flood depth in 2115 as ‘0.5m to 1.0m. Development will be required to include appropriate mitigation.</li> </ul>

## Infrastructure requirements, constraints and mitigation - Housing Allocations in Quadring

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary Education – there is no available capacity and an extension to 1FE required over plan period including 4 additional classrooms.</li> <li>Secondary and sixth form education – There is no capacity currently available at closest secondary (Donington). An additional 200 places required for current demand and that from developments proposed - substantial land shortage would require additional land for education. The closest sixth form is in Spalding - Sixth form capacity echoes capacity in the secondary schools which they are part of (some capacity available).</li> <li>Health – The CCG’s have commented that currently there is some capacity at the local GP surgery(ies) 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.</li> <li>Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>Water Resources - all of the proposed housing allocations in this area are expected to require improvements to the existing water supply networks to enable development to come forward on these sites.</li> <li>Sewage Treatment – all of the proposed housing allocations in this area are expected to require improvements to the existing foul sewerage networks to enable development to come forward on these sites.</li> </ul>

## Schedule of Main Modifications

Qua002	<ul style="list-style-type: none"> <li>The site is mostly within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Qua003	<ul style="list-style-type: none"> <li>Vehicular access onto Watergate would not be acceptable. Pedestrian access maybe possible and would be beneficial.</li> <li>The site is mostly within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Qua004	<ul style="list-style-type: none"> <li>Vehicular access from Caswell Drive.</li> <li>The site is within Flood Zone 2 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Reserve Site Qua006	<ul style="list-style-type: none"> <li>Water Gate is suitable to serve the site and the opening is wide enough to provide the required junction radii and visibility.</li> <li>Vehicular access onto the Main Road A152 would not be acceptable. Pedestrian access would be acceptable.</li> <li>The site is within Flood Zone 3 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.</li> <li>A foul sewer crosses the site and must remain accessible. The design and layout of the site should take this into consideration. If it is not possible to accommodate the existing sewer within the design then early contact with Anglian Water Services is suggested to discuss possible diversion, or entering into a build over/near agreement.</li> </ul>

## Infrastructure requirements, constraints and mitigation - Housing Allocations in Surfleet

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary Education – there is limited capacity available. One additional classroom is required to extend school to Published Admission Number 20 from Published Admission Number 15. (This will give 5 places in each of the 7 primary years totalling 35 additional primary school places) A land shortage would require additional playing field land.</li> <li>Secondary and sixth form education – There is capacity currently available at Spalding secondary schools which are closest to development but it is likely that capacity will fill as children cannot attend schools at Holbeach/Bourne/Deepings. A new secondary school is required in the second phase of plan. The closest sixth form is in Spalding - Sixth form capacity echoes capacity in the secondary schools which they are part of (some capacity available).</li> <li>Health – The CCG's have commented that currently there is some capacity at the local GP surgery(ies) 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.</li> <li>Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>Water Resources – the water supply network has capacity available to serve the proposed growth.</li> <li>Sewage Treatment – all of the proposed housing allocations in this area are expected to require improvements to the existing foul sewerage network to enable development to come forward on these sites.</li> </ul>
Sur003	<ul style="list-style-type: none"> <li>The site is mostly within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Sur006	<ul style="list-style-type: none"> <li>Development of the site may have an impact on views of the Grade I listed St Laurence's church to the north. The design of the scheme needs to carefully consider this in the historic environment assessment required by the Historic Environment Policy to preserve their setting.</li> <li>The site is within Flood Zone 3a and the SFRA identifies flood hazard in 2115 as 'danger to most' and flood depths in 2115 as 0 – 0.5m. Development will be required to include appropriate mitigation.</li> </ul>
Sur016	<ul style="list-style-type: none"> <li>The provision of a frontage footway could be required, although there is a footway opposite.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'Low hazard' and flood depth in 2115 as '0m to 0.25m'. Development will be required to include appropriate mitigation.</li> </ul>
Reserve site Sur018	<ul style="list-style-type: none"> <li>The boundary with the A152 must be landscaped with a scheme of the same width and planting as that on the A16 boundary.</li> <li>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.</li> <li>Access from the A16, the A152 or Coalbeach Lane would not be acceptable.</li> <li>There is a public footpath running through this site that would need to be preserved.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'Low hazard' and flood depth in 2115 as '0m to 0.25m'. Development will be required to include appropriate mitigation.</li> </ul>

## Infrastructure requirements, constraints and mitigation - Housing Allocations in Sutton St James

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary Education – there is sufficient primary school capacity available for developments proposed.</li> <li>Secondary and sixth form education – There is limited secondary school capacity in the first two years of the plan, but an additional 1 to 2FE required over the plan period - sufficient land for expansion. The closest sixth form is University Academy Holbeach - Sixth form capacity echoes capacity in the secondary schools which they are part of (no capacity available).</li> </ul>

## Schedule of Main Modifications

	<ul style="list-style-type: none"> <li>Health – The CCG’s have commented that currently there is some capacity at the local GP surgery(ies) 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.</li> <li>Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>Water Resources – all of the proposed housing allocations in this area are expected to require improvements to the existing water supply networks to enable development to come forward on these sites.</li> <li>Sewage Treatment – all of the proposed housing allocations in this area are expected to require improvements to the existing foul sewerage network to enable development to come forward on these sites.</li> </ul>
Suj007	<ul style="list-style-type: none"> <li>The Church is Grade II and the separate tower is grade II*. The design of the scheme needs to carefully consider this in the historic environment assessment required by the Historic Environment Policy to preserve their setting.</li> <li>There is some filled land to the rear of the site, most likely a former dyke.</li> <li>The site is within Flood Zone 2 and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Suj012	<ul style="list-style-type: none"> <li>The site is close to the remains of the St Ives Cross Scheduled Monument and Grade II Listed. The design of the scheme needs to carefully consider this in the historic environment assessment required by the Historic Environment Policy to preserve its setting.</li> <li>The site is within Flood Zone 30 and the SFRA identifies flood hazard in 2115 as ‘no hazard’ and ‘no depth’. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>

## Infrastructure requirements, constraints and mitigation - Housing Allocations in Tydd St Mary

Site Reference	Infrastructure requirements, constraints and mitigation
Tyd014	<ul style="list-style-type: none"> <li>Primary Education – there is sufficient primary school capacity available for developments proposed.</li> <li>Secondary and sixth form education – there is limited secondary school capacity in first two years of plan, but an additional 1 to 2FE required over plan period - sufficient land for expansion. The closest sixth form is University Academy Holbeach - Sixth form capacity echoes capacity in the secondary schools which they are part of (no capacity available).</li> <li>Health – the CCG’s have commented that currently there is some capacity at the local GP surgery(ies) 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.</li> <li>Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>Water Resources – the proposed housing allocation in this area is expected to require improvements to the existing water supply networks to enable development to come forward on this site.</li> <li>Sewage Treatment – the proposed housing allocation in this area is expected to require improvements to the existing foul sewerage networks to enable development to come forward on this site.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as ‘Danger for Most’ and flood depth in 2115 as ‘0.25m to 0.50m’. Development will be required to include appropriate mitigation.</li> </ul>

## Infrastructure requirements, constraints and mitigation - Housing Allocations in Weston

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary Education – there is primary school capacity currently available. An extension to 0.5FE required in phase 2 of plan period requiring one additional classroom - land shortage would require additional playing fields.</li> <li>Secondary and sixth form education – secondary school capacity currently available at Spalding secondary schools which are closest to development. It is likely that capacity will fill as children cannot attend schools at Holbeach/Bourne/Deepings. A new secondary school is required in second phase of plan. The closest sixth form is in Spalding - Sixth form capacity echoes capacity in the secondary schools which they are part of (some capacity available).</li> <li>Health – the CCG’s have commented that currently there is some capacity at the local GP surgery(ies) 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.</li> <li>Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>Water Resources – all of the proposed housing allocations in this area is expected to require improvements to the existing water supply networks to enable development to come forward on these sites.</li> <li>Sewage Treatment – all of the proposed housing allocations in this area is expected to require improvements to the existing foul sewerage networks to enable development to come forward on these sites.</li> </ul>
Wsn003	<ul style="list-style-type: none"> <li>The layout of the site, the choice of dwellings types, their design and orientation needs to consider the potential noise impact from the A151.</li> <li>The site is within Flood Zone 2 and 3a and the SFRA identifies flood hazard in 2115 as ‘low hazard’ to ‘danger to most’ and flood depths in 2115 as 0 – 1m. Development will be required to include appropriate mitigation.</li> </ul>
Wsn022	<ul style="list-style-type: none"> <li>The site is close to the Grade I listed St Mary’s Church. The design of the scheme needs to carefully consider this in the historic environment assessment required by the Historic Environment Policy to preserve its setting.</li> </ul>

## Schedule of Main Modifications

	<ul style="list-style-type: none"> <li>The site is within Flood Zone 2 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Wsn029	<ul style="list-style-type: none"> <li>The site is within Flood Zone 3a and the SFRA identifies flood hazard in 2115 as 'low hazard' to 'danger to most' and flood depths in 2115 as 0 – 1m. Development will be required to include appropriate mitigation.</li> </ul>
Reserve site Wsn036 (Made up of Wsn010, 012, 021 and 030)	<ul style="list-style-type: none"> <li>Following the development of four frontage dwellings on part of the site the land owner has improved the existing watercourse adjacent to the Highway to improve the drainage system in Weston. The Drainage Board are improving and adopting a section of watercourse which will improve the existing drainage system and should assist the drainage system for these sites subject to the flows being restricted and designed/modelled to ensure the improved watercourse can manage any additional flows. Discussions need to be had with the Drainage Board to clarify progress on this and its implications for this site and drainage issues must be resolved before planning permission is granted.</li> <li>The 4 individual sites should be developed as one as separately they may have access issues and raised highway infrastructure costs owing to their distance from current infrastructure networks. Developing them together makes the provision of highway infrastructure as cost effective as possible. Access off Broadgate and Beggars Bush Lane is feasible and subject to its position not conflicting with Bay tree's entrance High Road is also possible. Footways, street lighting and highway drainage will require upgrading and connecting into existing networks. The Highways Authority should be contacted to discuss these issues.</li> <li>The site includes historic field drains (non-designated heritage assets) which should be incorporated into any site layout in order to reveal the assets within a scheme. An historic environment assessment is required by Section 6 of the Historic Environment Policy and section 3 is also relevant.</li> <li>The site is within Flood Zone 3a and the SFRA identifies flood hazard in 2115 as 'low hazard' to 'danger to most' and flood depths in 2115 as 0 – 1m. Development will be required to include appropriate mitigation.</li> </ul>

## Infrastructure requirements, constraints and mitigation - Housing Allocations in Whaplode

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary Education – there is sufficient primary school capacity available for developments proposed.</li> <li>Secondary and sixth form education – the closest secondary school is University Academy Holbeach which currently has no available capacity. An additional 300 spaces is required for the developments proposed. The closest sixth form is University Academy Holbeach - Sixth form capacity echoes capacity in the secondary schools which they are part of (no capacity available).</li> <li>Health – The CCG's have commented that currently there is some capacity at the local GP surgery(ies) 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.</li> <li>Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>Water Resources – all of the proposed housing allocations in this area are expected to require improvements to the existing water supply networks to enable development to come forward on these sites.</li> <li>Sewage Treatment – the proposed housing allocations in this area are expected to require improvements to the existing foul sewerage networks to enable development to come forward on these sites.</li> </ul>
Wha002	<ul style="list-style-type: none"> <li>The site is within Flood Zone 3 and the SFRA identifies flood hazard in 2115 as nearly all 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Wha019	<ul style="list-style-type: none"> <li>The site is within Flood Zone 1 and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>
Wha029	<ul style="list-style-type: none"> <li>The site is near to an employment site and therefore potential noise disturbance needs to be considered when designing the layout and the dwelling design and orientation.</li> <li>The site is within Flood Zone 3a and the SFRA identifies flood hazard in 2115 as 'no hazard' and 'no depth'. It is therefore unlikely that significant flood mitigation will be required.</li> </ul>

## Infrastructure requirements, constraints and mitigation - Housing Allocations in Wigtoft

Site Reference	Infrastructure requirements, constraints and mitigation
All sites	<ul style="list-style-type: none"> <li>Primary education – there is no capacity at the closest primary school (Sutterton), and extension to 1 Form of Entry (FE) will be required to accommodate current demand and additional needs to 2036. This will require the provision of 3 additional classrooms, although additional land will not be required.</li> <li>Secondary education – the closest secondary school (Kirtton) has sufficient capacity to accommodate additional needs to 2036.</li> <li>Sixth form education – there is no capacity in the closest sixth forms (Boston). Needs to 2036 will be met by the provision of a new secondary school (including 165 sixth form places) on a site yet to be identified close to the South of North Forty Foot (Wes002) Sustainable Urban Extension.</li> <li>Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase.</li> <li>Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>It is likely that archaeological intervention/survey will be required.</li> <li>Water resources are adequate, but upgrades to the water supply network may be required.</li> <li>The Water Recycling Centre has capacity to accommodate sewage flows from the sites, but enhancements to the capacity of the foul sewerage network will be required.</li> </ul>
Wig014	<ul style="list-style-type: none"> <li>The existing street light system will need to be extended to the site.</li> </ul>

**Schedule of Main Modifications**

	<ul style="list-style-type: none"> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'low hazard' and flood depth in 2115 as '0m to 0.25m. Development will be required to include appropriate mitigation.</li> </ul>
Reserve Site Wig015	<ul style="list-style-type: none"> <li>The existing street lighting system will need to be extended to the site &amp; a footway provided.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for some' and flood depth in 2115 as '0.25m to 0.50m. Development will be required to include appropriate mitigation.</li> </ul>

**Infrastructure requirements, constraints and mitigation - Housing Allocations in Wrangle**

Site Reference	Infrastructure requirements, constraints and mitigation
Wra013	<ul style="list-style-type: none"> <li>Primary education – Wrangle Primary School has sufficient capacity to accommodate additional needs to 2036.</li> <li>Secondary and sixth form education – the closest secondary school and sixth form (The Giles Academy, Old Leake) has no capacity, and an additional 125 school places will be required to accommodate current and additional needs to 2036. This will create a severe land shortage, and additional land will be required.</li> <li>Health – there is capacity in the short to medium term at local GP surgeries to accommodate additional patients but, County-wide, there is an increasing shortage of GPs, nurses and other healthcare staff which could affect future capacity should demand increase.</li> <li>Surface water – all developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS).</li> <li>It is likely that archaeological intervention/survey will be required.</li> <li>Water resources are adequate to serve the site, but upgrades to the water supply network may be required.</li> <li>The Old Leake Water Recycling Centre has capacity to accommodate sewage flows from the site, but enhancements to the capacity of the foul sewerage network will be required.</li> <li>The site is within Flood Zone 3a, and the SFRA identifies flood hazard in 2115 as 'danger for most' and flood depth in 2115 as '0.25m to 0.50m. Development will be required to include appropriate mitigation.</li> </ul>



## Appendix D

### 18. Appendix 8: Developer Contributions for Education Facilities

#### 18.1 Introduction

- 18.1.1 Education facilities are an integral component of balanced sustainable communities, and it is widely accepted that the provision of appropriate education facilities is a fundamental infrastructure requirement of sustainable growth. Local Plan Policies 5 and 6 provide the policy links to successful delivery.
- 18.1.2 Lincolnshire County Council (LCC) has a statutory duty to provide school places for children living in the Local Plan Area who are of school age and whose parents want their child educated in the state sector. Therefore, LCC needs to ensure that sufficient places are provided at Maintained Schools, Academy Schools and Free Schools to meet local needs.
- 18.1.3 Development of new homes may create a need for additional school places at primary, secondary and sixth-form education levels. Recent demographic changes in South East Lincolnshire and the cumulative impact of the growth of the area mean that there is, and will continue to be, a need for additional capacity in education facilities through the plan period. The evidence in relation to projected school capacity is identified in the South East Lincolnshire Infrastructure Delivery Plan (IDP) and will be kept under annual review by LCC.

#### Needs and Priorities

- 18.1.4 The IDP identifies that ‘there is an overall requirement for approximately £75m worth of investment in education infrastructure to meet planned needs.’ LCC has confirmed that there are capacity issues at primary, secondary and sixth form facilities across South East Lincolnshire, but this varies by settlement and across the plan period. The IDP also identifies when capacity may be a concern, which schools are likely to be extended or where a new school is likely to be required. This includes new primary schools in Boston, Spalding and Holbeach and new secondary schools (with sixth form) at Boston and Spalding. Secondary schools usually have a catchment wider than the settlement boundary so new development in Quadring may have an adverse impact upon Donington Secondary School (the nearest school) for example.
- 18.1.5 The needs and priorities are based on LCC’s current knowledge of existing capacity and where there is a need for additional infrastructure. Priorities are therefore based on up-to-date evidence of where infrastructure is likely to be required to mitigate consented schemes as well as knowledge of planned growth.
- 18.1.6 LCC secures Basic Needs Funding from the Department of Education to support the delivery of education facilities. However, the level of funding is only known for the short term (currently to 2019): the IDP estimates that £9.1m will be available to address facilities required as a result of population growth. But this will not be enough to provide the facilities required as a consequence of new development. The IDP assumes that 50% of the cost of education facilities over the plan period will be funded from mainstream sources such as Basic Needs and other funding, and 50% from developer contributions.

#### 18.2 Requirement

- 18.2.1 The number of pupils living in a new development is linked to the number and size of dwellings proposed. In general terms, the greater the number of bedrooms the greater the number of pupils there is likely to be. This will inform any requirement sought.
- 18.2.2 In most cases, it is expected that new development will provide a financial contribution towards the cost of providing and/or enhancing education facilities. New schools are only likely to be required on site as part of a sustainable urban extension.

#### 18.3 When will developer contributions be sought?

- 18.3.1 Developer contributions for additional school capacity will only be sought from relevant dwellings likely to accommodate children. So contributions will not be sought from specialist older persons housing schemes or 1-bedroom dwellings.
- 18.3.2 For each development, LCC will first consider the projected permanent surplus capacity at the nearest accessible school(s), planned and funded expansions and other planned residential development with planning permission or already being considered via a planning application, subject to planning permission being granted. If there is no capacity, or there is not likely to be when the pupils generated by the development are likely to be entering the facility, a contribution towards expansion or to help provide for a new school will be sought.

#### 18.4 Calculation of contributions

- 18.4.1 Contributions are based on the pupil product ratio (PPR) calculated by the Lincolnshire Research Observatory and cost per pupil place derived from the Department of Education. Currently, these are:

House Type	PPR Primary	PPR Secondary	PPR Sixth Form
2 bed	0.09	0.09	0.018
3 bed	0.17	0.17	0.034

## Schedule of Main Modifications

4 bed+	0.33	0.27	0.054
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Assumption	Primary	Primary new build	Secondary	Secondary new build
Cost per pupil place (£)	£13,755	£19,904	£14,102	£19,904
Yield (pupils per dwelling)	0.2	-	0.19	0.038

Table 7: Education infrastructure requirement assumptions

18.4.2 The following method will be used for the purpose of calculating education contributions:

$$PPR \times \text{no of homes of each size} = \text{no of pupils generated} \times \text{cost multiplier per pupil place} \times 0.92^* = \text{contribution}$$

\*local multiplier: used to take into account the lower average build cost in Lincolnshire compared with the national average

18.4.3 The total cost of providing a child with a school place is based on a pupil being in a class of 30 and includes the cost of providing communal space for each pupil; e.g. a sports hall and kitchen/dining area. The cost of provision from all relevant dwellings will be totalled and rounded down to the nearest whole pupil.

18.4.4 About 50% of post-16 students will attend a sixth form within a school - this uses capacity within schools. LCC will seek contributions where necessary based on a 'pupil productivity ratio' of 1/5th of the secondary school rate. LCC is not responsible for, nor does it negotiate, financial contributions for colleges.

### Provision of a New School

18.4.5 Where a new school is appropriate as part of a significant development, developers will be expected to set aside sufficient fully serviced-land (see Table 8 below for a guide) to accommodate the school and associated outdoor space, in an appropriate location, at nil cost, together with a financial contribution to cover all or part of the construction costs. The cost of provision will vary in accordance with the size of the facility (see IDP for further information), so developers are advised to consult LCC and the LPA at the pre-application stage should a new school be required as a consequence of a proposed residential scheme.

School size	Number of dwellings	Area (ha)
1 FE primary	1,000	1.1
2 FE primary	2,000	1.8
3 FE primary	3,000	2.7
800 place secondary	4,200	4.9 – 6.1
1,000 place secondary	5,000	5.9 – 7.4
1,200 place secondary	6,000	6.9 – 8.6
All through – 2FE primary & 800 place secondary	2,000 for primary, 4,200 for secondary	6.5 – 8.1
All through – 2FE primary & 1,000 place secondary	2,000 for primary, 5,000 for secondary	7.5 – 9.4



## Schedule of Main Modifications

All through – 2FE primary & 1,200 place secondary	2,000 for primary, 6,000 for secondary	8.5 – 10.6
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Table 8: Land Take for New Schools  
FE = Form entry

- 18.4.6 New provision (primary and secondary) will be based on the Department for Education Building Bulletin 103: Area Guidelines for New Schools (June 2014), and should be constructed to a design and specification agreed with the LPA and LCC.
- 18.4.7 In exceptional circumstances, LCC may be willing to accept a parcel of free, serviced land on site for a new school, with the school built by the developer.
- 18.4.8 In certain circumstances, it may be more appropriate to have a school located in an alternative location, off site. In such circumstances, where a significant proportion of the need for infrastructure is generated by the proposal, a proportionate financial contribution to purchase the land elsewhere will be required.

### Types of facilities that may be required

- 18.4.9 Contributions could be sought to provide additional capacity at the nearest affected school and/or to secure the necessary provision of new school places at primary, secondary and school based post-16 education facilities. Where appropriate it may include early years' provision as well. New build facilities may also be provided.

### 18.5 Delivery mechanism

- 18.5.1 Education facilities should be provided through the use of obligations which are secured by a Section 106 agreement.
- 18.5.2 The contributions could be held by the relevant LPA or LCC and will only be spent by LCC to provide or improve facilities at the school(s) named in the S106 agreement.

## Appendix E

### 19. Appendix 9: Developer Contributions for Health care Facilities

#### 19.1 Introduction

19.1.1 Local Plan Policies 5, 6 and 32 recognise the need to help make provision for health care facilities to meet local needs, thus contributing to the health and well-being of residents. In respect of these policies, the focus is on primary care facilities (the treatment of minor injuries and illnesses, minor surgery and the ongoing management of chronic conditions). A range of social benefits can be secured through the provision of quality health care facilities.

19.1.2 The South Lincolnshire Clinical Commissioning Group (CCG) serves a registered population of approximately 162,000 within South East Lincolnshire. The CCG is made up of two localities: South Holland and Boston (which includes part of South Holland District). The South Holland locality has eight GP practices and the Boston locality has nine GP practices. New housing developments can put pressure on these existing health care facilities and cumulatively create the need for additional facilities, space and services.

#### Needs and Priorities

19.1.3 The South East Lincolnshire Infrastructure Delivery Plan 2017 (IDP) identifies that 'an estimated 15 additional GP's surgeries are likely to be required to meet the (unconsented) plan period growth. The estimated cost to provide this level of additional service is approximately £11m'. The CCG has commented that there 'is some capacity at the local GP surgeries to accommodate additional patients in the short-medium term in Spalding and Boston. There are some issues around capacity in Holbeach where there is a current grant-funding application to address capacity issues, and one other practice in Spalding has applied to expand. Similarly, Westside surgery and Stuart House surgery in Boston have submitted project initiation documents to expand their current premises to cope with current and consented growth. The critical issue for service delivery County-wide however, is an increasing shortage of GP's, nurses and other health care staff which could affect future service delivery should demand increase'. Although developer contributions can help provide additional space, funding cannot be used to secure additional staff.

19.1.4 These needs and priorities are based on the CCG's current knowledge of existing capacity and demand for additional infrastructure. Options are currently being explored to maximise the use of facilities and reduce running costs. Developer contributions can be used to help maximise efficiency at each practice.

19.1.5 The CCGs are able to secure some national grant funding to support the delivery of infrastructure, and other one-off funding packages may become available over the plan period. At this stage, the IDP assumes that 50% of the cost of health care infrastructure over the plan period will be funded from such sources, and 50% from developer contributions.

#### 19.2 Requirement

19.2.1 The number of residents living in a development is linked to the number and size of dwellings proposed. In general terms, the greater the number of bedrooms, the greater the number of residents there is likely to be and therefore a greater impact on health care facilities could be seen. This will inform any requirement sought.

19.2.2 In most cases, it is expected that new development will provide a financial contribution towards the cost of providing and/or enhancing health care facilities. New health care facilities are only likely to be required on site as part of a sustainable urban extension.

#### 19.3 When will developer contributions be sought?

19.3.1 Developer Contributions for new improved health care facilities will be sought from relevant residential developments (Use Classes C3 and C4). Applications for the development of residential care homes and nursing homes (Us Class C2), specialist older-persons' housing schemes or 1-bedroom dwellings, will be assessed on a case by case basis.

19.3.2 For each development, the CCG will first consider the capacity at the nearest accessible GP surgery (surgeries), planned and funded expansions and other planned residential development with planning permission or already being considered via a planning application, subject to planning permission being granted. It will also take into account the availability of mainstream NHS funding and any time lag between that funding stream availability and the 'on the ground' provision of the facility to support the new development. If there is no capacity, or is not likely to be when the residents generated by the development are likely to be using the facility, a contribution towards expansion or to help provide for a new surgery will be sought.

#### 19.4 Approach to providing health care facilities

19.4.1 The methodology used by the CCG is informed by the calculation in the Department of Health document titled HBN11-01: Facilities for Primary and Community Care Services. It is based upon the average occupancy rate for dwellings in South Holland and Boston (currently 2.4 people per household; source: Lincolnshire Research Observatory 2011 Census data) and the consequent increase in patient population generated by a new development. The occupancy rate may be reduced if there is a high proportion of specialist older-persons' accommodation or 1- bedroom dwellings. Any future increase in population inevitably impacts on existing facilities; and this approach shows the likely impact that additional residents will generate in terms of additional consultations by clinicians (a GP and a Practice Nurse) in terms of demand for consulting/treatment rooms, which may lead to a need for more space. Annex A reproduces the form used by the CCG to justify the financial or other contribution requested.

19.4.2 The CCGs will not typically seek to support 'single-handed' GP services which are run by single GPs, although this may be considered in exceptional circumstances. This is because of sustainability and resilience reasons.

19.4.3 In the majority of cases a financial contribution will be used towards:

## **Schedule of Main Modifications**

- new health care facilities (these may be co-located with other health or social care providers); and
- construction costs for additional facilities/extensions, adaptations or alterations which are required to meet the needs of the development.

### **Provision of New Health care Facilities**

19.4.4 Where a new GP surgery is appropriate as part of a significant development, developers will be expected to set aside sufficient land to accommodate the surgery and associated car parking. It should be constructed to a design and specification agreed with the LPA and CCG.

19.4.5 In exceptional circumstances, the CCG may be willing to accept a parcel of free, serviced land on a site for a new surgery, together with a financial contribution to cover the construction costs.

### **19.5 Delivery mechanism**

19.5.1 Health care facilities should be provided through the use of obligations which are secured by Section 106 agreement.

19.5.2 The contributions would be held by the LPA and only spent by the CCG to provide or improve facilities at the health care facility named in the S106 agreement.

**Annex A**



NHS England  
 Application Number: .....  
 Location: .....

Impact of new development on GP practice	
GP practice(s) most likely to be affected by the housing development	
Issues to be addressed to ensure the	

development is acceptable	
Fairly and reasonably related in scale and kind to the development.	
Financial Contribution requested	

High quality care for all, now and for future generations

<sup>1</sup> Source: Lincolnshire Research Observatory 2011 Census Data

High quality care for all, now and for future generations

Schedule of Main Modifications

Appendix F

Appendix 10: Indicative Plans/Diagrams

Prestige Employment Sites

Q2: The Quadrant

See the Marina Hub in Sustainable Urban Extensions, Boston Sou006 below.

Holbeach Food Enterprise Zone



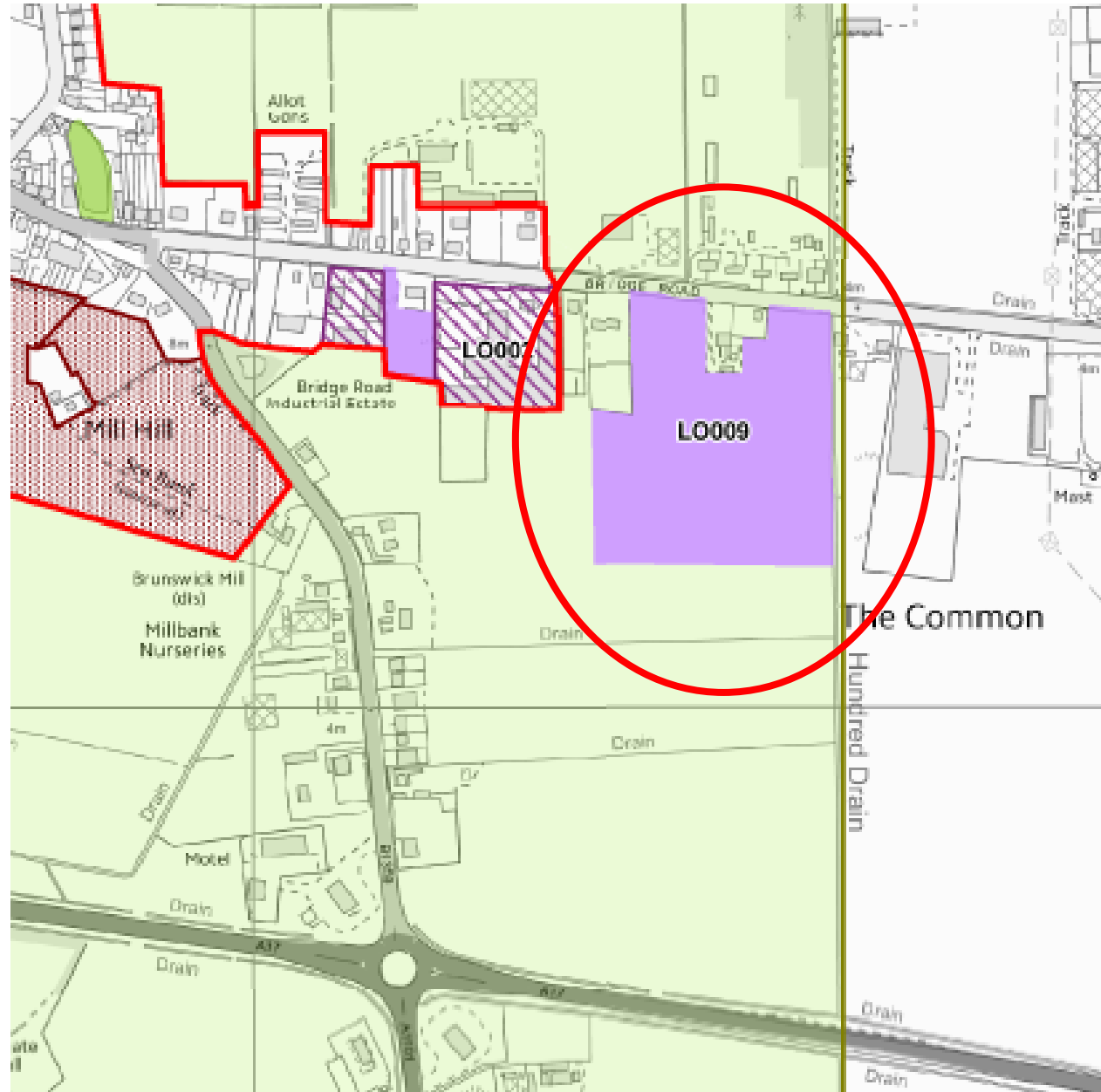
Kirton Distribution Park





Schedule of Main Modifications

Bridge Road, Long Sutton

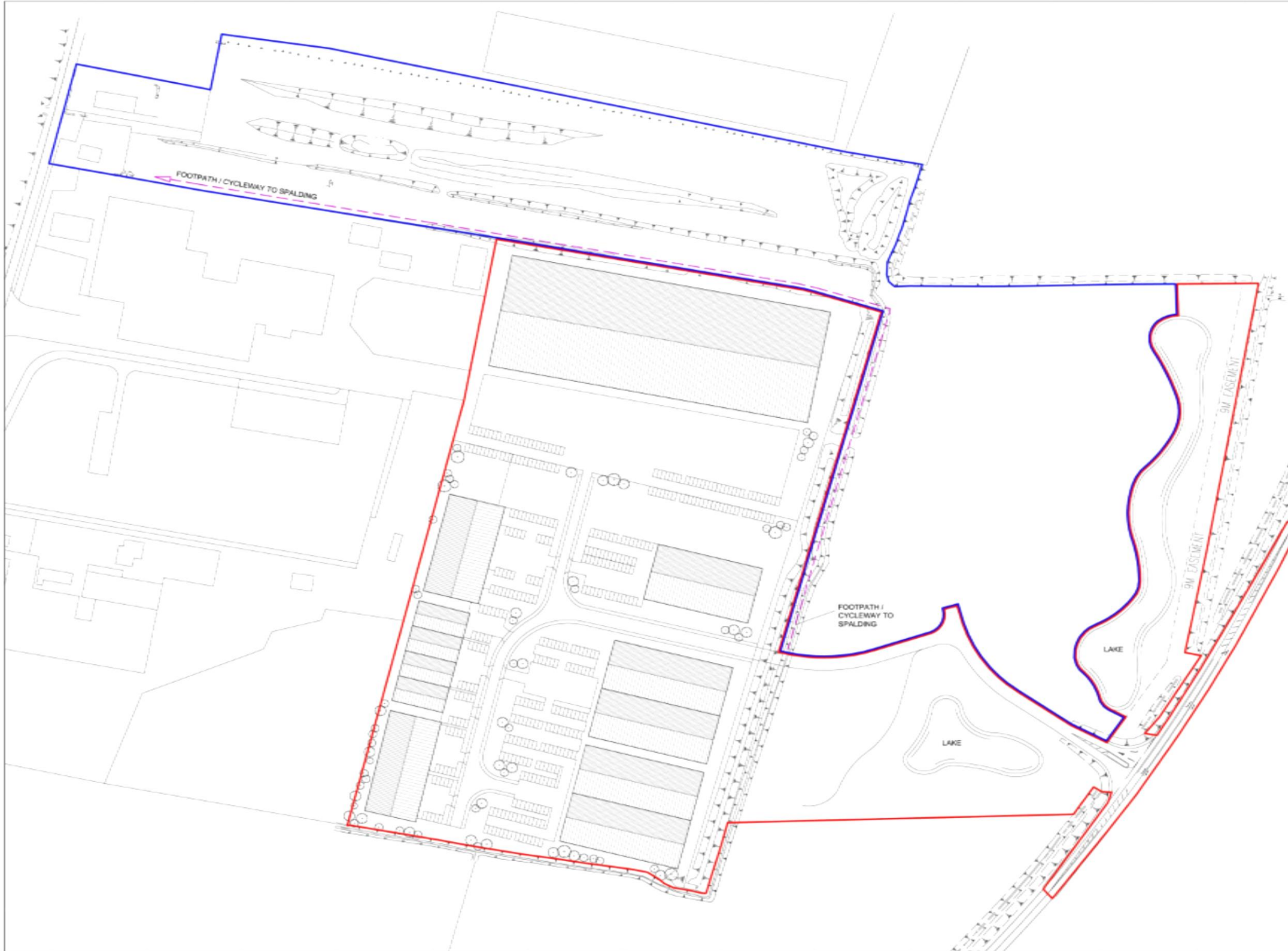


Lincs Gateway, Spalding



Schedule of Main Modifications

Clay Lake, Spalding



- Notes
1. No Dimensions are to be scaled from this drawing.
  2. Contractors must verify all figured dimensions at site before commencing any work or making any Shop drawings.
  3. This drawing is the sole copyright of Savills and no part may be reproduced without the written consent of the above.
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No.	Revisions	By	Date

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Client  
**ASHLEY KING DEVELOPMENTS**

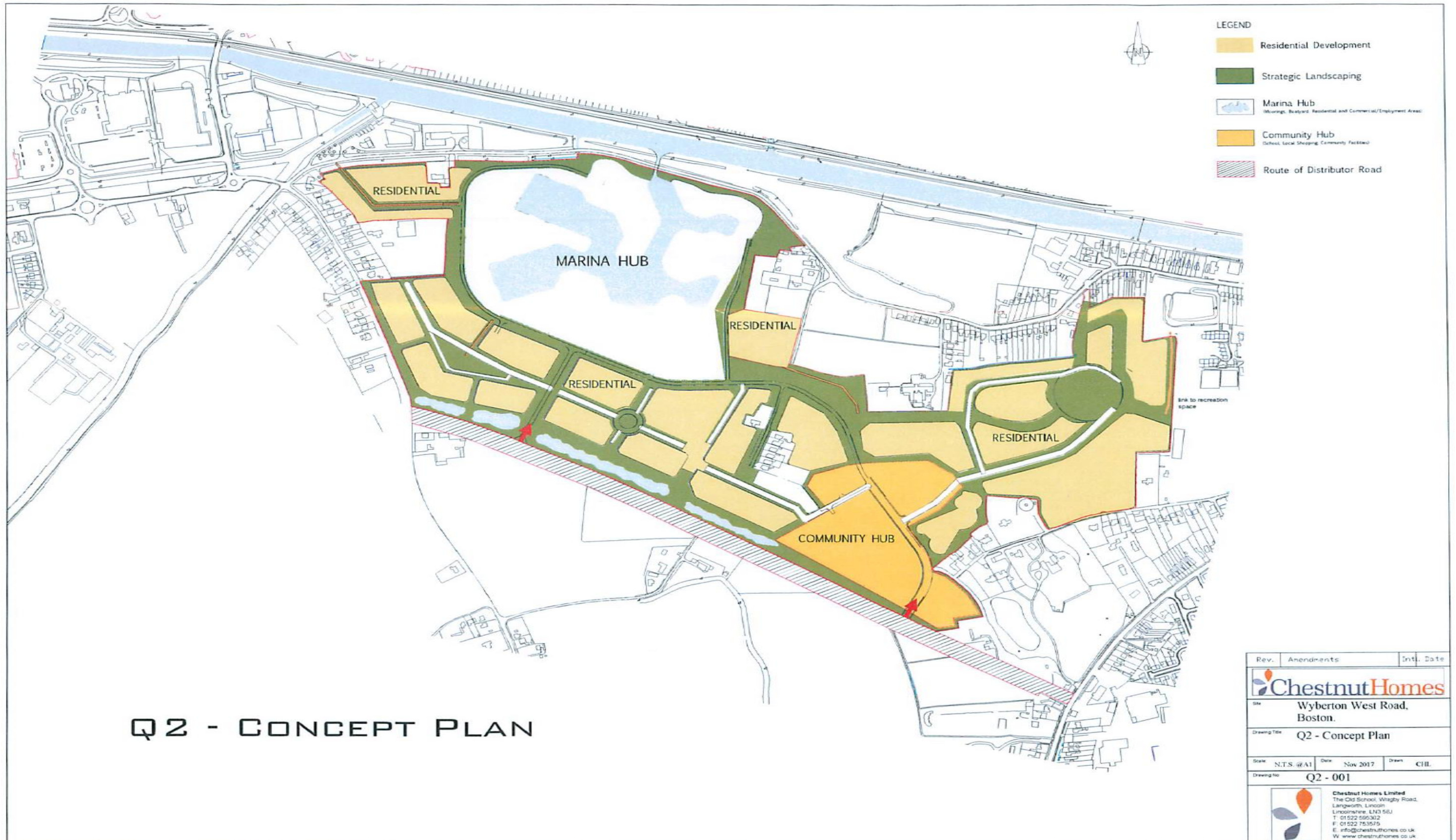
Job  
**CLAY LAKE  
 SPALDING**

Drawing Title  
**INDICATIVE PROPOSED  
 SITE LAYOUT**

Scale 1:1000 @ A1	Date MAY 2011
Drawn By MJ	Checked By CS
Drawing No. 209 / 621 / 002	Job No. CAPL 209621



**Sustainable Urban Extensions**  
Boston Sou006



**Q2 - CONCEPT PLAN**

Rev.	Amendments	Int'l. Date
		
Site: <b>Wyberton West Road, Boston.</b>		
Drawing Title: <b>Q2 - Concept Plan</b>		
Scale: N.T.S. @ A1	Date: Nov 2017	Drawn: CHL
Drawing No: <b>Q2 - 001</b>		
 <b>Chestnut Homes Limited</b> The Old School, Wagby Road, Langworth, Lincoln Lincolnshire, LN3 5BJ T: 01522 595362 F: 01522 753575 E: info@chestnuthomes.co.uk W: www.chestnuthomes.co.uk		

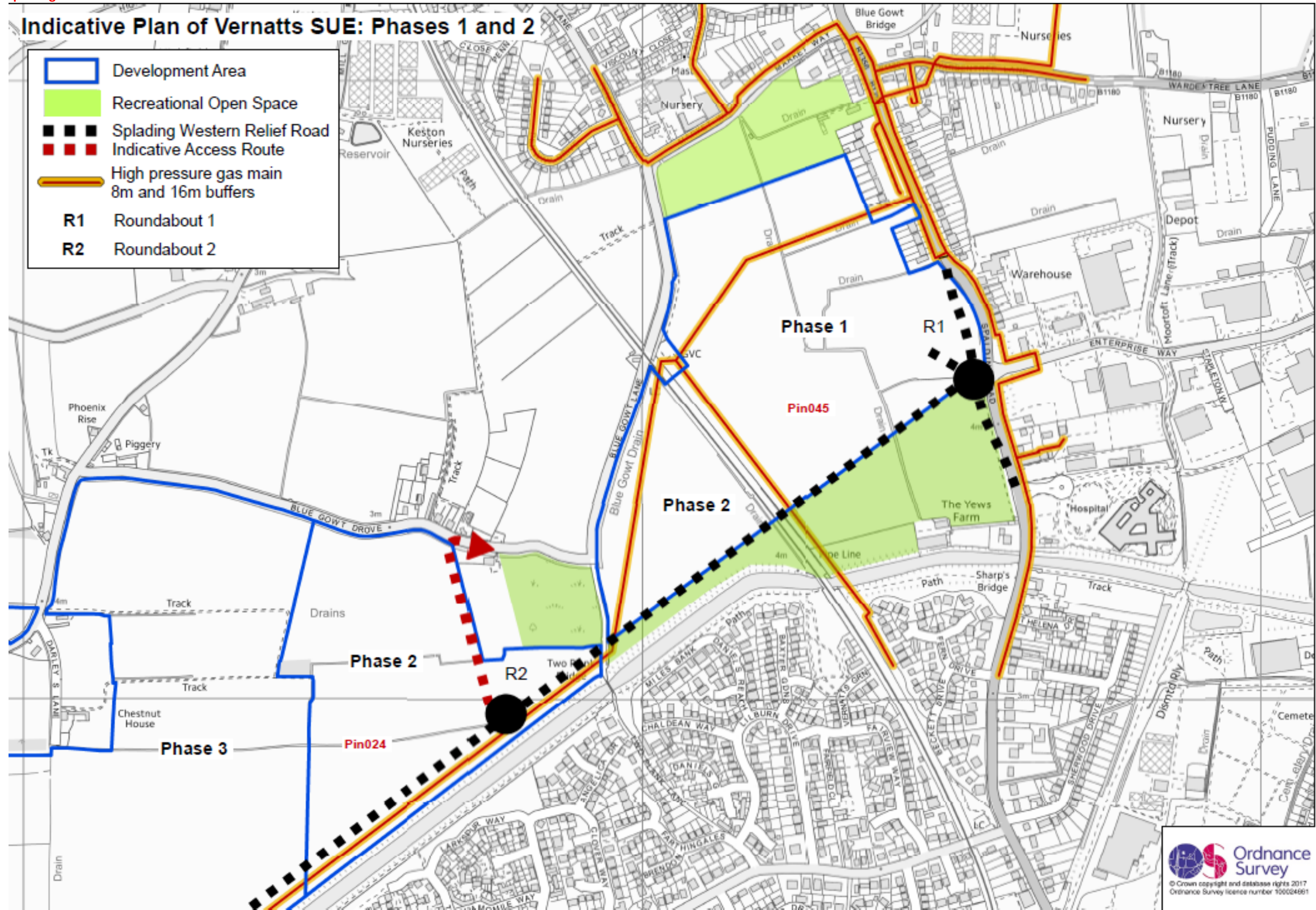






Spalding Vernatts

Indicative Plan of Vernatts SUE: Phases 1 and 2





Schedule of Main Modifications

Holbeach West

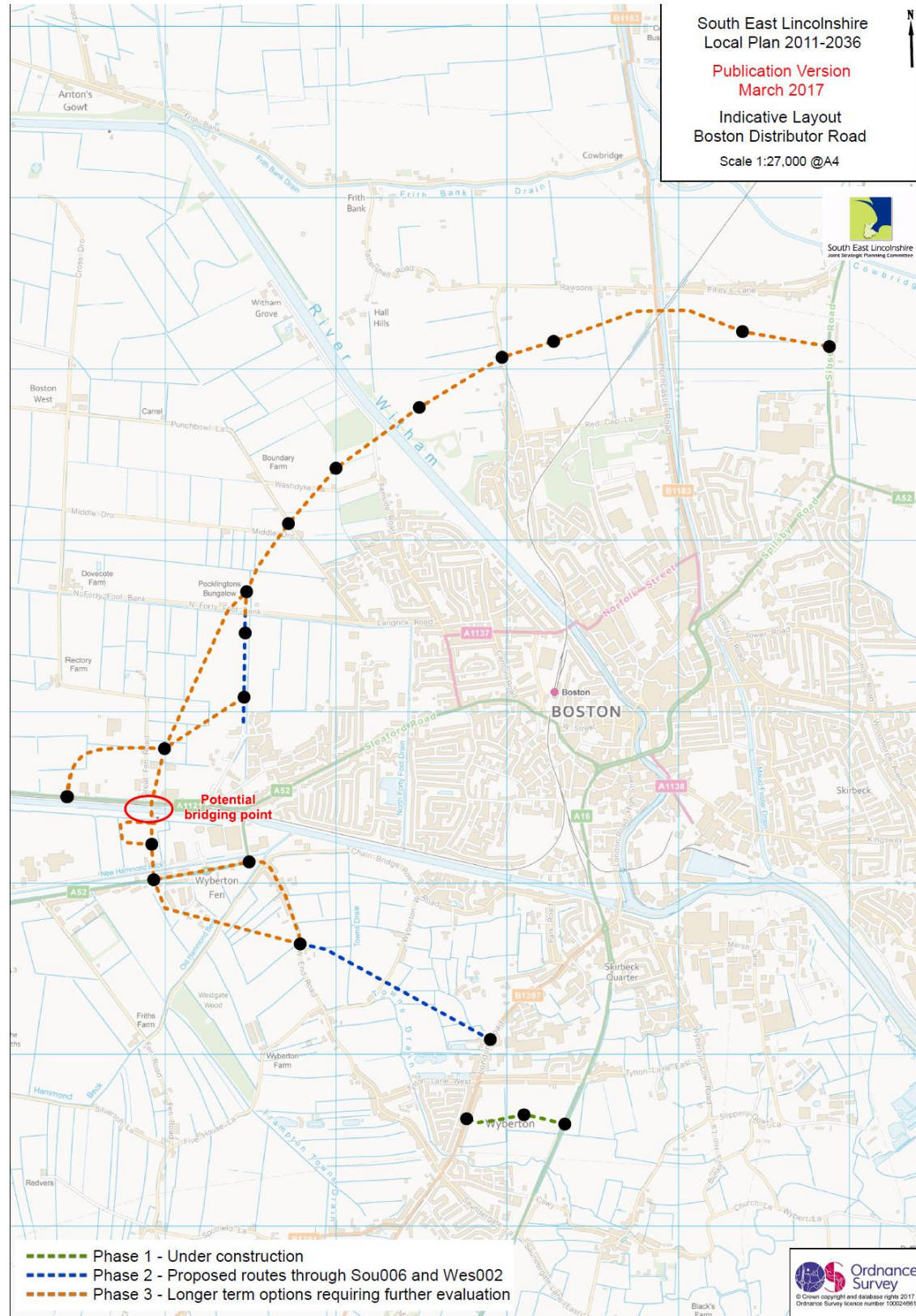




Schedule of Main Modifications

Proposed Highways

Boston Distributor Road

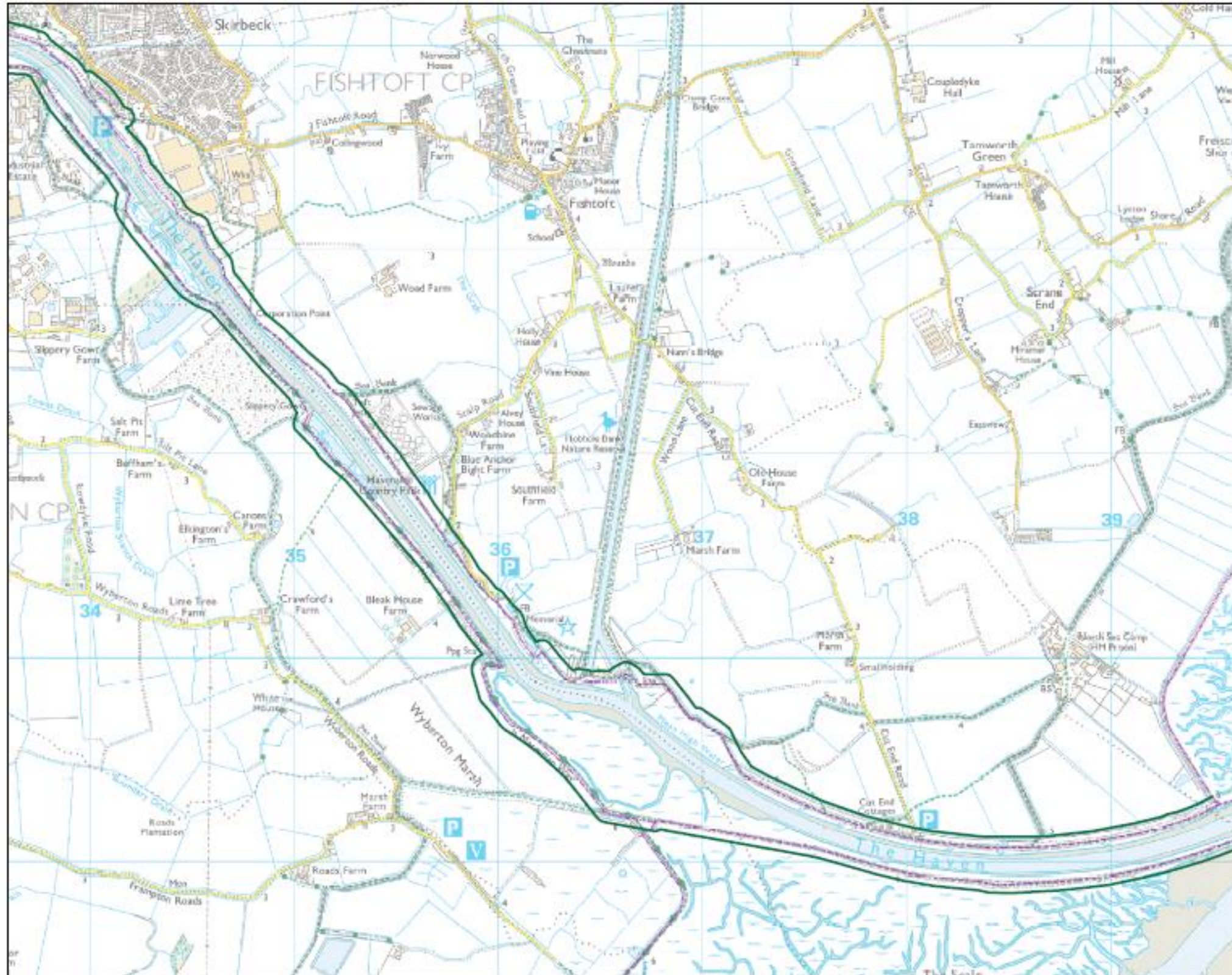


Spalding Western Relief Road: Delivery Sections 1-5.





### Map centred on Boston Haven defence line - created November 2017



Scale 1:19,543



- 50m buffer inland of defence line
- Raised Defences

Created by the Partnerships and Strategic Overview Team, Lincoln