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1. Background

Introduction

- 1.1 The South East Lincolnshire Local Plan 2011-2036: Publication Version (March 2017) was submitted to the Secretary of State for Examination along with a final Sustainability Appraisal report on 23rd June 2017.
- 1.2 The Examination Hearing Sessions were held between October 2017 and April 2018 and, during the course of these Hearing Sessions, a number of suggested Main Modifications to the Local Plan arose. These Main Modifications were subject to consultation and final consideration by the Inspector, and as a result Further Main Modifications are necessary to make the Local Plan 'sound'.
- 1.3 This updated Sustainability Appraisal (SA) Main Report has been prepared in response to a number of recommendations made by the Inspector through the Examination of the South East Lincolnshire Local Plan. For transparency the modifications requested to the SA Main Report by the Inspector through this process are included below. This Report updates the SA Main Report completed in March 2017 and submitted alongside the Local Plan for examination. Through this 2018 update a number of clarifications and corrections have been made to appraisals undertaken as part of preparation of earlier stages of the Local Plan. This Report consequently provides an overview of the SA undertaken on preparation of the Local Plan up to submission.
- 1.4 This SA Main Report is accompanied by a Local Plan Main and Further Modifications Addendum. This Addendum provides an additional update reflecting the modification and additional policies and proposals identified through the Local Plan and gives an outline of the final overarching effects of the Local Plan with Main and Further Modifications.

Modifications to the Sustainability Appraisal agreed with the Inspector (Examination Document 146)

Ref No	Modification	Reason for Modification
SA.01	Include documentation within the Sustainability Appraisal report setting out the reasons for selecting and rejecting all types of sites.	To bring a number of existing pieces of the Local Plan evidence base together, to provide clarity on the key considerations that were taken into account when selecting sites and in order to highlight which issues have been decisive.
SA.02	Include appraisals of all reasonable alternatives for Gypsy and Traveller sites.	The Inspector requested that all reasonable alternative Gypsy and Traveller sites be included in the sustainability Appraisal report even if identified as undevelopable' in the SHLAA.
SA.03	Update paragraphs 2.48 and	To ensure that the above modification is

Ref No	Modification	Reason for Modification
	5.12 of the Main Report and Non-Technical Summary respectively in order to reflect that a number of reasonable alternatives for Gypsy and Traveller sites have been considered for South Holland District.	reflected in the report and that the process undertaken is accurately described.
SA.04	In respect of the Spatial Strategy, include appraisals of the potential alternative locations for strategic sites in Boston and Spalding (as identified in ED101).	Following discussions at the hearing session for Matter 3 (Spatial Strategy) it was agreed that additional work was required with respect to the Sustainability Appraisal and the consideration of reasonable alternatives for the proposed Spatial Strategy in Boston and Spalding, particularly with respect to the strategic sites. This involved considering any other locations that were deemed to be reasonable alternatives to the current Spatial Strategy as set out in the Plan. This modification is being undertaken to address this.
SA.05	Incorporate appraisals specifically on the concepts of the Boston Distributor Road and Spalding Western Relief Road.	Boston Distributor Road is subject to SA as Main Modification. Spalding Western Relief Road is subject to SA in previous version of the Local Plan and as Main Modification as part of Spalding Transport Strategy Policy.
SA.06	Add appraisals of new policies in the Local Plan.	Since the submission version of the Sustainability Appraisal was finalised there have been new policies inserted into the Plan as a result of discussions at the EiP hearing sessions and these needed to be appraised.
SA.07	Re-appraisal of existing policies which have been significantly altered since they were last appraised.	Since the submission version of the Sustainability Appraisal was finalised a number of policies in the Plan have been altered significantly and so these changes needed to be appraised.
SA.07 (08)	In respect of the Vernatt's Sustainable Urban Extension, incorporate appraisal of Phases 1 and 2 in combination as well as Phases 1, 2 and 3.	The whole concept of the Vernatt's Sustainable Urban Extension was considered in the Sustainability Appraisal through the appraisal of its dedicated policy and site assessments have been undertaken of the urban extension's individual component sites. However, the distinct phases had not been considered in combination and so are to

Ref No	Modification	Reason for Modification
		now be included, at the request of the Inspector.
SA.09	In respect of Boston's Sustainable Urban Extensions, include assessment of Q1 and Q2 in combination.	Q1 and Q2 had not previously been assessed in combination through the Sustainability Appraisal due to the two sites being two distinct entities. However, this assessment is to now be included, at the request of the Inspector.
SA.10	Elevate the reserve sites identified from reasonable alternatives to reflect their new reserve site status. This will involve highlighting them as reserve sites in the report.	The Local Plan is to now have reserve sites which needs to be reflected in the Sustainability Appraisal.
SA.11	In all site assessments, ensure that the text for Objective 9 highlights whether the site is best and most versatile agricultural land (where relevant) and that Objective 10 includes reference to whether the site is previously developed land or greenfield, and amend scoring accordingly.	To ensure that all assessments are consistent.

South East Lincolnshire

- 1.5 South East Lincolnshire lies to the west and south-west of the Wash estuary in the south-eastern corner of the East Midlands Region. The area is sparsely populated with about 156,900 people (ONS mid-year population estimates 2015) living in some 1,100 square kilometres. However, the Local Plan area has seen one of the largest increases in population since the 2001 Census, nationally. This is significant given its relatively marginalised location away from the conurbations of the East Midlands. Most of the population and the 64,600 households are located in some 70 recognised settlements.
- 1.6 The landscape of South East Lincolnshire has a very rural character, but is shaped and dominated by agricultural and horticultural activity. The farmland of South East Lincolnshire accounts for over 50% of all horticultural crops (vegetables, salad produce, bulbs and flowers) and 40% of the potatoes produced in the region. With an estimated annual value of £470 million (2010), the region's horticultural business is the second-most important in the UK. In terms of employment, South East Lincolnshire has a total of 73,800 economically active residents. 73.3% of residents aged 16-64 are in employment, which is just below the regional and national averages.

Unemployment rates in the area remain relatively low and have been steadily decreasing between 2012 and 2016.

- 1.7 The flat character of the land and its proximity to the Wash estuary means that the main watercourses, such as the River Witham, River Welland, River Nene and connected drainage channels have tidal influences. Climate change brings the threat of extensive flooding that could affect whole settlements, predicted to be common in 100 years' time as a consequence of extreme high tides, coupled with storm-surges. The Wash itself is a natural habitat of international importance and the interlinked waterways are part of the rich ecological network supporting the biodiversity of the area.
- 1.8 South East Lincolnshire has a long and varied history; some of its archaeological remains date back to Roman times. Today, the area has 24 Conservation Areas (13 of which are in South Holland) and over 1,000 listed buildings. The town of Boston has three conservation areas and its built heritage is regarded as being of national significance by Historic England. Both Boston town and Spalding retain a strong commercial function within their historic cores that attracts visitors generated by the tourist economies of Lincolnshire and Norfolk, adjoining to the east.
- 1.9 For a sparsely-populated, predominantly rural area, South East Lincolnshire, surprisingly, is of great importance in the national context; its contribution to food production and food security is significant, while its ability to conserve scarce resources and develop sustainable energy solutions will contribute to meeting the challenge of climate change.

South East Lincolnshire Local Plan

- 1.10 The Local Plan will guide development and the use of land in South East Lincolnshire up to 2036 and will help to shape how the area will change over this period. The current version of the Local Plan includes the vision for the plan area to 2036, a number of strategic priorities to be followed to deliver the vision as well as policies and allocations of land for development.
- 1.11 Once adopted, the South East Lincolnshire Local Plan will replace the current Local Plans for Boston Borough and South Holland. All future planning applications must be decided with regard to the policies and allocations set out in the new Local Plan.

Sustainability Appraisal

- 1.12 Sustainability Appraisal involves identifying and evaluating the impacts of a plan on the economy, the community and the environment. It also suggests ways of avoiding or reducing any adverse impacts arising from the plan, as well as ways of maximising its positive impacts. The overall aim of the appraisal process is to help ensure that the South East Lincolnshire Local Plan makes an effective contribution to the pursuit of 'sustainable development'. The most widely-used definition of this concept is "development

that meets the needs of the present without compromising the ability of future generations to meet their own needs”¹

- 1.13 To be effective, Sustainability Appraisal (SA) must be fully integrated into the plan making process from the earliest stages to inform the development of the plan. SA will be used to monitor the effectiveness of the plan during its implementation in order to inform revisions of the plan that will be more conducive to achieving sustainable development.

Summary of South East Lincolnshire Local Plan preparation and Sustainability Appraisal

Date	Development Plan Document	Accompanying SA
January 2012		SA Scoping Report
May 2013	Combined Strategy and Policies Preferred options and sustainability appraisal report	Integral part of the published consultation document.
February 2016	Draft Local Plan – informed by earlier work on Combined Strategy and Policies DPD with addition of potential development site options.	SA published for consultation addressing policy and site options presented.
July 2016	Preferred sites for development: consultation specifically to enable engagement on additional sites identified as potential preferred sites following Draft Local Plan consultation.	SA of additional sites undertaken
2016		SA Scoping Report Update
March 2017	Publication version Local Plan:	
June 2018	Local Plan Main Modifications	SA Addendum assessing effects of proposed Main Modification published for consultation alongside the MMs schedule.
December 2018	Local Plan Further Main Modifications	The Local Plan is presently at this stage and is accompanied by this full revised SA Report incorporating an outline of all previous stages of SA and Plan preparation.

- 1.14 National Planning Practice Guidance² sets out the following five stages for SA:
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope

¹ World Commission on Environment and Development, 1987.

² <http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/sustainability-appraisal-requirements-for-local-plans/>

Stage B: Developing and refining alternatives and assessing effects

Stage C: Preparing the SA Report

Stage D: Seek representations on the Plan and SA Report from consultation bodies and the public

Stage E: Monitoring the significant effects of implementing the Plan

Preparation of this SA Report represents Stages C of the SA process. Providing an outline and reporting the work undertaken as part of Stage A and B and providing an opportunity for consultation. Stage E takes place following adoption of the Local Plan.

Strategic Environmental Assessment and Compliance with Regulations

- 1.15 The *European Directive on Strategic Environmental Assessment (SEA Directive 2001/42/EC)*³ seeks to provide a high level of protection of the environment and makes it mandatory for local authorities to undertake an environmental assessment of any plans or programmes prepared that are likely to have a significant effect upon the environment, including those for town and country planning and land use. This process is known as 'Strategic Environmental Assessment' or 'SEA'.
- 1.16 SEA is transposed into UK legislation through the Environmental Assessment of Plans and Programmes Regulations 2004. Unlike SA which examines all the sustainability related effects of plans (social, environmental and economic), SEA is focused primarily on environmental effects.
- 1.17 The Directive defines "environmental assessment" (Article 2(b)) as a procedure comprising:
- preparing an Environmental Report on the likely significant effects of the draft plan or programme;
 - carrying out consultation on the draft plan or programme and the accompanying Environmental Report;
 - taking into account the Environmental Report and the results of consultation in decision making; and
 - providing information when the plan or programme is adopted and showing how the results of the environmental assessment have been taken into account.
- 1.18 The SEA Directive and the SEA Regulations state that the SEA must consider the following topic areas:
- Biodiversity
 - Population
 - Human health
 - Flora and Fauna
 - Soil
 - Water

³ European Union (2001) SEA Directive 2001/42/EC, available at: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32001L0042:EN:NOT>, accessed Dec 2011

- Air
- Climatic Factors
- Material Assets
- Cultural heritage, including archaeological and built heritage
- Landscape

1.19 SA guidance produced by the Government considers that it is possible to satisfy the requirements of SA and SEA through a single integrated approach. This report therefore seeks to address and comply with both the requirements of SA and the SEA and will be referred to henceforth as SA.

1.20 The following table shows where the SEA Directive requirements have been met in this SA Report.

Table 1: SEA Directive requirements and where they have been met

SEA Directive requirement	Where requirement has been met in SA Report
Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated. The information to be given, as referred to in Schedule 2, is (Art. 5 and Annex I):	
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.	Section 2; Appendix 1.
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Section 2; Appendix 2.
c) The environmental characteristics of areas likely to be significantly affected.	Section 2; Appendix 2.
d) Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 2009/147/EC (Conservation of Wild Birds) and 92/43/EEC (Habitats Directive).	Section 2; Appendix 2.
e) The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Section 2; Appendix 1.
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	Section 3; Appendices 3 to 16.

SEA Directive requirement	Where requirement has been met in SA Report
These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.	
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Section 4; Appendices 3 to 16.
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Section 2.
i) A description of measures envisaged concerning monitoring in accordance with regulation 17.	Section 5.
j) A non-technical summary of the information provided under the above headings.	See Non-Technical Summary Report (published separately).
The report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Art. 5.2)	
Consultation	
Authorities with environmental responsibility, when deciding on the scope and level of detail of the information to be included in the environmental report (Art. 5.4).	Section 2. Consultation on the SA Scoping Report was undertaken between May – June 2013.
authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2).	Consultation has been undertaken at various stages of the plan making process: the Combined Preferred Options and Sustainability Appraisal Report (May - June 2013); Draft Local Plan (January – February 2016); and Preferred Sites for Development (July – August 2016). Consultation was undertaken on the Publication Version Local Plan between 10 th April 2017 and 22 nd May 2017. Consultation on the Proposed Main Modifications was undertaken between 16 th July and 28 th August 2018 and on the Further Main

SEA Directive requirement	Where requirement has been met in SA Report
	Modifications between 30 th November 2018 and 14 th January 2019.
other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Art. 7).	Not applicable.
Taking the environmental report and the results of the consultations into account in decision-making (Art. 8)	
Provision of information on the decision: When the plan or programme is adopted, the public and any countries consulted shall be informed and the following made available to those so informed: <ul style="list-style-type: none"> • the plan or programme as adopted; • a statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report pursuant to Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Article 7 have been taken into account in accordance with Article 8, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and • the measures decided concerning monitoring (Art. 9 and 10). 	To be addressed after the Local Plan is adopted.
Monitoring of the significant environmental effects of the plan's or programme's implementation (Art. 10).	To be addressed after the Local Plan is adopted.
Quality assurance: environmental reports should be of a sufficient standard to meet the requirements of the SEA Directive (Art. 12).	This SA report has been produced in line with current guidance on SA/SEA and this table demonstrates where the requirements of the SEA Directive have been met.

Habitats Regulation Assessment (HRA)

- 1.21 Article 6 of the *EC Habitats Directive 1992*⁴ and Regulation 48 of the *Conservation (Natural Habitats) Regulations 1994*⁵ (as amended) sets out the requirement for assessment of 'land use plans' (including local authority Local Plans) where it is likely that they will lead to significant adverse effects on a Natura 2000 site. These are Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). As a matter of UK Government policy, Ramsar sites, candidate SACs and proposed SPAs are given equivalent

⁴ Available at http://ec.europa.eu/environment/nature/natura2000/management/guidance_en.htm#art6, accessed Dec 2011

⁵ Available at <http://www.legislation.gov.uk/ukxi/1994/2716/regulation/48/made>, accessed Dec 2011

status for the purpose of HRA. If significant effects are identified, the plan must be subject to Appropriate Assessment, to consider the impacts and potential mitigation measures.

- 1.22 Whilst HRA and SA are separate processes, the Department for Communities and Local Government (DCLG) recommends that HRA should be undertaken in conjunction with SA, although it should be reported separately. HRA screening has been undertaken and reported upon at various stages of the Local Plan process and an update to the Habitats Regulation Assessment 2016 accompanied the Proposed Main Modifications and will accompany the Further Main Modifications to the Local Plan.

Equality Impact Assessment

- 1.23 *The Equality Act 2010*⁶ replaced previous anti-discrimination laws with a single act to make the law simpler and to remove inconsistencies. It covers nine protected characteristics which cannot be used as a reason to treat people unfairly. Every person has one or more of the protected characteristics, so the act protects everyone against unfair treatment. The protected characteristics are: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.
- 1.24 The Equality Act sets out a public sector Equality Duty which requires public bodies to consider how different people will be affected by their activities, helping them to deliver policies and services which are: efficient and effective; accessible to all; and which meet different people's needs.
- 1.25 As part of the production of the Local Plan it is therefore necessary to publish relevant, proportionate information to demonstrate compliance with the Equality Duty. This requirement can be met as an integral part of the SA process and, as part of our commitment to Equality and Diversity, we have undertaken an Equality Impact Assessment which accompanied the Proposed Main Modifications and will accompany the Further Main Modifications to the Local Plan.

Health Impact Assessment

- 1.26 A Health Impact Assessment can be defined as “a combination of procedures, methods and tools by which a policy, programme or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population”⁷. Identifying these effects can help to minimise any risks to health as well as enhance positive effects. A specific objective relating to health and wellbeing has therefore been included within the SA Framework.

⁶ Home Office (2010) The Equality Act 2010 [online] available at: <http://www.legislation.gov.uk/ukpga/2010/15/contents>, accessed Dec 2011

⁷ *Gothenburg Consensus Paper on Health Impact Assessment, European Centre for Health Policy, WHO Euro, Brussels 1999.*

2. Approach to Sustainability Appraisal

Stage A: SA Scoping Report

- 2.1 The Joint Committee originally intended to produce the Local Plan in two parts:
- A Strategy and Policies development plan document (DPD) that would set out the vision, priorities and policies, and identify broad locations for change, growth and protection; and
 - A Site Allocations DPD that would identify the sites that would be developed for specific uses, and the areas where particular policies would apply.
- 2.2 The SA process began back in 2011 with the production of a scoping report for the emerging Strategy and Policies DPD. This report, published for consultation in January 2012, was structured around a series of topic areas which were informed by the list of topics suggested in the SEA Directive. For each topic a series of questions were asked which correspond to the key requirements of the SEA Directive. Following the 2012 consultation, amendments were made to the scoping report and a Combined Preferred Options and Sustainability Appraisal Report (the Preferred Options report) was published for consultation in May – June 2013. The SA for the Preferred Options report was interwoven within the report itself. Overall, responses at public consultation highlighted the comprehensive assessment of the DPDs social, economic and environmental impacts and its clear demonstration of how these issues had been addressed.
- 2.3 Subsequently, the Joint Committee decided to produce the Local Plan as a single document, whilst also extending the Plan period from 2011-2031 to 2011-2036. Furthermore, since 2012 there have been significant changes to national planning policy as well as changes to national, regional and local social, environment and economic key issues which should be taken into account through the SA process. Consequently, the decision was taken in January 2015 to update key elements of the scoping report (i.e. the policy context, current baseline, objectives and sub-objectives) to ensure that the SA Framework was still fit for purpose prior to appraisal of the draft Local Plan and site options. Following consultation with the statutory bodies and other key partners, the revised objectives and sub-objectives were agreed and used throughout the appraisal stage.
- 2.4 In order to make the scoping report more accessible, it was reformulated in 2016 into a main report with twelve individual topic papers reflecting the topics set out in the SEA Directive. The twelve topic headings are:
- Air Quality
 - Biodiversity, Geodiversity and Green Infrastructure
 - Climate Change (Adaptation and Mitigation)
 - Flood Risk
 - Community, Health and Wellbeing

- Economy and Employment
- Historic Environment
- Housing
- Land and Waste
- Landscape and Townscape
- Transport
- Water

2.5 The scoping stage is set out in more detail below and is presented under headings relating to the 5 key tasks that make up Stage A of the Sustainability Appraisal process. These are:

<p>Task A1: Identify other relevant policies, plans and programmes (on an international, national and local scale)</p> <p>Task A2: Establish a baseline assessment of South East Lincolnshire</p> <p>Task A3: Identify sustainability issues and problems</p> <p>Task A4: Establish a framework for undertaking the appraisal (including objectives and indicators)</p> <p>Task A5: Consult the consultation bodies on the scope of the SA report</p>

Task A1 – Identifying other relevant policies, plans and programmes

<p>Compliance with the SEA Directive</p> <p>“The relationship with other relevant plans and programmes” (Annex 1 (a))</p> <p>“The environmental protection objectives established at international, [European] Community or [national] level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation” (Annex 1 (e))</p>

2.6 The SA guidance requires a Local Plan to be developed in the context of a wide range of other plans and programmes, from international down to local level. These may contain policy objectives or specific requirements that need to be addressed. Identifying and reviewing these documents is an important element of the sustainability appraisal process as it can help to shape the objectives against which emerging policies should be appraised, as well as pointing to particular issues and problems that need to be tackled. It also ensures that the work undertaken is consistent with up-to-date policy.

2.7 The SEA Directive specifically requires environmental protection objectives established at international, European Community or national levels to be taken into account during the development of a plan.

- 2.8 A comprehensive review has been undertaken and a considerable number of relevant plans and programmes were identified at the international, national, regional and local levels. It is important that these relationships are regularly reviewed to take account of new policy when published. It should be noted that this review is in no way an exhaustive list and does not cover every single document that might have some connection with the Local Plan, as the range of material potentially involved would have made this impractical. Rather, the focus was the key plans and programmes that are relevant in setting the context for the Local Plan. It also does not attempt to identify in detail the content of every plan or programme, but concentrates instead on the following key elements:
- Summary – A summary of the document and its role
 - Key objectives/requirements – Relevant objectives and requirements in the document
 - Implications for the Local Plan – How the issues will need to be addressed in the Local Plan
- 2.9 This review of policies, plans and programmes has been reproduced in Appendix 1 that accompanies this report.

Task A2 – Collecting baseline information

Compliance with the SEA Directive

“Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme” and “the environmental characteristics of areas likely to be significantly affected” (Annex 1 (b), (c))

- 2.10 A key step in the SA process is establishing the current baseline conditions (social, environmental and economic) and their likely evolution in the future without implementation of the plan. This stage therefore involves the collection of baseline data, which can be used in the identification of sustainability and environmental issues. It will also enable the impact and effectiveness of the Local Plan to be monitored during its implementation. The key environmental and sustainability issues identified are discussed under Task A3 below, as well as the likely future situation without the plan given that both interlink. The baseline work also ensures that the SA process is based on sound evidence.
- 2.11 There is a wide range of information and data relating to South East Lincolnshire available. Government guidance encourages the use of existing information sources and information that can be updated in the future. It is not possible to present all the information available, but key issues have been highlighted. There are gaps in data availability in some instances and these have been indicated where relevant. It should be made clear however, that because a need for additional data has been identified this does not commit the partnership authorities to commissioning work to fill this need.

- 2.12 The baseline review for South East Lincolnshire was first undertaken in 2011, fully updated in April 2015 and again updated completely in October 2016. The full baseline review is set out in Appendix 2.

Task A3 – Identifying Key Environmental and Sustainability Issues

Compliance with the SEA Directive

“Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme” (Annex 1 (b))

"Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance". (Annex 1 (d)).

- 2.13 Using the document review and baseline information collected (as well as input from stakeholders), the key sustainability issues and environmental issues (as required by the SEA Directive) were identified in the scoping report. The analysis of sustainability and environmental issues is an important part of the sustainability appraisal process and influences the development of the SA framework (Task A4). In particular, such issues are used to help identify sustainability objectives and indicators.
- 2.14 Furthermore, under the SEA Directive, the implications of the ‘business-as-usual’ scenario for the area must be established. The scoping report topic papers therefore identify what the situation would be like if the Local Plan was not prepared. However, this is not as straight forward as considering a ‘no development’ situation. Without the Local Plan, development proposals would still be considered through planning applications, guided by national planning policy (the National Planning Policy Framework), and other legislation. Proposals would be considered on an adhoc basis, without the Local Plan to take a strategic overview of development needs, and opportunities for enhancement. In addition, specific options that reflect the status quo may still be tested through the appraisal process. Table 2 below sets out the key environmental and sustainability issues identified for each topic as well as the likely future scenario without implementation of the plan.

Table 2: Key environmental and sustainability issues identified for South East Lincolnshire and likely future scenario without the plan

Topic	Key environmental and sustainability issues	Likely future scenario without the plan
<p>1. Air Quality</p>	<ul style="list-style-type: none"> • There is a need to reduce greenhouse gas emissions, particularly given that there are currently two Air Quality Management Areas in South East Lincolnshire. Both of these are in Boston and have been designated for exceedances in NO² from vehicle emissions. • There are high levels of car ownership across the area, particularly in South Holland. Consideration should be given to encouraging the use of more sustainable modes of transport to help reduce carbon emissions. • Air quality in South East Lincolnshire is likely to be adversely affected in the future by increasing levels of road traffic (related to wider car ownership), increasing road freight movement and population increase. There is therefore a need to ensure that the air and noise pollution impacts of development are minimised. 	<ul style="list-style-type: none"> • If the Local Plan was not prepared the situation would largely remain the same. • If exceedances of air quality standards occur, a robust assessment and response process is enforced through European and UK legislation.
<p>2. Biodiversity, Geodiversity and Green Infrastructure</p>	<ul style="list-style-type: none"> • There are a number of protected sites/habitats within and surrounding the area, including the Wash and the North Norfolk Coast European Marine Site which is internationally protected. There is a need to continue to protect and enhance such sites. • 61 of South East Lincolnshire’s 81 Local Wildlife Sites are considered to be in positive management. Provisions should be made to help maintain their management status. • Ensure that the integrity of the Wash and North Norfolk Coast Special Area of Conservation is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features. • Ensure that the integrity of The Wash Special Protection Area is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive. • In terms of open space, there is a current shortfall of allotments and some aspects of provision for outdoor sport, such as junior football 	<ul style="list-style-type: none"> • Without the Local Plan, statutorily protected wildlife sites would still be afforded considerable protection under current legislation. • However, non-statutory sites, such as Local Wildlife Sites, would still be at risk from unplanned development without the Local Plan. • Opportunities to create, enhance and manage networks of biodiversity and green infrastructure could be missed without provision being made through the Local Plan.

Topic	Key environmental and sustainability issues	Likely future scenario without the plan
	<p>pitches, rugby pitches. There is also a need for quality improvements at a number of natural/semi-natural greenspace and amenity greenspace sites and to facilitate quality and connectivity improvements to the public rights of way network.</p> <ul style="list-style-type: none"> The inclusion of biodiversity and green infrastructure in new development should be encouraged. 	
3. Climate Change (Adaptation and Mitigation)	<ul style="list-style-type: none"> As a result of climate change, we are already starting to see changing weather patterns. The effects of climate change in South East Lincolnshire are likely to impact on water supply, flood risk, food production, energy use, transportation and a number of other areas. There is an increasing need for South East Lincolnshire to mitigate and adapt to climate change. We need to ensure that we reduce our greenhouse gas emissions as much as possible, whilst ensuring that we can adapt to the likely predicted consequences of climate change. New economic opportunities may exist, for example associated with energy saving or renewable energy technologies. New residential, economic and mixed use development and re-development opportunities may exist to create energy saving or renewable energy. 	<ul style="list-style-type: none"> If the Local Plan was not prepared, national and international policy would continue to drive reduced greenhouse gas emissions and the construction of renewable energy generating facilities. However, the specific provision of strategic housing allocations in the Local Plan in the most sustainable locations would help minimise the need to travel and thereby contribute towards a reduction of carbon dioxide emissions.
4. Flood Risk	<ul style="list-style-type: none"> A significant proportion of the area is at risk of hazard from coastal flooding, particularly in Boston Borough. Certain areas are also at risk from fluvial flooding and, similarly, there is a risk of surface water flooding across the area. A number of planning permissions have been granted contrary to EA advice. There is a need to reduce the risk of flood hazard to people through planning and design. It should be ensured that development will be safe for its lifetime, taking account of the vulnerability of its users, without increasing flood risk elsewhere, and where possible, reducing flood risk overall. Flood resilience/resistance in new developments should be promoted as well as the incorporation of sustainable drainage systems (SuDS) in all appropriate schemes. 	<ul style="list-style-type: none"> Owing to the assumed effects of climate change, the exposure of people and property to flood risk is forecast to increase even if no further development occurs within South East Lincolnshire or adjoining areas. The plan should provide assistance in seeking to minimise this risk.

Topic	Key environmental and sustainability issues	Likely future scenario without the plan
5. Community, Health and Wellbeing	<ul style="list-style-type: none"> • The equality, health and social care needs of the area’s population must be met, including the elderly (given the ageing population) and disabled. • There is a need to reduce health inequalities in the area. For example, residents in Boston Borough have a life expectancy below the national average whilst South Holland is above the national average. Furthermore, levels of obesity in adults are above the national average across the area. • Given that residents of South Holland fare significantly better in terms of access to key services than those in Boston Borough, improved accessibility is necessary. • Educational attainment is below the national average for both Boston Borough and South Holland. There is therefore a need to address this. 	<p>There appear to be two key issues that might not be addressed without the plan:</p> <ul style="list-style-type: none"> • Firstly, it is likely that the area’s unusually large elderly and disabled population will put additional pressure on health care and other services; and • Secondly, it is unlikely that negative health indicators and existing inequalities in life expectancy will be addressed as effectively.
6. Economy and Employment	<ul style="list-style-type: none"> • The area has a low wage economy which is focussed on a limited number of sectors (i.e. agriculture, food processing and transport). There is therefore a need to promote business growth and facilitate the creation of higher paid, higher skilled employment opportunities. The diversification of the economy should be promoted to reduce the dependence on a limited number of employment sectors. • There is a high proportion of people with no qualifications and a low percentage of people with higher qualifications, particularly when compared to the national average. There is therefore a need to help raise educational achievement levels through the planning and design of quality education facilities. • Levels of unemployment are below average. The high and stable levels of employment should be maintained. • There is a need to ensure that job creation is matched by the provision of appropriate infrastructure. • There is a significant amount of undeveloped allocated employment land available. Measures should be taken to help facilitate its delivery and/or assess its appropriateness for employment use. • There has been a recent increase in vacancy rates of retail units. It 	<p>There appear to be three key issues that might not be addressed without the plan:</p> <ul style="list-style-type: none"> • Firstly, it is unlikely that the area’s economic base would broaden or that its economic performance generally would improve; • Secondly, it is unlikely that the agricultural sector would develop to its full potential or that the rural economy would maximise opportunities for diversification without an appropriate policy framework; and • Thirdly, it is unlikely that the vitality and viability of the area’s shopping and service centres would be maximised.

Topic	Key environmental and sustainability issues	Likely future scenario without the plan
	<p>should be ensured that the vitality and viability of the area's town centres is enhanced.</p>	
7. Historic Environment	<ul style="list-style-type: none"> • Given that heritage assets (both designated and non-designated) are a finite resource there is a need to conserve and, where possible, enhance the historic environment of South East Lincolnshire. Assets should be conserved in a manner appropriate to their significance. • There are a significant number of historic environment records across the area. • A number of the area's heritage assets are under threat, with an above average percentage of conservation areas, scheduled monuments and Grade I and II* listed buildings on Historic England's Heritage at Risk Register. • There is a need to recognise and capitalise on the potential for heritage assets to contribute to both tourism and place-shaping through their distinctive character and inspiration for the design of new development. 	<ul style="list-style-type: none"> • Without the plan, designated historic features or other elements of the historic environment may be threatened by flooding or by inappropriate development. • It is also possible that, without the plan, opportunities for the historic environment to contribute towards sustainable growth may be lost.
8. Housing	<ul style="list-style-type: none"> • A general lack of delivery of affordable housing across the area to meet housing need. • Low housing delivery rates in South East Lincolnshire when compared to the requirement set out in the Strategic Housing Market Assessments. • Boston and South Holland have below the requisite 5 year supply of housing. • South Holland has a much lower percentage of housing completions on brownfield land than Boston Borough. • There is a need to ensure that the level, type, tenure and mix of housing provided meets the housing needs of South East Lincolnshire. • There is also a need to ensure that the housing needs of a wide variety of households are met, including the Gypsy, Traveller and Travelling Showpeople community. 	<ul style="list-style-type: none"> • Without the plan it is unlikely that a sufficient amount of land will be brought forward to deliver the required level of housing across the area. • It is also unlikely that the required supporting infrastructure, such as schools, roads, medical facilities etc will be forthcoming and there would be limited opportunity to remedy the existing under-supply of affordable housing. • Without the plan, the needs of the Gypsy, Traveller and Travelling Showpeople community are also unlikely to be addressed. • The trend towards an ageing

Topic	Key environmental and sustainability issues	Likely future scenario without the plan
		<p>population may mean that there would be a shortage of housing appropriate for the elderly and the disabled.</p>
9. Land and Waste	<ul style="list-style-type: none"> • South East Lincolnshire has a high proportion of high quality agricultural land. • There are a number of contaminated sites across South East Lincolnshire. However, if these could be effectively remediated they could reduce pressure for the release of greenfield land to deliver new development. • There is a limited supply of previously developed land in South East Lincolnshire due to its largely rural nature. • In recent times, Boston Borough has performed better than South Holland in terms of the proportion of housing completions on brownfield sites. • The proportion of waste diverted from landfill to composting and recycling had been steadily improving across South East Lincolnshire, although there has been a slight dip in some instances in the last couple of years. 	<ul style="list-style-type: none"> • Without the plan, it may be harder to resist proposals for development in unsuitable locations. By taking issues, such as the grade of agricultural land, the location of contaminated land and issues over waste and minerals into account, development can be directed to the most appropriate locations.
10. Landscape	<ul style="list-style-type: none"> • There is a need to protect landscape character from inappropriate development, particularly given that much of the area is low-lying and visually open. • Pressure to meet the need for housing in the area could have an adverse impact on the landscape. The key issue is how to reconcile the needs of sustainable development, meeting the social and economic needs of the countryside, whilst ensuring that the landscape character is respected and preserved. • Where development proceeds it should be ensured that appropriate mitigation measures are put in place to minimise, and/or compensate, for any harm to the landscape character of South East Lincolnshire. • There is a need to ensure that there is no adverse impact brought about through light pollution. 	<p>Without the plan, the distribution of development is unlikely to proceed in the most sustainable manner without a degree of guidance to ensure landscape impacts, such as those arising from the pressures identified, are minimised.</p>
11. Transport	<ul style="list-style-type: none"> • South East Lincolnshire relies more heavily on car usage than the 	<ul style="list-style-type: none"> • Without intervention through the

Topic	Key environmental and sustainability issues	Likely future scenario without the plan
	<p>national average, particularly in South Holland. This probably reflects the rural nature of the area and the lack of good quality public transport facilities.</p> <ul style="list-style-type: none"> • There is a need to facilitate a shift to more sustainable modes of transport to reduce carbon emissions and encourage an increase in physical activity rates. • Public transport usage is lower than the national average in South East Lincolnshire and has been generally decreasing in Lincolnshire as a whole There is therefore a need to maintain and enhance accessibility to public transport throughout the area. • Cycle usage in Boston Borough is higher than South Holland. • There is a need to improve access for residents across the area to local services, facilities, places of employment and green infrastructure given that access to the majority of key services in South East Lincolnshire by public transport or walking is worse than the national average. • Given the increasing levels of freight traffic travelling along the Joint Line there is a need to ensure that the increased use of the line does not lead to significant disruption to traffic movement and activity in Spalding. • Initiatives to reduce congestion and the need to travel by car should be supported. • The impact of new development on the road network needs to be minimised. 	<p>mechanism of the Local Plan, the area is likely to experience increased levels of traffic congestion/stress when taking into account additional levels of development. For example, increasing levels of car ownership will contribute to the potential for congestion around the area, particularly in and around the main settlements of Boston, Spalding and Holbeach, which act as the focus for employment, services and facilities.</p> <ul style="list-style-type: none"> • The Local Plan has limited influence over movement within the area. However, in the absence of the Plan it is anticipated that the impacts of development and growth upon traffic congestion/stress would be exacerbated.
<p>12. Water</p>	<ul style="list-style-type: none"> • There is a need to protect, and where possible, improve water quality. • The efficient use of water resources should be promoted. • It must be ensured that the distribution and location of development takes water supply and sewerage infrastructure capacity into account. • Over the next 25 years, the water supply-demand balance is at risk from growth and climate change as well as drought, deteriorating raw water quality and the impact of cold, dry weather on the distribution system and customer supply pipes. 	<ul style="list-style-type: none"> • If the Local Plan was not prepared it is unlikely that there would be the timely provision of appropriate additional infrastructure for water supply and wastewater treatment to accommodate the levels of development proposed in the plan. • It would also likely mean that many of

Topic	Key environmental and sustainability issues	Likely future scenario without the plan
		<p>the targets related to water efficiency and quality may not be realised. This is an issue of concern given the highlighted problem relating to water supply in the Anglian region.</p> <ul style="list-style-type: none"> • The impacts of climate change will exacerbate existing problems relating to water supply and quality regardless of the presence of the plan. However, in the absence of a plan that takes into account relevant infrastructure and environmental constraints and that provides guidance on the appropriate levels, distribution and phasing of development, these problems will be even more acute.

Task A4: Developing the SA Framework

- 2.15 Defining the SA framework is important as it sets out the structure and format for appraising and monitoring the implementation of the Local Plan. The SA framework formulated for appraising the South East Lincolnshire Local Plan takes account of guidance that recommends the development of objectives and indicators. Objectives are set at a strategic level and expressed in terms of targets achievable through defined indicators taken from the baseline data.
- 2.16 This section sets out the approach that is being taken in preparing the SA of the Local Plan.

Environmental and sustainability objectives

- 2.17 Identifying objectives is an important part of the SA process as this is the main tool for testing the Local Plan to ensure it contributes towards delivering sustainable development.
- 2.18 Overall, the objectives and sub-objectives have been devised as a result of:
- i. The review of other policies, plans and programmes undertaken – being particularly informed by the Lincolnshire Coastal Study SA objectives (Task A1; Appendix 1 of this Report)
 - ii. A thorough analysis of the baseline evidence for South East Lincolnshire (Task A2; Appendix 2 of this Report)
 - iii. An analysis of the identified key environmental and sustainability issues (Task A3; Appendix 2 of this Report)
 - iv. Ongoing consultation with key stakeholders and members of the public (Task A5; SA Scoping Report Appendices 4 and 5)
- 2.19 The objectives have been developed on a topic by topic approach and have been particularly informed by the *Lincolnshire Coastal Study*⁸ (LCS), the aim of which was to produce and evaluate a set of options for the sustainable spatial development of the communities affected by current and future flood risk. An important first step of the study was to establish the social, economic and environmental baseline of the LCS area, to identify key issues and to set out the SA framework that would guide the LCS and facilitate the evaluation of spatial development options. Given the fact that the South East Lincolnshire area forms a significant part of the LCS area, the LCS SA objectives (that were formulated in light of higher-level social, economic and environmental protection objectives for the purpose of the LCS) were considered to be highly suitable for informing the SA process serving the preparation of the Local Plan.
- 2.20 As the objectives are purposely broad in nature they are supported by a series of decision-aiding questions or ‘sub-objectives’ as they are called

⁸ Lincolnshire Coastal Study Task 3&4 Report: Principles and Options (March 2010), available at: <http://www.lincolnshire.gov.uk/residents/environment-and-planning/environment/lincolnshire-coastal-study/task-3-and-4-report-principles-and-options/91334.article>, accessed Dec 2011

henceforth. These were formulated in order to highlight specific issues for consideration when assessing policies/proposals against the objectives.

- 2.21 As stated in paragraph 2.3, since 2012, there have been significant changes to national planning policy, as well as changes to national, regional and local social, environmental and economic key issues which should be taken into account through the SA process. In order to ensure that the SA framework was still fit for purpose prior to appraisal of the draft Local Plan, the decision was taken in January 2015 to update key elements of the scoping report, including the SA objectives and sub-objectives. Following consultation with the statutory bodies and other key partners, the revised objectives and sub-objectives were agreed and used throughout Stage B of the SA.
- 2.22 There are 13 objectives in total which is in accordance with advice from the Planning Advisory Service which suggests that the number of SA objectives should be kept to a manageable number (between 12 and 20)⁹. They address the full cross-section of sustainability issues, including social, environmental and economic factors.
- 2.23 These objectives and sub-objectives formed the assessment framework for the strategic priorities, policy options and policies. However, by themselves, the SA objectives and sub-objectives would not be well suited to assessing site options for the Local Plan. Consequently, a separate framework was developed in partnership with stakeholders to assess the sustainability of sites and has evolved over time following consultation. This framework used the same SA objectives as for the other assessments but included a number of environmental, social and economic assessment criteria as well as indicators for assessing the impact that a sites development would generate. Such criteria and indicators were chosen as they are considered as being more easily measurable, for example through using GIS. The framework for assessing sites is presented in Table 4 and the scoring system is shown in Table 7. The application of some indicators in the assessment involved the measurement of distances and so the table also sets out how these were measured.

Indicators

- 2.24 Indicators were selected using the SA objectives as a framework. These provide a framework for monitoring and have recently been reviewed and amended or removed with a view to creating a clearer monitoring framework that can be easily updated. As part of this process, the views of the SEA consultation bodies (Environment Agency, Historic England and Natural England) as well a range of other stakeholders and interested parties were sought. It should be noted that some indicators will be relevant for multiple SA objectives. Specific indicators to monitor the implementation of the plan have been developed through the plan making and SA process.

⁹ <http://www.pas.gov.uk/chapter-6-the-role-of-sustainability-appraisal>

- 2.25 Altogether, the SA objectives, sub-objectives and indicators provide a SA framework for considering, appraising and documenting the social, environmental and economic effects of the Local Plan.
- 2.26 The objectives and sub-objectives, which form the framework for assessing the strategic priorities, policies and their options, are set out in Table 3 below. The table also includes the indicators for monitoring.

Table 3: Sustainability Appraisal Objectives, Sub-Objectives and Indicators

SA Objective	Decision aiding questions (SA Sub Objective): Will the South East Lincolnshire Local Plan ...	Indicators
<p>1. To provide a mix of sustainably designed new housing to provide everybody in South East Lincolnshire with the opportunity to live in a decent and affordable home in the area they want to live</p>	<p>Ensure that the Local Plan area's requirement for affordable housing is met across a range of tenures?</p>	<ul style="list-style-type: none"> • Annual net completion rates (including percentage affordable and on brownfield land) • Number of dwellings completed and committed by type and tenure • Average house price • Levels of homelessness • 5.25-year housing land supply • Net additional authorised Gypsy and Traveller Pitches/plots • % of households in fuel poverty
	<p>Ensure that an appropriate amount and mix of different house types and sizes are available in the area to meet the needs of a variety of households including the Gypsy, Traveller and Travelling Showpeople community?</p>	
	<p>Improve energy efficiency and reduce fuel poverty especially in deprived areas?</p>	
	<p>Deliver adaptable housing to meet the lifelong needs of the population?</p>	
<p>2. To improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles for residents of South East Lincolnshire</p>	<p>Encourage greater participation in healthy lifestyles and healthy leisure opportunities to address local health and social care needs including for those in deprived areas, disadvantaged groups, older people and disabled persons?</p>	<ul style="list-style-type: none"> • Total population • Age structure • Population density for each local authority area • Population projection • Number of LSOA's in the worst 3% and 10% • Life expectancy at birth (males & females) • Levels of adult and childhood obesity • Excess weight in adults • Levels of physical activity • Percentage of adults smoking and levels of smoking-related deaths • Mortality rate from all circulatory
	<p>Provide easy access to health facilities?</p>	
	<p>Provide easy access to green infrastructure, open space, public rights of way and walking and cycling routes?</p>	
	<p>Help reduce inequalities in life expectancy?</p>	
	<p>Help protect existing and future residents/occupiers standard of amenity?</p>	

SA Objective	Decision aiding questions (SA Sub Objective): Will the South East Lincolnshire Local Plan ...	Indicators
		<ul style="list-style-type: none"> diseases • Access to accessible natural greenspace • Provision of sports facilities (sqm per 1000 population) • Number of accessible playing pitches • Children and young people's participation in high quality PE/sport • Adult participation in sport • Access to services and facilities by public transport, walking and cycling • Numbers and severity of road traffic accidents
<p>3. To make efficient use of South East Lincolnshire's transport infrastructure, reduce the need to travel by car, and promote greater accessibility to services, employment, public transport, cycling and walking</p>	Facilitate a shift to more sustainable modes of transport?	<ul style="list-style-type: none"> • Mode of travel to work • Car or van ownership rates • Access to key services • Change in peak period traffic flows in Boston • Usage of rail stations
	Minimise the traffic impact of new development by ensuring people can access jobs, services and green infrastructure locally?	
	Help move freight from road to rail and sea?	
	Support initiatives to reduce congestion?	
	Maintain and enhance accessibility to public transport throughout the area?	
	Ensure that increased use of the Joint Line does not lead to significant disruption to movement and activity at Spalding?	
	Facilitate the delivery of key transport infrastructure?	

SA Objective	Decision aiding questions (SA Sub Objective): Will the South East Lincolnshire Local Plan ...	Indicators
4. To promote strong, secure, socially inclusive and cohesive communities for all residents of South East Lincolnshire	<p>Improve economic, social and environmental conditions to help reduce unemployment in the area, including for the most deprived areas, among disadvantaged groups, an ageing population and for disabled people?</p> <p>Promote higher incomes?</p> <p>Promote community safety, reduce crime and anti social behaviour?</p> <p>Provide accessible essential services and facilities close to where people live and work?</p> <p>Improve access to affordable cultural, leisure and recreational facilities?</p> <p>Promote access to high speed broadband to support the needs of residents and businesses?</p>	<ul style="list-style-type: none"> • Index of Multiple Deprivation (IMD) Rank (various categories) • Employment by gender • Average earnings of employees in the area • Gross mean pay • Unemployment rate • Provision of sports facilities (sqm per 1000 population) • Number of accessible playing pitches • Notifiable offences recorded by the police
5. To improve education, training and life-long learning, improve the skills and qualifications of all and raise their aspirations	<p>Improve access to education and training and lifelong learning opportunities?</p> <p>Raise educational and achievement levels of young people and adults?</p> <p>Ensure development provides for an appropriate level of early years, primary, secondary and tertiary infrastructure?</p>	<ul style="list-style-type: none"> • Total number of schools (with breakdown of subscription) • % of 16 year olds achieving 5 A* to C grades including Maths and English • 16 to 18 year olds who are not in education, training or employment • % of working age adults with no qualifications • % of working age adults with at least a Level 4 qualification
6. To protect, enhance and sustain green infrastructure, biodiversity and geodiversity across South East Lincolnshire	<p>Protect and enhance designated and non designated wildlife / geological sites and ecological networks to maintain sustainable habitat networks?</p> <p>Protect and enhance nationally protected and UK</p>	<ul style="list-style-type: none"> • Number of local sites (Local Wildlife Sites and Local Geological Sites) in (and within close proximity) of South East

SA Objective	Decision aiding questions (SA Sub Objective): Will the South East Lincolnshire Local Plan ...	Indicators
	and Lincolnshire Biodiversity Action Plan priority habitats and species?	<p>Lincolnshire, and are in positive management</p> <ul style="list-style-type: none"> • Number of SSSIs in 'favourable' or 'unfavourable recovering' condition • Change in area of designated biodiversity sites (ha) (RAMSAR, SPA, SAC, SSSI, NNR, LNR, LWS) • Area of UK priority habitats (ha) and trend of priority species in South East Lincolnshire • Amount of public open space provision • Allotment provision (ha) in the area • Amount (ha) of accessible natural greenspace • Number of new green infrastructure projects associated with new developments. • Number of planning applications with conditions to ensure works to manage/enhance the condition of SSSI features of interest. • Area of SSSIs in adverse condition as a result of development. • BAP habitat - created/managed as result of granting planning permission and which meet Biodiversity Action Plan targets
Improve access to, and/or understanding of green infrastructure, public rights of way and biodiversity / geodiversity resources?		
Ensure appropriate mitigation for any biodiversity loss which may occur as a result of development?		
Protect and enhance the provision of green infrastructure, including children's play?		

SA Objective	Decision aiding questions (SA Sub Objective): Will the South East Lincolnshire Local Plan ...	Indicators
7. To conserve, enhance and promote South East Lincolnshire's distinctive urban and rural historic and built environment, heritage assets and their setting	Conserve and enhance the character, appearance or setting of designated and non-designated heritage assets and the historic environment?	<ul style="list-style-type: none"> • Number of Listed Buildings (all grades) • Number of Scheduled Monuments • Number of Registered Parks and Gardens • Number of Conservation Areas • Number and % of heritage assets on Historic England's Heritage at Risk Register • Register (Conservation Areas, Grade I and II* Listed Buildings, Listed Place of Worship, Protected Wreck Sites Registered Battlefields, Scheduled Ancient Monuments)
	Reduce the number and/or severity of designated and non-designated heritage assets at risk?	
	Help ensure heritage assets contribute to tourism and place-shaping through their distinctive character and inspiration for the design of new development?	
	Ensure appropriate protection and/or recording of undiscovered archaeological features in areas of potential development?	
	Promote the sensitive and energy efficient adaptation, maintenance and re-use of historic buildings, assets and their setting?	
8. To protect the quality and character of landscape and townscape and seek opportunities for enhancement	Protect and enhance designated and non-designated areas of landscape and townscape character and quality?	<ul style="list-style-type: none"> • Loss of open land (ha) • Percentage annual gross housing completions on brownfield/greenfield land
	Ensure that the design of new development reflects the distinctive character and appearance of the local area?	
	Help regenerate degraded built environments?	
	Ensure appropriate mitigation for any adverse impact which may occur as a result of development?	
9. To protect and improve the quality of soil, air and water resources by encouraging their sustainable and efficient use	Contribute to maintaining local air quality, and improving existing conditions in AQMAs?	<ul style="list-style-type: none"> • Number of new dwellings • Percentage of rivers with good/fair quality in terms of chemical and biological factors
	Protect surface & groundwater quality and the physical integrity of aquifers?	
	Contribute to improving water quality?	

SA Objective	Decision aiding questions (SA Sub Objective): Will the South East Lincolnshire Local Plan ...	Indicators
	Promote efficient use of water resources? Reduce contaminated sites and promote remediation? Minimise the loss of Grade 1, 2 and 3a agricultural land to development? Maintain and improve soil quality?	<ul style="list-style-type: none"> • Daily domestic water use (per capita consumption litres) • % of water bodies achieving Water Framework Directive objectives • Per capita reduction in CO2 emissions in the local authority area • Number of AQMAs • Concentrations of nitrogen dioxide in specific AQMAs • Car or van ownership rates • Amount of contaminated land • Loss of Grade 1, 2 and 3a agricultural land (ha) • Percentage annual gross housing completions on brownfield/greenfield land
10. To encourage the sustainable use of land and waste management	Prioritise development on suitable previously developed land? Address the waste hierarchy through prevention, reuse, recycling and recovery of waste? Prioritise development on well-located sites, with access to employment and services by a choice of sustainable travel modes, especially in the towns and local service centres? Safeguard minerals resources in the area?	<ul style="list-style-type: none"> • Percentage annual gross housing completions on brownfield/greenfield land • % of Municipal Waste landfilled, dry recycled and composted • Number of developments in mineral safeguarding areas
11. To reduce the risk of fluvial, coastal and surface water flood hazard to people, property and	Encourage integrated drainage, rainwater harvesting and sustainable drainage systems (SuDS)? Reduce the risk and impact of flooding on	<ul style="list-style-type: none"> • Number of developments/infrastructure in a high-probability area

SA Objective	Decision aiding questions (SA Sub Objective): Will the South East Lincolnshire Local Plan ...	Indicators
land in South East Lincolnshire by managing the risk and adapting to climate change	<p>development sites and elsewhere, where possible reducing flood risk overall?</p> <p>Allow for flood management measures?</p> <p>Minimise the exposure of people to flood hazard?</p> <p>Where residual risk exists, flood resilience/resistance are secured in new and existing development?</p> <p>Ensure appropriate flood management measures are in place prior to development being permitted?</p>	<ul style="list-style-type: none"> • Number of planning permissions granted contrary to Environment Agency advice on flooding
12. To reduce South East Lincolnshire's greenhouse gas emissions and increase the area's resilience and ability to adapt to climate change	<p>Reduce emissions of greenhouse gases, including by reducing the demand for energy, promoting energy efficiency and waste management?</p> <p>Maximise the development of decentralised and renewable energy or low carbon technologies?</p> <p>Minimise the risk from fluvial, coastal and/or surface water flooding?</p> <p>Promote climate adapted design, resilient infrastructure and green infrastructure?</p> <p>Allow for habitats and species to adapt to climate change?</p> <p>Promote water efficiency?</p>	<ul style="list-style-type: none"> • CO₂ emissions per head • Car or van ownership rates • Technical renewable energy resource potential • Existing and projected renewable energy development • Average domestic energy consumption (electricity and gas, KWh per Meter)
13. To promote business growth and create high quality employment opportunities with a sustainable and diverse economy	<p>Safeguard employment and helps create net new jobs?</p> <p>Promote employment development including for business start-ups and expansion of existing businesses and in key economic sectors?</p> <p>Improve the diversity / resilience of the economy?</p> <p>Encourage the use of local labour, goods and services?</p>	<ul style="list-style-type: none"> • Proportion of economically active people unemployed • Highest qualification attained • Industry of employment • Enterprises by industry • Employment by occupation • Number of active businesses

SA Objective	Decision aiding questions (SA Sub Objective): Will the South East Lincolnshire Local Plan ...	Indicators
	Support the primacy of the town centres?	<ul style="list-style-type: none"> • Number of new businesses and businesses ceased to exist • Average earnings of employees in the area • Gross mean pay • Size, age and nature of enterprise • % of long term unemployed claimants • Land currently in B1, B2 and B8 use classes • Available allocated employment land with and without planning permission • Employment land commitments and completions • Distribution of shopping floorspace (A1) • Number of vacant ground floor uses in town centres • Number of new visitor bedrooms available
	Support the creation of sustainable transport links to employment areas, especially to areas of high unemployment	
	Enable tourism opportunities to be exploited?	

Table 4: Assessment Criteria and Indicators for the Sustainability Appraisal of Sites

Objective	Key Sustainability Factors Considered	Indicator/Decision Aiding Questions	Data Sources
1. Housing	Provision of decent and affordable homes which contribute to meeting the housing need identified.	Will development of the site contribute towards meeting the needs of a variety of households (particularly in terms of affordability, house type and tenure), including the Gypsy, Traveller and Travelling Showpeople community?	GIS, Google Maps/Street View, BBC/SHDC SHLAA information, Boston and South Holland Gypsy and Traveller Accommodation Assessment (November 2016)
	Comments: Sites which were identified as capable of accommodating most or the entirety of the housing number for the settlement in which it is located were scored negatively given that any unforeseen problems with delivery would impact on meeting the level of housing identified for that settlement.		
2. Health and Well-being	Proximity to healthcare, community and leisure services/facilities.	Is the site located within short walking distance* to healthcare, community and leisure services/facilities? i.e.: <ul style="list-style-type: none"> • GP or community hospital; • Amenity open space/green corridor; • Leisure centre/publically accessible playing pitches; and Community centre or village hall. *1km, or 600m for community centre or village hall.	GIS, Google Maps/Street View, Institute of Highways and Transportation, Department for Transport, SEL Sports Provision and Open Space Assessment
	Proximity to noise/air pollution/'bad neighbour' uses.	Is the site located in close proximity to noise/air pollution/'bad neighbour' uses (e.g. 'A' roads, railway line, defined employment areas, landfill sites/sewage treatment works/waste transfer stations etc.). Could impacts be avoided/ mitigated?	GIS, Google Maps/Street View, BBC/SHDC SHLAA information
	Comments: Residential development should be located as close to the above services and facilities as possible in order to encourage healthier lifestyles and to reduce the need to travel by private car. An upper threshold of 1km was therefore used for the indicators above based on it being just below the preferred maximum suggested by the Institution of Highways and Transportation (Guidelines for Providing for Journeys on Foot (2000)) and represents an acceptable walking time of around 15 minutes when taking into consideration local circumstances. Sites nearer to services and facilities therefore scored highest. The 600m walking distance to a community centre or village hall was used on the basis that 10 minutes travel time for users of such facilities was found to be common in the South East Lincolnshire Sports Facilities and Open Space Assessment (2012).		

Objective	Key Sustainability Factors Considered	Indicator/Decision Aiding Questions	Data Sources
	<p>The distance to the nearest of each of the services and facilities listed above was measured from the centre point of each site option.</p> <p>It is important to ensure that the amenity and health of residents is not adversely affected and so sites which are likely to be affected by noise/air pollution/'bad neighbour' uses scored less highly against this objective.</p>		
3. Transport	Proximity to a local shop/supermarket.	Is the site located within short walking distance (1km) of a local shop/supermarket?	GIS, Google Maps/Street View, Institute of Highways and Transportation, Department for Transport
	Proximity to a big supermarket.	Is the site located within reasonable driving distance (7km) of a big supermarket? The following stores were considered: Aldi (Queen Street, Boston; St Thomas's Road, Spalding) Asda (Lister Way, Boston) Lidl (Winsover Centre, Spalding) Morrisons (Horncastle Road, Boston; Wardentree Lane, Pinchbeck, Spalding) Sainsburys (Holland Market, Spalding) Tesco (New Hammond Beck Road, Boston; Boston Road South; Holbeach)	GIS, Google Maps/Street View, Institute of Highways and Transportation, Department for Transport
	Proximity to an existing or proposed bus stop or railway station	Most (80%) of the site should be within 400m.	GIS, Google Maps/Street View, Institute of Highways and Transportation
	Potential to contribute to delivery of transport infrastructure by virtue of its proximity?	Threshold of 1km.	GIS, Lincolnshire County Council Highways Department
	<p>Comments:</p> <p>An upper threshold of 1km walking distance was used for a local shop/supermarket based on it being just below the preferred maximum suggested by the Institution of Highways and Transportation (Guidelines for Providing for Journeys on Foot (2000)) and represents an acceptable walking time of around 15 minutes when taking into consideration local circumstances.</p> <p>The upper threshold of 7km driving distance was used as driving this distance at 30mph will take approximately 10</p>		

Objective	Key Sustainability Factors Considered	Indicator/Decision Aiding Questions	Data Sources
	<p>minutes (depending on traffic conditions) which is considered to be appropriate for a short driving distance.</p> <p>Department for Transport Guidance on Inclusive Mobility (2005) states that in residential areas bus stops should be located ideally so that nobody in the neighbourhood is required to walk more than 400m from their home - this equates to approximately 5 minutes travel time.</p> <p>The distance to the nearest local shop and supermarket store was measured from the centre point of each site option. The distance to public transport links was measured so as to determine whether most of the site (80%) was within the stipulated 400m.</p> <p>Housing sites located nearer to a proposed transport route are more likely to contribute to its provision by virtue of its proximity.</p> <p>In order to measure the distance to proposed transport routes from all the site options, a mapping query was run on GIS. This calculated the distance from the proposed route to the nearest point of the site being assessed.</p> <p>The score attributed to each site option against this objective depended upon how many of the three services and facilities were within the specified distance from the site, and a sites potential to contribute to delivery of either the BDR or SWRR was also taken into consideration.</p>		
<p>4. Socially Inclusive Communities</p>	<p>Proximity to services and facilities (including employment opportunities)</p>	<p>Are services, facilities, public transport links and employment opportunities within the ideal walking distances identified for each?</p>	<p>GIS, Google Maps/ Street View, BBC/SHDC SHLAA information, Institute of Highways and Transportation, Department for Transport, Department for Education, SEL Sports Provision and Open Space Assessment</p>
	<p>Impact on deprivation</p>	<p>Is the site within an area identified as deprived in the Indices of Multiple Deprivation (2015)?</p>	<p>Indices of Multiple Deprivation (DCLG)</p>
	<p>Comments: Ensuring that new housing development is located close to services, facilities and employment opportunities will help promote strong, secure and socially inclusive communities.</p> <p>Locating housing development within more deprived areas has the potential to help regenerate these areas and improve the economy. However, there are no real negative effects associated with the deprivation criterion given that the development of housing in an area that is not deprived is not negative in itself. The 2015 Indices of Multiple Deprivation (Department for Communities and Local Government) were used as indicators to ensure that the most up-to-date data</p>		

Objective	Key Sustainability Factors Considered	Indicator/Decision Aiding Questions	Data Sources
	was included. Sites which provided these benefits scored most highly, whilst those that were poorly located in relation to services, facilities and employment opportunities and would not help to regenerate deprived areas scored more negatively.		
5. Education	Proximity to a primary school.	Is the site located within a short walking distance (3.2km) to a primary school?	GIS, Department for Education
	Proximity to a secondary school/6 th form.	Is the site located within a short walking distance (4.8km) to a secondary school/6 th Form?	GIS, Department for Education
	Proximity to a post-18 education provider (college/university).	Is the site within a short walking distance (4.8km) to a post-18 education provider?	GIS, Department for Education
	Capacity of education facilities	Is there sufficient capacity at nearby education facilities to accommodate the number of pupils new housing development is anticipated to generate?	GIS, Department for Education, Local Education Authority
	Comments: The 3.2km threshold for walking to primary school and 4.8km threshold for secondary school/6 th form and post 18 education providers are based on the statutory walking distances set out in Section 444(5) of the Education Act 1996. However, children are more likely to walk to school the shorter the distance they have to travel. The distance to each of the facilities above was measured from the centre point of each site option.		
6. Biodiversity, Geodiversity and Green Infrastructure	Proximity to the following designated natural assets: <ul style="list-style-type: none"> • International (RAMSAR, SPA and SAC); • National (SSSI and National Nature Reserves); and • Local (Local Nature Reserves, Local Wildlife Sites, and Sites of Geological Interest) 	Is the site located within 5km of a RAMSAR, SPA and SAC and/or 800m of national and local designations? Does the site fall within a SSSI Impact Risk Zone and have the potential to impact upon a SSSI?	GIS, Natural England (Magic Map)
	Impact on natural features	Will development of the site have an impact on Ancient Woodland, TPOs, amenity open space, trees or hedgerows? Can impacts be avoided/mitigated?	GIS, Google Maps/Street View, BBC/SHDC SHLAA information

Objective	Key Sustainability Factors Considered	Indicator/Decision Aiding Questions	Data Sources
	<p>Comments: The distance of 5km chosen for RAMSARs, SPAs and SACs is one which Natural England requests is applied when considering housing development near to such internationally designated assets. With regards to the national and local designations listed, 800m is generally accepted as being a reasonable 10 minutes walking distance and therefore there would likely be a greater possibility for natural assets to be impacted upon.</p> <p>In order to measure the distance to each type of designated natural asset from all the site options, a mapping query was run on GIS. This calculated the distance from the closest asset of each category above to the nearest point of the site being assessed.</p> <p>Sites which were likely to affect Ancient Woodland, TPOs, amenity open space provision, trees or hedgerows scored less highly against this objective.</p>		
7. Heritage	Impact on Historical Assets	<ul style="list-style-type: none"> • Will development of the site result in harm to the significance of heritage assets and/or their setting? Can impacts be avoided/mitigated?; • Would heritage assets be protected and enhanced and/or have a positive effect on the historic environment, including tackling heritage at risk or provide an opportunity to better reveal the significance of heritage assets?; or • No impact – no heritage assets or their settings are likely to be affected. 	GIS, Google Maps/Street View, BBC/SHDC SHLAA information, input from Historic England, BBC's Consultant Architect, SHDC's Conservation Officer and LCC's Historic Environment Officer
<p>Comments: After consulting Historic England on the assessment criteria and indicators, it was considered by them that the original proposal to use distance would not be an appropriate measure of impact for this criterion. Consequently, we took the approach to assessing impact suggested by their Planning Adviser; see decision aiding questions above. All site options were considered against the decision aiding questions by either BBC's Consultant Architect or SHDC's Conservation Officer and their comments were inputted directly into the SA. Where they identified that harm would be caused the site received either a minor negative or significant negative score, depending upon the severity of harm.</p>			
8. Landscape and Townscape	Relationship of site with the existing development form, character and street pattern	<p>Will development of the site have an impact on the character and appearance of the landscape and/or townscape? Can adverse impacts be appropriately mitigated (e.g. through landscaping, design etc.)?</p> <p>Would the sites development help regenerate a degraded built environment?</p>	GIS, Google Maps/Street View, BBC/SHDC SHLAA information

Objective	Key Sustainability Factors Considered	Indicator/Decision Aiding Questions	Data Sources
	Comments: In order to preserve the character of the countryside it was decided that sites that would have a poor relationship with the existing development form scoring would score negatively. Those where development would be in-keeping with the existing built-form scored more positively.		
9. Air, Soil and Water Resources	Impact on air quality	Will development of the site have an impact on air quality? Can adverse impacts be mitigated?	BBC/SHDC SHLAA information
	Impact on water quality/resources	Will development of the site have an impact on water quality/resources?	BBC/SHDC SHLAA information
	Impact on quality of soil resources	Will development of the site result in the loss of the best and most versatile agricultural land (Grades 1, 2 or 3a)? Would development promote remediation of contaminated land?	Agricultural Land Classification data BBC and SHDC Contaminated Land Registers
	Comments: The NPPF states that local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality. Consequently, sites comprising of Grades 1, 2 or 3a agricultural land scored more negatively against this objective. Sites which are previously developed were scored more positively.		
10. Sustainable use of Land and Waste	Will development of the site result in the reuse of suitable previously developed land?	Compliance with the definition of previously developed land set out in Annex 2 of the NPPF.	GIS, Google Maps/Street View, BBC/SHDC SHLAA information
	Comments: Previously developed sites scored more positively against this objective given one of the core planning principles in the NPPF is to encourage the effective use of land by reusing brownfield land, provided that it is not of high environment value.		
11. Flood Risk	Does the site pass the flood risk Sequential Test (or Exception Test, where relevant)?	EA Flood Zone, flood hazard and flood depth.	Environment Agency Flood Zone Maps, South East Lincolnshire Strategic Flood Risk Assessment (March 2017), Environment Agency
	Comments: It was decided that the best way to address flood risk in the site assessments would be to apply the Sequential Test (and Exception Test where appropriate) using Environment Agency data for flood zones and the South East Lincolnshire Strategic Flood Risk Assessment hazard rating and flood depth for the year 2115 (fluvial and tidal). The text and scoring approach was agreed with the Environment Agency. The higher scores were attributed to sites in flood zones 1 or 2 that are subject to no hazard and no depth. A similar rating was also given to sites in flood zone 3a (with no hazard and no depth) that were situated in an area where few other sites are available with lower flood risk and it appears that the Exception Test can be passed. A more neutral rating was awarded to sites in flood zone 3a with a high hazard		

Objective	Key Sustainability Factors Considered	Indicator/Decision Aiding Questions	Data Sources
	and depth that were situated in an area where sites are available with lower flood risk but its allocation should be considered to meet identified housing need. A negative score was given to sites in flood zone 3a with a high hazard and depth where other more suitable sites are available in the locality with lower flood risk (thus meaning the Sequential Test could not be passed). Finally, a very negative score was attributed to sites in flood zone 3a with a high hazard and depth that are located in an unsustainable location given that the Exception Test could not be passed.		
12. Climate Change	Will development of the site help to minimise emissions of greenhouse gases, in particular by reducing the need to travel by car?	Are services, facilities and public transport links within the ideal walking distances identified for each?	GIS, Google Maps/ Street View, BBC/SHDC SHLAA information, Institute of Highways and Transportation, Department for Transport, Department for Education, SEL Sports Provision and Open Space Assessment
Comments: Ensuring that development is well located in relation to services, facilities and public transport links should help to minimise the need to travel by car and thereby the level of carbon emissions produced. The score attributed to sites against this objective depended up their location in relation to key services and facilities and public transport links, the size of the site and the number of new car journeys its development would likely create.			
13. Economy and Employment	Proximity to significant employment opportunities.	Is the site within short driving distance (7km) of significant employment opportunities? i.e.: a) Sub-Regional Centres Spalding Boston (incl. parts of Fishtoft and Wyberton Parishes) b) Springfields Retail Outlet Holland Market Retail Park c) Key sites considered - Boston: North End Business Park, Swineshead Endeavour Park, Boston Boston Trade Park, Boston Norprint Site, Boston Enterprise Park, Freiston Nelson Way Industrial Estate,	GIS, Institute of Highways and Transportation, Department for Transport

Objective	Key Sustainability Factors Considered	Indicator/Decision Aiding Questions	Data Sources
		<p>Boston Broadfield Lane Industrial Estate, Boston Redstone Industrial Estate, Boston The Port Estate, Boston Riverside Industrial Estate, Boston Distribution Park, Kirton Enterprise Park, Sutterton Station Road Industrial Estate, Swineshead</p> <p>South Holland: Millfield Road Industrial Estate, Donington Wardentree Lane/Enterprise Park, Spalding Clay Lake Industrial Estate, Spalding Cradge Bank Industrial Estate, Spalding Crease Drove Business Park, Crowland Wingland (Enterprise Park), Sutton Bridge Sutton Bridge Port and Extension, Sutton Bridge Long/Little Sutton Allocation, Little/Long Sutton Bridge Road Industrial Estate, Little/Long Sutton Fleet Road Industrial Estate, Holbeach Within 7km.</p>	
		<p>Is the site within a short walking distance (1km) of significant employment opportunities? i.e. those listed above</p>	<p>GIS, Google Maps/ Street View & BBC/SHDC SHLAA information, Institute of Highways and Transportation, Department for Transport</p>
<p>Comments: The upper threshold of 7km driving distance was used as driving this distance at 30mph will take approximately 10 minutes (depending on traffic conditions) which is considered to be appropriate for a short driving distance.</p> <p>An upper threshold of 1km walking distance was used based on it being just below the preferred maximum suggested by the Institution of Highways and Transportation (Guidelines for Providing for Journeys on Foot (2000)) and represents an acceptable walking time of around 15 minutes when taking into consideration local circumstances. Sites nearer to employment opportunities therefore scored highest.</p>			

Objective	Key Sustainability Factors Considered	Indicator/Decision Aiding Questions	Data Sources
	The distance to the nearest employment opportunities was measured from the centre point of each site option.		

Compatibility Assessment of SA Objectives

2.27 In order to determine the potential for conflict between the SA Objectives, a compatibility assessment was undertaken. This was carried out to ensure that subsequent outcomes of the appraisal of Local Plan policies and site options were well-based, and that mitigation or alternatives could be considered. Table 5 summarises the outcome of this process. The majority of the SA Objectives proved to be either compatible or have a neutral impact against one another. However, the assessment also identified some potential tensions which are discussed further in Table 6 below. Many of these are an inevitable part of the Local Plan process and mitigation identified through the Local Plan and through other statutory frameworks such as Building Regulations and Environmental Regulations is expected to help address conflicts identified.

Table 5: SA Objectives Compatibility Matrix

SA Objectives	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.
1.													
2.	✓												
3.	✓	✓											
4.	✓	✓	✓										
5.	✓	✓	✓	✓									
6.	X	✓	✓	✓	✓								
7.	X	0	✓	✓	✓	✓							
8.	X	✓	✓	0	✓	✓	✓						
9.	X	✓	✓	0	✓	✓	✓	✓					
10.	X	0	✓	0	✓	✓	✓	✓	✓				
11.	X	✓	✓	0	0	✓	✓	✓	✓	✓			
12.	X	✓	✓	0	0	✓	✓	✓	✓	✓	✓		
13.	✓	✓	✓	✓	✓	X	X	X	X	X	X	X	

✓ Positive
 X Negative
 0 Neutral

Table 6: Potential Conflicts between SA Objectives

Objective	Objective in Conflict	Potential Conflict
1. To provide a mix of sustainably designed new housing to provide everybody in South East Lincolnshire with the opportunity to live in a decent and affordable home in the area they want to live	6.To protect, enhance and sustain green infrastructure, biodiversity and geodiversity across South East Lincolnshire 7.To conserve, enhance and promote South East Lincolnshire's distinctive urban and rural historic and built environment, heritage assets and their setting 8.To protect the quality and character of landscape and townscape and seek opportunities for enhancement 9. To protect and improve the quality of soil, air and water	New housing developed to support this objective will impact upon natural resources, consuming more energy (and producing more carbon emissions) and producing more waste. The siting of development will increase the take-up of land which is likely to impact upon the landscape and could have an adverse impact upon biodiversity and heritage.

	<p>resources by encouraging their sustainable and efficient use</p> <p>10.To encourage the sustainable use of land and waste management</p> <p>11. To reduce the risk of fluvial, coastal and surface water flood hazard to people, property and land in South East Lincolnshire by managing the risk and adapting to climate change</p> <p>12.To reduce South East Lincolnshire’s greenhouse gas emissions and increase the area’s resilience and ability to adapt to climate change</p>	<p>The attainment of the building materials and building process itself could impact on land, water and air quality. Provision of additional housing may also increase flood risk.</p>
<p>13. To promote business growth and create high quality employment opportunities within a sustainable and diverse economy</p>	<p>6.To protect, enhance and sustain green infrastructure, biodiversity and geodiversity across South East Lincolnshire</p> <p>7.To conserve, enhance and promote South East Lincolnshire’s distinctive urban and rural historic and built environment, heritage assets and their setting</p> <p>8.To protect the quality and character of landscape and townscape and seek opportunities for enhancement</p> <p>9. To protect and improve the quality of soil, air and water resources by encouraging their sustainable and efficient use</p> <p>10.To encourage the sustainable use of land and waste management</p> <p>11. To reduce the risk of fluvial, coastal and surface water flood hazard to people, property and land in South East Lincolnshire by managing the risk and adapting to climate change</p> <p>12.To reduce South East Lincolnshire’s greenhouse gas emissions and increase the area’s resilience and ability to adapt to climate change</p>	<p>Increased economic development will increase energy use (and carbon emissions). Activity is also likely to lead to an increased use of natural resources and waste. Provision of new employment land could have an adverse impact upon habitats and upon the landscape, townscape and heritage.</p> <p>The attainment of the building materials and building process itself could impact on land, water and air quality. Provision of additional housing may also increase flood risk.</p>

Task A5 - Consultation on the scoping report

Compliance with the SEA Directive

“The bodies identified by the UK Government as being likely to be concerned by the environmental effects of implementing the plan have been consulted in deciding” (Annex 1 (d))

- 2.28 As part of the preparation of the Local Plan, it is a statutory requirement that the SEA consultation bodies are consulted on the scoping report. All three were consulted on draft versions of this scoping report in 2012 and 2015.
- 2.29 These consultations enabled the three bodies to comment on the appropriateness of the SA objectives and sub-objectives, indicators, baseline assessment and sustainability issues/problems identified.
- 2.30 As well as consulting the statutory environmental consultees, the views of a range of other stakeholders and interested parties were also sought in order to ensure the widest possible consultation took place.
- 2.31 Consultation is fundamental to ensure that the scope of the SA is fully identified and the subsequent report comprehensive enough.
- 2.32 All necessary amendments to the scoping report were made and future revisions to the scoping report will be considered during the lifetime of the Local Plan to take account of evolving policy guidance. A summary of the issues raised in 2012 and 2015, and how they were addressed, can be found in Appendices 4 and 5 of the Scoping Report Main Report.

Stage B: Developing and refining alternatives and assessing the effects

Compliance with the SEA Directive

The SEA Directive requires the:

Stage B: Developing and refining alternatives and assessing effects

Task 1: Testing the Local Plan objectives against the SA Framework

Task 2: Develop the Local Plan Options including reasonable alternatives

Task 3: Evaluating the effects of the Local Plan and alternatives

Task 4: Consider ways of mitigating adverse effects and maximising beneficial effects

Task 5: Proposing measures to monitor the significant effects of implementing the Local Plan

- 2.33 This section of the SA Report sets out the work undertaken on the Local Plan to date and how the Local Plan has evolved, including the development of

options and reasonable alternatives. Developing options for the Local Plan is an iterative part of the SA process, usually involving a number of consultations with the statutory consultees, stakeholders and members of the public. The Local Plan has been subject to SA at key stages, followed by public consultation. The representations received in relation to the Local Plan and SA have helped to identify where there are 'reasonable alternatives' to the options being considered for the Local Plan.

- 2.34 Paragraph 18 of National Planning Practice Guidance on SEA and SA defines 'reasonable alternatives' as: "the different realistic options considered by the plan-maker in developing the policies in its plan. They must be sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made. The alternatives must be realistic and deliverable."

Combined Strategy and Policies Development Plan Document Preferred Options and Sustainability Appraisal Report, May 2013

- 2.35 Given that the Joint Committee originally intended the Local Plan to be produced in two parts, a Combined Preferred Options and Sustainability Appraisal Report for Part 1: Strategy and Policies Development Plan Document (DPD) was published for consultation in May 2013. The report set out the vision, strategic priorities and policies, identified broad locations for change, growth and protection (including for the distribution and scale of additional housing), set out how the Plan would be monitored and delivered, and provided the framework for the second part of the Plan. If produced, the second part would have been the Site Allocations document, identifying sites to be developed for specific uses and areas where particular policies would apply.
- 2.36 The SA for the Preferred Options report was interwoven within the report itself and was consulted on simultaneously. This was to ensure that the processes of SA and the exploration of reasonable alternatives are combined and clearly articulated to consultees in one all-encompassing document.

Draft Local Plan (including site options for development), January 2016

- 2.37 A further iteration of the Local Plan went out to public consultation in January-February 2016. This version included draft policies and options for possible land allocations. The draft Plan was based upon earlier work and sought to deal with the issues raised by consultees at the first two stages of consultation (Strategy and Policies DPD SA Scoping Report in January 2012 and Combined Preferred Options and SA Report in May-June 2013). Since no site-specific proposals, other than broad locations had been the subject of previous public consultation, the majority of sites featured in the Policies Map were treated as 'options', from which 'preferred options' would be identified following consideration of the comments received during the public consultation. Alongside this, a Strategic Environmental Assessment/Sustainability Appraisal and Non-Technical Summary Draft for

Public Consultation was published which assessed the potential economic, social and environmental sustainability impacts of:

1. The options considered for each policy
2. The content of each policy and its justification
3. The housing, employment and mixed-use sites considered as options to deliver the objectively-assessed housing and employment needs over the Local Plan period to 2036

2.38 Further information regarding the approach taken to the assessment of policy options, policies and site options can be found in section 3.

Preferred Sites for Development, July 2016

2.39 As part of the consultation exercise on the draft Local Plan, we welcomed suggestions on the availability of other sites for development which had previously not been brought to the attention of the South East Lincolnshire Joint Strategic Planning Committee.

2.40 Following consideration of the site-specific comments received and an assessment (including SA) of the new sites promoted for development during the draft Local Plan consultation, our 'Preferred Sites for Development' were proposed and published for consultation. The Joint Committee opted to include this additional stage of consultation at this time to provide an opportunity for comments on any major concerns in relation to additional sites that had not been subject to any previous public scrutiny.

Publication Version Local Plan, March 2017

2.41 Following consultation on the draft Local Plan and subsequently the Preferred Sites for Development (including the updated Policies 2 and 12), the Joint Committee prepared the Publication Version of the Local Plan (including SA). This contained the final suite of policies and site allocations for the Plan Area for the period 2011 to 2036. It was largely based on the draft Local Plan but included some new policies as well as new sites that were not included on the Policies Map at draft Plan/Preferred Sites stage. Changes to policies were also made.

Proposed Main Modifications to the Local Plan, July 2018

2.42 The Publication Version of the Local Plan was submitted to the Secretary of State on 23rd June 2017. The Examination Hearing Sessions were held between October 2017 and April 2018 and, during the course of these Hearing Sessions, a number of suggested Main Modifications to the Local Plan arose. These Main Modifications were subject to consultation and final consideration by the Inspector, and are necessary to make the Local Plan 'sound'. An SA Addendum was published alongside this Main Modifications consultation to outline the identified effects of the changes upon the Sustainability Objectives.

Further Main Modifications to the Local Plan, November 2018

- 2.43 Following consultation on the Main Modifications a range of proposed amendments were highlighted and have been considered by the Joint Committee for inclusion in the Plan. Two of these proposed further Main Modifications have been identified as requiring an additional period of formal consultation. The previous Main Modifications Addendum has consequently been updated to provide a Local Plan Main and Further Modifications SA Report Addendum. This final SA Addendum is published alongside this updated SA Main Report.

Identification, Development and Appraisal of Policy Options

- 2.44 Policy options that were originally intended to be included in Part 1 (a Strategy and Policies DPD) of the South East Lincolnshire Local Plan were identified and presented within the Combined Preferred Options and Sustainability Appraisal Report published in May 2013. Those options and the reasonable alternatives were subject to SA at the time, and the findings were described within the Combined Report. The report included a series of chapters covering the following themes:
- Housing Growth and Flood Risk
 - Sustainable Development and Spatial Strategy
 - Housing
 - Economy
 - Environment
 - Community, Health and Wellbeing
 - Transport
 - Delivery
- 2.45 The following steps were undertaken in identifying the Preferred Options in the report:
1. Within each of the above chapters, 'key issues' were identified.
 2. In response to, and in order to address, the key issues, the report then identified a series of 'policy options' accompanied by a discussion of those that were considered to be 'reasonable' and/or 'unreasonable'.
 3. The reasonable policy options were subsequently taken forward and put through the SA process and clear reasons for the unreasonable options being discarded were outlined. In line with the requirements of the *SEA Directive*, the reasonable options were considered against the baseline situation as documented in the SA Scoping Report.
 4. The relative positive and negative impact of options was also discussed. Any issues related to delivery and the relative advantages/disadvantages of different options in this respect were considered.
 5. Based on the findings of the SA and issues related to delivery, a Preferred Option was then outlined.
 6. Following on from the selection of options, a reason for the 'preferred policy approach' was detailed. This set out how the preferred option(s) were to be expressed through policy. The preferred policy options were then presented.

- 2.46 Once the decision was taken to produce a single Local Plan, it was considered necessary to identify and appraise options for the new policies that would be included and for those policies where significant changes had taken place in respect of the options. Nevertheless, it was considered that significant changes had not taken place in relation to the options for eight policies. Therefore re-appraisal was not required. The options appraisal in the Preferred Options report is therefore still relevant for the following policies¹⁰:
- Presumption in favour of Sustainable Development
 - Development Management
 - Design of New Development
 - The Natural Environment
 - The Historic Environment
 - Pollution
 - Climate Change and Renewable and Low Carbon Energy
 - Promoting Safe, Accessible Open Space, Sport and Recreational Facilities

For the new policies inserted into the draft version of the Local Plan (January 2016), their options assessments were presented in the Strategic Environmental Assessment/Sustainability Appraisal and Non-Technical Summary Draft for Public Consultation (January 2016).

- 2.47 The reasonable options have been derived from a range of sources, including background evidence studies and previous public consultations. Each of the options were assessed against the SA Framework (set out in section 2 of this document) by considering them against the SA objectives and sub-objectives/decision making questions. Whilst the impacts of the options are only explicitly scored against the SA Objectives (which is consistent with best practice guidance issued by the Planning Advisory Service), the detailed decision making questions were considered by those undertaking the appraisal in order to tease out the key possible positive and/or negative impacts. In appraising the policy options, the likely performance of the options was assessed in terms of the type of impact (positive or negative) and the significance of any identified impact (e.g. very positive, positive, neutral, uncertain, negative, very negative or dependant on implementation). In order to enable a quick comparison of how each option fared, the scoring system set out in Table 7 was used.
- 2.48 In terms of the results of the policy options appraisals, where negative effects were identified, the reasoning was carefully considered by the policy author in case an alternative could provide a better policy solution to that proposed. The SA also recommended measures to enhance the positive or mitigate neutral impacts identified through the development of the policy. After discussion with the policy authors, the options recommended by the SA were taken forward in the Local Plan.

¹⁰ It should be noted that the title 'Promoting Safe, Accessible Open Space, Sport and Recreational Facilities' has changed to 'Community, Health and Wellbeing' in the Plan, although the thrust of the policy remains the same.

- 2.49 A summary of the results of all the policy options assessments can be found in section 3, whilst the full assessments can be found in Appendix 3 of this report.

Identification, Development and Appraisal of Site Options

Housing Sites

- 2.50 Site options for housing development were identified through the Strategic Housing Land Availability Assessment (SHLAA) (January 2016, subsequently replaced by an updated July 2016 version and then by a March 2017 version). Sites within the SHLAA are those that may have future potential for housing development which were submitted during our July 2011 and May 2014 'calls for sites' as well as those through the subsequent draft Local Plan consultation in January 2016. The SHLAA assesses the suitability, availability and achievability of sites. Where all three elements are satisfied, a site is considered as being developable.
- 2.51 In terms of the SA, only those housing sites that were identified within the SHLAA as being developable were assessed. Sites outside of the top 3 tiers of the Spatial Strategy – Sub-Regional Centres, Main Service Centres and Minor Service Centres – were also not appraised given that their allocation would be contrary to the principles of the settlement hierarchy. As such, these were not considered to be 'reasonable alternatives'. The SA housing site assessments can be found in Appendices 5 (Sustainable Urban Extensions and their Reasonable Alternatives), 6 (Non-strategic Allocations), and 8 (Non-strategic Allocations Reasonable Alternatives). An appraisal is also included at Appendix 7 of proposals at Quadrant 1 and Quadrant 2 in Boston in combination. Further assessments of new allocations and reserve sites identified through the examination process are included within the Appendix D of the Main and Further Modifications SA Addendum. Sites where construction was already known to have begun following planning permission being granted have not been included. Where planning permission has been granted for a site since the SA assessment and the assessment identified negative impacts, it is considered that the relevant Planning Committee, and Development Management officers will have been confident that these issues could be addressed through certain implementation measures (such as design, layout and the use of planning conditions and s106 legal agreements etc.).

Gypsy, Traveller and Travelling Showpeople Sites

- 2.52 The Boston and South Holland Gypsy and Traveller Accommodation Assessment (November 2016) identified a need for four new permanent residential pitches for gypsies and travellers (across South Holland District) as well as a need for one new permanent residential plot for a travelling showperson's household (at The Stables, Baulkins Drove, Sutton St James).
- 2.53 The identification of site options to meet the need for residential pitches for gypsies and travellers in South Holland District was a multi-staged process.

Initially, only those sites put forward by landowners as potential gypsy and traveller sites were considered. Each of these sites were incorporated into the SHLAA and considered for their suitability for development. Through the SHLAA only one of these (land at Bleu Raye Farm, Mill Gate, Whaplode Fen) was identified as 'developable' and subsequently assessed as part of the SA. At the Local Plan Examination session on the matter, the Inspector asked for all reasonable Gypsy and Traveller sites to be considered. This meant that the sites not previously identified as available for gypsy and traveller accommodation included within the SHLAA were reviewed to identify those sites that: are not located within Flood Zone 3; and are within a reasonable travelling distance of education, health care and recreational facilities, shops and employment. Twelve sites were identified through this process and subsequently appraised. At a later Examination session, the Inspector requested that further work be undertaken and that smaller sites should be identified. A further three smaller sites were identified and appraised. In contrast, the Baulkins Drove site was considered to be the only reasonable option for the travelling showperson' household as the need is specific to that site.

- 2.54 Given that the need identified for Boston Borough can be satisfactorily accommodated on vacant pitches on an existing traveller site in Boston, no other sites have been identified.
- 2.55 All of the assessments for site options in South Holland District can be found in Appendix 9 of the SA Main Report.

Employment Sites

- 2.56 The reasonable options for employment sites were selected using the Strategic Employment Land Availability Assessment (SELAA) March 2017, which includes sites submitted through the 'Call for Sites' process during the Preferred Options consultation, as well as those through the subsequent draft Local Plan consultation in January 2016, and Preferred Sites consultation. The SELAA replaces the site assessments in the Employment Land Review (ELR) (October 2012) and the subsequent Employment Land Technical Paper (January 2016). The SELAA assesses the suitability, availability and achievability of sites. Where all three elements are satisfied, a site is considered as being developable. To be consistent with the approach taken to identifying housing site options, only those sites submitted through the 'Call for Sites' process that were classified as developable and located within the top 3 tiers of the Spatial Strategy were appraised. All the SA employment site assessments are presented in Appendix 10 of the SA Main Report.

Retail Sites

- 2.57 The site options identified for retail were those submitted to us through the Local Plan process and were sites where we knew interest had been expressed in the past with regards to utilising that land for retail or commercial use or where the landowner/promoter considered that the site would be

suitable for retail development in the future. The SA of these sites can be found in Appendix 11 of this SA Main Report.

Approach to Site Options Assessment

- 2.58 SA of site options for housing and employment development was first undertaken in 2015 prior to publication of the draft Local Plan. The findings were shared with the Planning Officers so that they (along with other factors) could help inform the site selection in the draft Plan. During the consultation on the draft Local Plan in January-February 2016, new sites were submitted for consideration that have also been appraised.
- 2.59 No retail sites were identified in the draft Local Plan. However, to meet an identified need it was considered necessary to consider potential retail sites in the Preferred Sites for Development consultation in July-August 2016. Several sites had been considered (where we knew interest had been expressed in the past with regards to utilising that land for retail or commercial use) and were appraised, but were discounted. We therefore issued a call for retail sites as part of this consultation and received a number of submissions as a result.
- 2.60 To provide a consistent approach to the appraisal of about 370 sites, the Assessment Criteria set out in Table 3 were used. The Assessment Criteria contain a range of environmental, social and economic indicators considered important when assessing the sustainability of sites in South East Lincolnshire. The indicators provide an accurate basis from which to undertake the site assessments and to provide detailed evidence to inform the site selection process. A desktop based assessment was completed for each site which considers the site without mitigation, but may suggest ways that implementation may bring about a more positive impact. The site assessments have been refined through on-going evidence collection and discussions/representations with infrastructure providers and other stakeholders as a result of the consultations undertaken in January 2016 and July 2016. However, to ensure that all sites were treated equally, any additional information submitted to the local planning authorities (such as that through planning applications) was not used. Every site assessment is a snapshot in time and so it should be noted that there may be differences between these and the explanation given in the SHLAA.
- 2.61 A pro forma was used which could be completed for each site. It took the form of a table containing each of the 13 SA objectives against which a site was assessed using the assessment criteria and indicators relevant to that objective. The SA Scoring System (see Table 7) indicates the overall impact each site would have on a given objective.

Historic England

- 2.62 In May/June 2015 the statutory bodies and other key stakeholders were consulted on various aspects of the SA, including the indicators, each of which was originally attributed a number score based on the positive or

negative nature of the impact. The intention was that the criteria, indicators and scores together would help us determine which the most sustainable sites were. To enable the comparison of the sustainability of sites within a settlement and across the area we also put together a weighting methodology which would enable us to rank the sites. However, Historic England raised concerns at this stage regarding the wording of some indicators and the use of the scoring system and weighting of the scores. It was subsequently decided that the number scoring system and weighting would not be used at all and the wording of indicators would be altered to that proposed by Historic England.

- 2.63 At draft Plan stage, Historic England once again raised concerns regarding the SA and the site assessments in particular which they considered had little reference to heritage assets. We advised them that unfortunately, due to resource constraints, specialist Conservation Officer advice had not been secured as then but going forward this help would be available for a revision of the site assessments to address Historic England's concerns.
- 2.64 During the Preferred Sites for Development consultation, Historic England submitted comments that they remained unclear how the historic environment/heritage assets/their setting had been taken into account in the site assessments.
- 2.65 As a result of the above, we decided to formulate a 'Site Selection Methodology in relation to Heritage Assets' note to address Historic England's concerns. Following consideration of their response to this, the Local Plan team agreed a comprehensive approach with Historic England to considering the impact of potential development allocation sites on the significance of heritage assets and their settings. The full note, which sets out the agreed approach, can be viewed in Appendix 16.

Flood Risk

- 2.66 In respect of Objective 11 for flood risk, it was decided that the most appropriate way to address this in the individual SA site assessments would be to apply the Sequential Test (and Exception Test where appropriate). A Site Allocations Flood Risk Sequential Test (February 2017) report forms part of the evidence base of the Local Plan and the data contained within it was used to apply the test. The report uses Environment Agency data for flood zones and the South East Lincolnshire Strategic Flood Risk Assessment (March 2017) residual flood hazard rating and residual flood depth for the year 2115 (fluvial and tidal).
- 2.67 The following approach to scoring was agreed with the Environment Agency:
- A significant positive score was attributed to sites in Flood Zone 1 with no flood hazard and depth;
 - A minor positive score was attributed to sites in Flood Zone 2 with no flood hazard and depth, and to sites in Flood Zone 3a that are situated in an

area where few other sites are available with lower flood risk (and it appears the Exception Test can be passed);

- A mixed positive/negative score was awarded to sites in Flood Zone 3a with a greater hazard and depth and are situated in an area where sites are available with lower flood risk but its allocation should be considered to meet identified housing need;
- A negative score was given to sites in Flood Zone 3a with a high hazard and depth where other more suitable sites are available in the locality with lower flood risk (thus meaning the Sequential Test could not be passed); and
- A significant negative score was attributed to sites in Flood Zone 3a with a high hazard and depth that are located in an unsustainable location (given that the Exception Test could not be passed).

Stage C: Prepare the Sustainability Appraisal Report

Compliance with the SEA Directive

The SEA Directive requires the:

“Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated.” (Article 5)

- 2.68 This report forms ‘Stage C’ of the SA process and meets the requirements set out in the SEA Directive:

Stage D: Consultation on the Sustainability Appraisal Report

- 2.69 Consultation has been undertaken at various stages of the Local Plan and SA process. A scoping report for the emerging Strategy and Policies DPD was published for consultation in January 2012, followed by the publication of the Combined Preferred Options and Sustainability Appraisal Report in May 2013. At draft Plan stage in January 2016, the Strategic Environmental Assessment/Sustainability Appraisal Non-Technical Summary Draft for Public Consultation was issued for consultation. An SA report also accompanied the Publication Version Local Plan. An addendum to the SA Main Report was published for consultation in July 2018 to outline the effects of proposed Main Modifications to the Local Plan. Consultation is now proposed on an update to the SA Main Report with an associated Main and Further Main Modifications SA Addendum.

Stage E: Monitoring implementation of the Plan

- 2.70 The SEA Directive, Article 10(1), states that the significant environmental effects of a plan shall be monitored, in order to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial

action. This Report therefore sets out at Section 5 recommendations for monitoring the effects of the Plan, using the indicators in the SA Framework. Recommendations as to measures for dealing with any significant adverse effects are also included.

Appraisal methodology

Compliance with the SEA Directive

“A description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information” (Annex 1 (h))

- 2.71 The likely impacts of implementing the Local Plan have been identified and detailed through the SA process. As stated in paragraph 2.33, this has involved the assessment of the Local Plan’s strategic priorities, policy options, policies and site options for housing, Gypsies, Travellers and Travelling Showpeople, employment and retail development. In order to be able to score these key elements of the Local Plan against the SA Framework, the scoring system in Table 7 below was used for all four assessments. Use of the scoring system enabled us to identify whether a positive or negative effect would be generated in relation to each SA Objective. This allowed comparisons to be made between the likely impacts on a particular SA Objective of different policy options, policies and site options. This is a slightly different approach to that undertaken for the Preferred Options report which used topics as the basis for appraisal thereby produced a narrative-based approach, using evidence to assess options against the baseline.

Table 7: Sustainability Appraisal Scoring System

Symbol	Description
✓✓	Likely to have a major positive effect – significant positive effects outweigh any minor negative effects
✓	Likely to have a positive effect – positive effects outweigh any minor negative effects
0	Neutral impact
?	Uncertain or insufficient information on which to determine effect
X	Likely to have a negative effect – negative effects outweigh any minor positive effects
XX	Likely to have a major negative effect – significant negative effects outweigh any minor positive effects
✓/X	Could have a combination of positive and negative effects - may depend on implementation

- 2.72 The effects of each policy option and policies were recorded in tables and a pro forma was used for the assessment of site options for housing, Gypsies, Travellers and Travelling Showpeople, employment and retail. The criteria for determining the likely significance of effects on the environment are set out in Annex 1 of the SEA Directive. Mitigation measures are suggested in section 4 where the potential for significant adverse effects has been identified. A more detailed description of how the assessment of strategic priorities, policy options, policies and site options was undertaken is set out in Section 3.

Who carried out the assessment?

- 2.73 The SA has been undertaken 'in-house' by members of South Holland District Council's Planning Policy Team. This enabled us to ensure that the results of the SA are fully integrated into the preparation of the Local Plan. No member of the team assessed the policies they had prepared to ensure that an independent view was given. An assessment of the Main Modifications and Further Main Modifications was carried out by Capita in accordance with the SA framework developed by South Holland District Council's Planning Policy Team.

Difficulties and limitations encountered

- 2.74 It is a requirement of the SEA Directive that any difficulties encountered when undertaking the appraisal are identified. The strategic nature of some of the Local Plan policies and a lack of specificity about the exact locations of development in some instances has meant that there is uncertainty as to their implementation and their ultimate effects. Other unknown factors such as configuration, design and the timing of development as well as decisions made by Development Management Officers can also influence the effects that could occur. Where this is the case, this has been indicated accordingly in the assessment.
- 2.75 In addition, the considerably large number of site options to be appraised meant that it was necessary to formulate a range of assessment criteria and indicators to ensure consistency across the board. These criteria and indicators are set out in Tables 3 and 4.

3. Summary of Sustainability Appraisal Results

Compliance with the SEA Directive

The SEA Directive requires the:

"Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated." (Article 5)

- 3.1 This section of the report looks at the findings of the SA in relation to the strategic priorities, policy options, policies and site options. The comprehensive tables which detail the reasonable alternatives and likely effects of implementing the plan accompany this main report in Appendices 3 to 11.

Strategic Priorities

- 3.2 The Publication Version of the Local Plan includes the vision for the plan area to 2036. In order to deliver this vision, a number of Strategic Priorities to be followed have been set out.
- 3.3 Given that conflicts can arise as a result of conflicting SA Objectives and Local Plan Strategic Priorities, a compatibility assessment was undertaken to determine tensions between the Local Plan's Strategic Priorities and the SA Objectives. By doing so, we can ensure that the Local Plan will deliver sustainable development and will not have negative impacts on the society, environment and economy of South East Lincolnshire. Where conflicts might be identified between the SA objectives and Plan priorities the compatibility assessment enables the need for any changes to be considered.
- 3.4 Although the Local Plan's Strategic Priorities are distinct from the SA Objectives, there is significant overlap between them.
- 3.5 The following table (Table 8) summarises the findings of the compatibility assessment of the Local Plan Strategic Priorities and SA Objectives. The majority of the SA Objectives proved to be either compatible, neutral or would depend upon implementation. However, the assessment indicates that there are some potential conflicts and some uncertainties in relation to two Strategic Priorities. These are Priority 4 (relating to the sufficient provision of land for economic use) and Priority 6 (meeting the housing needs of South East Lincolnshire's population). There is the possibility that both could have a negative impact on the landscape and levels of air pollution as well as resulting in the loss of high quality agricultural land, contrary to SA Objectives 8 and 9. Furthermore, Strategic Priority 6 could generate negative impacts in relation to biodiversity and the historic environment, contrary to SA Objectives 6 and 7. In order to address these conflicts, there should be careful site selection and the inclusion of specific policies to help mitigate the likely effects of implementation of the Plan.

Table 8: Compatibility Assessment of Local Plan Strategic Priorities and SA Objectives

	Objective 1 – housing	Objective 2 – health and well-being	Objective 3 - transport	Objective 4 – socially inclusive communities	Objective 5 - education	Objective 6 – green infrastructure and biodiversity	Objective 7 - heritage	Objective 8 – landscape and townscape	Objective 9 – air, soil and water resources	Objective 10 – sustainable use of land and waste	Objective 11 – flood risk	Objective 12 – climate change	Objective 13 - employment
1: To ensure that growth in South East Lincolnshire delivers sustainable development that seeks to meet the social and economic needs of the area, whilst protecting and enhancing its environment for the enjoyment of future generations	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
2: To deliver development in sustainable locations that seeks to meet the needs of the Local Plan area through the identification of a strategic planning framework that takes account of flood risk to guide the scale, distribution and nature of new development across South East Lincolnshire	✓/X	✓/X	✓/X	✓/X	✓/X	✓/X	✓/X	✓/X	✓/X	✓/X	✓✓	✓	✓/X
3: To ensure that development contributes to the provision of necessary physical, social and green infrastructure to deliver planned levels of growth at the right time to mitigate its impacts on existing communities and the environment	0	✓✓	✓✓	✓✓	✓✓	✓✓	0	✓/X	✓/X	✓/X	✓✓	✓	0
4: To provide the right conditions and sufficient land in appropriate locations to help diversify and strengthen the economic base of South East Lincolnshire to meet the needs of existing companies, to attract new businesses and sources of employment, and to maximise the potential historic and environmental assets can have for sustainable tourism	0	✓	✓/X	✓	✓	✓/X	✓/X	X/?	X/?	✓/X	✓/X	✓/X	✓✓

	Objective 1 – housing	Objective 2 – health and well-being	Objective 3 - transport	Objective 4 – socially inclusive communities	Objective 5 - education	Objective 6 – green infrastructure and biodiversity	Objective 7 - heritage	Objective 8 – landscape and townscape	Objective 9 – air, soil and water resources	Objective 10 – sustainable use of land and waste	Objective 11 – flood risk	Objective 12 – climate change	Objective 13 - employment
5: To create a mutually-supportive hierarchy of vibrant self-contained town centres that provide employment, retailing and services by encouraging an appropriate scale of retail, leisure and other town-centre uses and by maximising opportunities for regeneration.	0	✓	✓/X	✓✓	0	✓/X	✓/X	✓	✓/X	✓	✓/X	✓/X	✓✓
6: To seek to meet the housing needs of South East Lincolnshire’s population, including the provision of an appropriate proportion of affordable and other specialist housing to meet identified local needs	✓✓	✓/X	✓/X	✓✓	✓/X	X/?	X/?	X/?	X/?	✓/X	✓/X	✓/X	0
7: To conserve and enhance, where appropriate, South East Lincolnshire’s natural, built and historic environment	0	✓	0	✓	✓	✓✓	✓✓	✓✓	✓✓	✓	✓/X	✓	0
8: To adapt to, and mitigate against the effects of, climate change by reducing exposure to flood risk, minimising carbon emissions through the sustainable location, design and construction of new development, promoting energy efficiency and renewable energy, enhancing the green infrastructure network, and by minimising the need to travel.	✓	✓	✓✓	✓	0	✓	✓	✓/X	✓	✓✓	✓✓	✓✓	0
9. To ensure that land is used efficiently and that the loss of South East Lincolnshire’s high-quality agricultural land is minimised by developing in sustainable locations, at appropriate densities and by prioritising the re-use of previously-	✓/X	0	✓/X	0	0	✓/X	✓/X	✓✓	✓✓	✓✓	✓	✓	0

	Objective 1 – housing	Objective 2 – health and well-being	Objective 3 - transport	Objective 4 – socially inclusive communities	Objective 5 - education	Objective 6 – green infrastructure and biodiversity	Objective 7 - heritage	Objective 8 – landscape and townscape	Objective 9 – air, soil and water resources	Objective 10 – sustainable use of land and waste	Objective 11 – flood risk	Objective 12 – climate change	Objective 13 - employment
developed land													
10: To seek to improve the quality of life for everyone who lives, visits, works and invests in South East Lincolnshire by protecting and enhancing access to homes, employment, retail, education, healthcare, community and leisure facilities, and open space.	✓	✓✓	✓✓	✓✓	✓	✓	0	0	0	✓	0	✓	✓
11: To minimise the need to travel by improving accessibility for all to jobs, services and facilities by a range of transport, including sustainable and public transport, as well as by vehicles	0	✓✓	✓✓	✓✓	✓	✓	0	0	✓	✓	0	✓	✓
12: To increase the potential for modal shift to sustainable forms of transport, whilst recognising the importance of the private car in rural areas, by seeking to improve South East Lincolnshire’s highway infrastructure and thereby minimising congestion, improving road safety and aiding economic development	✓/X	✓	✓✓	✓	0	✓	0	0	✓	✓	0	✓✓	✓

Appraisal of Policy Options

- 3.6 Each of the policy options were assessed against the SA Framework set out in section 2 of this document. The full assessments can be found in Appendix 3 which accompanies this report, however the following table summarises the results of the policy options appraisal.

Table 9: Preferred Policy Options and Reasonable Alternatives Considered

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
Policy 1: Presumption in Favour of Sustainable Development	To include a policy that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.	N/A	The preferred option was chosen as this is the only reasonable option and, given that the presumption in favour of sustainable development is at the heart of the NPPF, including this policy within the Local Plan will ensure that it is in accordance with the approach taken in national guidance.
Policy 2: Spatial Strategy	<p>Part 1: To base the settlement hierarchy [spatial strategy] on a balance of factors relating to sustainable development, meeting development needs proportionate to the settlement's character and level of flood risk and providing guidance on meeting sustainable development outside the named settlements.</p> <p>Part 2: To have defined settlement boundaries.</p>	<p>Part 1:</p> <ul style="list-style-type: none"> To increase the proportion of development in the settlements and using the availability of land outside flood zones for development as a reason for the promotion of settlements; or To base the settlement hierarchy on a balance of factors relating to sustainable development, meeting development needs proportionate to the settlement's character and level of flood risk and providing guidance on meeting sustainable development outside the named settlements. <p>Part 2: To have no defined settlement boundaries.</p>	<p>Part 1: This option was chosen as it would provide the most balanced approach to defining the spatial strategy and providing guidance to developers and the community in relation to where development will be encouraged. Providing guidance for development outside named settlements would also ensure that the rural area can continue to thrive, in a sustainable way.</p> <p>An alternative option to continue with the current baseline settlement hierarchies within extant Local Plans was rejected. Given that changes to settlement infrastructure may have taken place since the existing Local Plans were adopted, this approach would not be capable of taking into account the ability of existing infrastructure to be able to accommodate future growth. A further option to increase the proportion of development in the settlements and using the availability of land outside flood zones for development as a reason for the promotion of settlements was also rejected. This is because it could lead to a more restrictive approach to development in higher tier settlements that have a higher proportion of such land. This may affect the delivery of the identified housing need for South East Lincolnshire.</p> <p>Part 2: This was chosen as the preferred option as it would</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
			<p>provide guidance to developers and the community in relation to where development will be encouraged and will provide more certainty for decision makers.</p> <p>An alternative option to have no defined settlement boundaries was rejected given that it provides less certainty and may lead to more sporadic forms of development in the countryside. Any development in the rural area is more likely to require car use which would have a negative impact on Sustainability Objectives 2 (health and wellbeing), 3 (transport) and 12 (climate change). Development would be limited to within the existing built up area meaning that the needs of rural communities – such as through the provision of housing (including affordable) and education facilities – may not be met. This would be contrary to Objectives 1 (housing) and 5 (education).</p>
Policy 3: Development Management	To include a policy that provides an overarching approach which brings together and highlights the particular sustainability considerations that will be taken into account by decision makers when determining planning applications.	To not include an overarching policy and rely upon other policies in the Local Plan.	<p>The preferred option was selected because, although other policies within the plan cover the full range of sustainability considerations, the provision of an overarching policy approach to development management will help to avoid the confusion that could arise from duplication with other policies.</p> <p>As a result, an alternative option to not produce a policy approach to development management and rely on other policies in the Local Plan was rejected.</p>
Policy 4: Design of New Development	To include a locally preferred policy to the design of new development.	To not include a preferred policy to the design of new development and rely on national guidance in the NPPF.	The preferred option was selected owing to the NPPF advising that it is important to plan positively for the achievement of high quality inclusive design for all types and scales of development, including individual buildings, and public and private spaces and wider development schemes.
Policy 5:	To provide a strategic	To rely upon national flood risk	This option was selected as it is considered to be the

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
Strategic Approach to Flood Risk	approach to flood risk that is specific to the issues in South East Lincolnshire.	guidance.	<p>most sustainable approach given the specific flood risk issues in the Local Plan area. This option would better help direct development away from flood risk areas and more effectively mitigate any residual risk by taking into consideration the particular challenges and needs of South East Lincolnshire.</p> <p>An alternative option to rely upon national flood risk guidance was rejected. This option would generate positive impacts in relation to a number of Sustainability Objectives, however it would not specifically reflect the issues known to exist in South East Lincolnshire.</p>
Policy 6: Meeting Physical Infrastructure and Service Needs	To provide a policy framework approach to meeting the expected physical infrastructure and service needs of the planned development promoted by the Local Plan.	To provide for the physical infrastructure and service needs arising from new development on an application by application basis.	<p>This option was chosen because it would provide the best approach given that the infrastructure needs arising from the Local Plan can, in the most part, be anticipated. This would mean that developers, service providers and the community are better prepared for meeting the investment needed to provide physical infrastructure and needs to deliver the Local Plan over the plan period.</p> <p>An alternative option to provide for the physical infrastructure and service needs arising from new development on an application by application basis was rejected given that it might mean that infrastructure provision is not co-ordinated with development or a phase of development. This could have an adverse impact on existing infrastructure until such a time as provision is made or sufficient funding is sought to enable delivery.</p>
Policy 7: Developer contributions	Negotiate developer contributions on an application by application basis to help provide site-specific infrastructure, in	As the preferred option but for each Local Planning Authority to adopt a Community Infrastructure Levy Charging Schedule to aid infrastructure	The preferred option was chosen as evidence indicates that proposals in the Local Plan area can contribute a meaningful level of developer contributions as part of a viable development, whereas introducing a CIL would not be viable in Boston Borough and would not deliver

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
	accordance with national guidance to meet identified needs in the area.	delivery.	<p>meaningful sums to help deliver strategic infrastructure required in South Holland over the Local Plan period.</p> <p>An alternative option of combining the preferred option with each Local Planning Authority adopting a Community Infrastructure Levy (CIL) Charging Schedule to aid infrastructure delivery was rejected. This was because a CIL Charging Schedule could reduce the level of funding available for developer contributions, where viability permits.</p>
<p>Policy 8: Improving South East Lincolnshire's Employment Land Portfolio</p>	<p>(1) Allocate employment land entirely in accordance with the South East Lincolnshire Employment Land Technical Paper (January 2016) recommendations, including allowing for the flexibility of uses within employment areas as recommended within the paper; and</p> <p>(2) To set a locally distinct and detailed policy that supports appropriate new sustainable development including for the re-use, conversion, replacement and extension of existing buildings or the development of new units in the countryside for non-residential use.</p>	<p>(1) N/A</p> <p>(2) To rely upon national policy to guide the location, nature and extent of development within the countryside.</p>	<p>(1) Allocation of employment land:- This option was chosen as it is the only reasonable option. The Employment Land Technical Paper sets out the identified future requirement for employment land in South East Lincolnshire over the plan period (2011-2036) to be met.</p> <p>To not allocate employment land in accordance with this could mean a shortfall of land and the 'objectively assessed need' not being met. This would be contrary to the NPPF. This option will help promote a continuous supply of employment land to meet identified job growth in accessible, sustainable higher tier settlements close to where the majority of new housing is proposed to go. This would have a positive effect on the economy, helping existing businesses operate and expand, and helping to attract new businesses to the area. This option would also make provision for mixed-use development and prestige employment to help diversify the types of businesses and jobs in the area, which could help raise wage levels. Protecting and providing sites for local employment and/or business in smaller settlements should help encourage young people to stay in the area and help support the rural economy. It will also help meet</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
			<p>existing business needs in accessible, sustainable locations which should help existing businesses operate efficiently. Furthermore, the NPPF is clear that local authorities should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. The Technical Paper identifies land that should be de-allocated and so this should be part of the policy approach.</p> <p>(2) Employment in the Countryside:- Creating a locally distinct policy will better help enhance and diversify South East Lincolnshire's rural economy, help existing businesses operate efficiently and in a viable way and may lead to more jobs in the rural area. It could also better help insure against the loss of employment land. An alternative option to rely upon national policy to guide the location, nature and extent of development within the countryside was discounted. Promoting development in the countryside means that it could have more limited access by sustainable or public transport. Furthermore, given that the option is generally permissive, more new employment development could be considered appropriate within the countryside which could generate adverse impacts on the landscape.</p>
Policy 9: Promoting a Stronger Visitor Economy	To produce a policy approach that takes into account local circumstances, supporting appropriate visitor economy development.	To rely upon national policy to guide the location, nature and extent of tourism/visitor related uses.	The preferred option was selected as it will not only help contribute towards the vitality and viability of the existing town centres, but it will also better help support, enhance and diversify South East Lincolnshire's rural economy, and may lead to more jobs in the rural area. By facilitating the delivery of some employment generating development it should help encourage young people to stay in the area. It should also lead to more visitor

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
			<p>revenue being generated in South East Lincolnshire and could assist in the growth of important visitor attractions such as Springfields Shopping and Festival Gardens. The preferred option would provide greater opportunity to ensure planning decisions are properly informed by localised unique conditions.</p> <p>An alternative option to rely upon national policy to guide the location, nature and extent of tourism/visitor related uses was discounted. National policy requires application of the sequential test, favouring town centre locations first for such development, which would be detrimental to the rural economy and the sustainability of rural communities as a whole.</p> <p>The option chosen would likely be more beneficial in terms of delivery in that setting a distinct and detailed policy should introduce more certainty into the planning process, helping to speed-up decisions on planning applications.</p>
Policy 10: Meeting Objectively Assessed Housing Needs	To meet the Objectively Assessed Housing Needs as set out in the respective Strategic Housing Market Assessments for Boston Borough and South Holland District.	To meet housing targets based upon housing completion rates since 1976.	<p>The preferred option was selected as it is considered that this gives developers and the community the clearest guidance for the Local Plan period.</p> <p>An alternative option to meet housing targets based upon housing completion rates since 1976 was rejected. As both Boston Borough and South Holland District have seen significant population growth over the last ten to fifteen years, to base housing targets on past housing completions seems to be an unsound approach. The NPPF states that local planning authorities should ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area. The Strategic Housing Market Assessments</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
			<p>objectively assess housing needs taking into account population growth. This is then related to how particular sectors of the housing offer meet the identified needs and what types of property may therefore be required. Using this detailed evidence to meet objectively assessed housing needs, including for market housing, affordable housing and other specialist housing would seem to be the most reasonable option.</p>
<p>Policy 11: Distribution of New Housing</p>	<p>To distribute the opportunities for new housing provision to meet the specific housing needs of the Plan area according to the Objectively Assessed Housing Needs and the Strategic Housing Land Availability Assessment with consideration of the sustainability of settlements in the Settlement Hierarchy.</p>	<p>To distribute the opportunities for new housing provision to meet the overall housing needs of the Plan area according to the Objectively Assessed Housing Needs and the Strategic Housing Land Availability Assessment but not in respect of the sustainability of settlements in the Settlement Hierarchy.</p>	<p>The preferred option was selected because it ensures sustainability issues including flood risk and the capacity of existing physical and community infrastructure can help guide the scale of new development. This means it is less likely that significant new infrastructure will be required to make a scheme acceptable. Concentrating the majority of development within the settlements in the settlement hierarchy will have a positive effect on sustainable access and the delivery of affordable housing having a positive impact on social inclusion. It will also help ensure that new housing and employment development are linked meaning jobs for residents can be delivered close to where people live.</p> <p>An alternative option to distribute the opportunities for new housing provision to meet the overall housing needs of the Plan area according to the Objectively Assessed Housing Needs and the Strategic Housing Land Availability Assessment but not in respect of the sustainability of settlements in the Settlement Hierarchy was discounted. This is because it would likely mean that some new housing development would be located in settlements that have poor access to facilities for health, sport and recreation, sustainable modes of transport and education. This would have a negative impact on a number of Sustainability Objectives.</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
Policy 12: Vernatts Sustainable Urban Extension	To identify a broad location for the development of approximately 4,000 dwellings to the north of the Vernatts Drain and the line of the proposed SWRR with vehicular access onto the SWRR.	N/A	The preferred option was selected because it is the only reasonable option given the important role that it will take in facilitating the delivery of the Spalding Western Relief Road. To develop a sustainable urban extension elsewhere in Spalding would limit its ability to contribute to the SWRR and could impact upon the successful delivery of the road, and the associated benefits including reducing congestion in Spalding town centre and reducing queuing traffic at level crossing downtimes.
Policy 13: Holbeach West Sustainable Urban Extension	To identify a broad location for the development of approximately 900 dwellings adjoining the west of Holbeach with vehicular access onto the A151 and Spalding Road.	<ul style="list-style-type: none"> • To identify a broad location for the development of approximately 700 dwellings adjoining the west of Holbeach with vehicular access onto the A151 and Spalding Road; or • To provide land to accommodate 2100 dwellings in Holbeach in a variety of locations. 	<p>The preferred option was chosen because development of such a scale would provide the critical mass necessary to secure sufficient sums (from developer contributions) to help enable access to be achieved to the proposed Food Enterprise Zone (FEZ) to the west of the A151 and highway improvements at Peppermint Junction. It would also help enhance education, open space and health facilities in the town.</p> <p>An alternative option to identify a broad location for the development of approximately 700 dwellings adjoining the west of Holbeach with vehicular access onto the A151 and Spalding Road was discounted. This was due to the site identified being smaller in scale and therefore providing less scope to create a better form of development. It is also unlikely that sufficient sums would be generated (from developer contributions) to help deliver the transport and other community infrastructure mentioned above. This would have an adverse impact on the delivery of the proposed FEZ to the west of the A151 and the employment opportunities it would generate.</p> <p>A further option to provide land to accommodate 2100 dwellings in Holbeach in a variety of locations was also rejected. This was because taking a more dispersed</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
			<p>approach to housing land allocations in Holbeach would also mean that it would be unlikely that sufficient sums would be generated (from developer contributions) to help deliver transport and community infrastructure in Holbeach and the associated benefits.</p>
<p>Policy 14: Providing a Mix of Housing</p>	<p>To include a policy based upon up-to-date evidence with regard to the mix of property that is most likely to meet the needs of the area over the Local Plan period.</p>	<p>To not include a policy and rely upon market and consumer demand to bring about an appropriate mix of housing.</p>	<p>The preferred option was chosen because it will better help meet identified local needs in the long term, meaning needs can be delivered at the strategic level rather than by a piecemeal approach. It will better help meet the affordable housing need over the Local Plan period in terms of the mix of property types that are likely to be required.</p> <p>An alternative option to not include a policy and rely upon market and consumer demand to bring about an appropriate mix of housing was discounted. This option would contribute towards meeting the affordable housing need in the Local Plan area, however a piecemeal approach based purely on market indicators is unlikely to be helpful to assess the needs at the strategic level. This may result in an undersupply of the most required types of affordable housing.</p>
<p>Policy 15: Affordable Housing</p>	<p>To include a policy that provides mechanisms by which more affordable housing can be provided to meet needs.</p>	<p>To rely upon existing housing agencies and the private rented sector to meet the needs of those requiring affordable housing</p>	<p>The preferred option was selected as it would secure the highest proportion of affordable homes in a far wider range of circumstances than the alternative.</p> <p>The alternative option to rely upon existing housing agencies and the private rented sector to meet the needs of those requiring affordable housing was therefore rejected. This option was considered to be contrary to the NPPF which states that local planning authorities should ensure that their Local Plan meets the full, objectively assessed needs for affordable housing. There is less certainty that the identified affordable housing need</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
			<p>would be met with this approach given that no control could be exercised over the number of affordable homes that are provided. It would also undermine attempts to create mixed and balanced communities.</p>
<p>Policy 16: Rural Exception Sites</p>	<p>To provide a policy framework by which proposals for rural housing exceptions sites may come forward to meet the specific housing needs of a settlement.</p>	<ul style="list-style-type: none"> • To rely upon the allocated housing sites to meet the objectively assessed housing needs for market and affordable housing; or • To identify rural housing exception sites to meet the specific housing needs of a settlement that are not met by allocated housing sites 	<p>The preferred option was chosen as it would provide a framework whereby Rural Exceptions Sites could be considered to meet the need identified to 2036. This approach is most likely to address affordable housing need, including specialist provision in the rural area and will provide more certainty to delivery.</p> <p>An alternative option to rely upon the allocated housing sites to meet the objectively assessed housing needs for market and affordable housing was discounted. This was because many sites in rural areas may be below the 11 dwelling threshold (or 1000sqm gross floorspace) to qualify for affordable housing, or sites above the threshold may not be able to provide for affordable housing as part of a viable scheme. As a result, leaving it to the market is not likely to meet acute affordable housing need in the rural area as it will not address the need in smaller settlements that do not have allocations.</p> <p>A further option to identify rural housing exception sites to meet the specific housing needs of a settlement that are not met by allocated housing sites was also discounted. Given that the scale and variety of specific housing needs varies by settlement, and because there are numerous settlements in the spatial strategy, this could limit flexibility for providers.</p>
<p>Policy 17: Accommodation for Gypsies, Travellers and Travellers and</p>	<p>To allocate land to meet the need identified for Gypsies, Travellers and Travelling Showpeople</p>	<p>To allocate land to meet the need identified for Gypsies, Travellers and Travelling Showpeople accommodation</p>	<p>The preferred option was chosen as it will not only help ensure that the accommodation needs for Gypsies, Travellers and Travelling Showpeople is met across the plan area, the criteria-based element against which</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
Travelling Showpeople	accommodation in the Boston and South Holland Gypsies, Travellers and Travelling Showpeople Accommodation Assessment (November 2016), and to include a criteria-based element against which planning applications for allocated and unallocated sites can be judged.	in the Boston and South Holland Gypsies, Travellers and Travelling Showpeople Accommodation Assessment (November 2016)	<p>planning applications can be judged will also mean that specific key issues can be addressed through policy. The framework will help provide more certainty for residents, applicants and decision makers.</p> <p>It is considered to be unreasonable not to include a policy in respect of planning for Traveller sites in the light of evidence that a five-year supply of specific deliverable sites for Gypsies, Travellers and Travelling Showpeople cannot be identified at the present time. To do otherwise would be contrary to the provisions of the NPPF and the planning policy for traveller sites.</p>
Policy 18: Houses in Multiple Occupation and the Sub-Division of Dwellings	To retain a criterion based policy as in the current Boston Borough Local Plan 1999 and South Holland Local Plan 2006.	<ul style="list-style-type: none"> • Restrict HMOs in certain areas where there is a clustering of such properties; or • Identify a particular concentration of HMOs which would be acceptable in an area and restrict through policy 	<p>The preferred option was chosen as it would not restrict the number of HMOs as the alternative options considered would. HMOs make an important contribution to low cost accommodation for single people and those on low incomes and so taking an approach which does not directly seek to restrict their numbers will have a positive impact on meeting housing need in the area.</p> <p>Two alternative options were rejected. This was due to their inherently restrictive nature.</p>
Policy 19: Replacement Dwellings in the Countryside	To produce a policy approach that takes into account local circumstances, supporting appropriate replacement dwellings in the countryside.	To rely on national policy guidance in the NPPF to guide the location, nature and extent of development within the countryside.	<p>The preferred option was selected as it promotes the erection of replacement dwellings in circumstances where the existing layout is not fit for the residents' purpose, thereby making good use of brownfield land. Setting out a framework by which applications for replacement dwellings in the countryside should be determined also helps to provide more certainty for residents, applicants and decision makers.</p> <p>An alternative option to rely on national policy guidance in the NPPF to guide the location, nature and extent of development within the countryside was rejected.</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
			<p>Although it would help to promote sustainable housing development in rural areas, it would not provide the opportunity to limit the size of replacements to a level that is considered appropriate in the local landscape. Existing dwellings may be replaced with larger ones which could lead to a reduction of smaller dwellings in the countryside. This would have a negative impact on the housing stock.</p>
<p>Policy 20: Reuse of Buildings in the Countryside for Residential Use</p>	<p>To produce a policy approach that takes into account local circumstances, supporting the appropriate conversion of redundant rural buildings to residential use in the countryside.</p>	<p>To rely on national policy guidance in the NPPF to guide the location, nature and extent of development within the countryside.</p>	<p>The preferred option was chosen as it promotes the conversion of rural buildings to residential use which will add to the rural housing stock, making sustainable use of materials and land. Setting out a framework by which applications for the conversion of redundant buildings to residential use should be determined also helps to provide more certainty for residents, applicants and decision makers.</p> <p>An alternative option to rely on national policy guidance in the NPPF to guide the location, nature and extent of development within the countryside was discounted. This was because the pro sustainable development stance of the NPPF may provide less weight or opportunity to factor in the impact of development proposals on certain aspects of the built and natural environment such as, ecology and biodiversity, heritage assets and the character of the landscape.</p>
<p>Policy 21: The Retail Hierarchy</p>	<p>Part 1: To identify town centre and primary shopping area boundaries in accordance with the South East Lincolnshire Town Centre and Retail Capacity Study (2013) and other up-to-date evidence</p>	<p>Part 1: To identify town centre and primary shopping area boundaries in accordance with the Retail Study.</p>	<p>Part 1: The preferred option was selected because it would recognise the current position in each centre and will ensure that the town centres are robust in the long term, better reflect the existing level of retailing and will help maintain their current levels of health. This is in accordance with the NPPF which states that local planning authorities should 'define a network and hierarchy of centres that is resilient to anticipated future</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
	<p>such as annual monitoring undertaken by each Local Planning Authority.</p> <p>Part 2: To include a policy that reflects national policy on sequential and impact tests but to set a local threshold for impact tests for additional floorspace of 500spm (gross) for Boston town and 250sqm (gross) for Spalding and the District and Local Centres.</p>	<p>Part 2: To include a policy that reflects national policy on sequential and impact tests.</p>	<p>economic changes'. An alternative option to identify town centre and primary shopping area boundaries in accordance with only the Retail Study was discounted given that it would not take into account recent evidence and would therefore not reflect the up-to-date position in each centre.</p> <p>Part 2: The preferred option was selected as it would ensure that new development would not have a negative impact on the area's town centres and would help support their on-going operation and development. Setting a lower threshold - (500sqm (gross) for Boston town and 250sqm (gross) for Spalding and the District and Local Centres - for when an impact assessment will be required will help protect the town centre from medium and large scale out-of-centre food stores and other shops which could have significant adverse impacts. It should help support existing jobs and create new employment in the area. An alternative to include a policy that reflects only national policy on sequential and impact tests was rejected because it would mean that main town centre uses (including leisure facilities) of 2500sqm could be an acceptable size in the town centres before an impact assessment is required. Depending on the type and scale of development promoted it could lead to a significant adverse impact on the vitality and viability of the town centres; the overall quantity of retail floorspace in the town centres, and the scale of individual retail units typically found in these centres, mean that a development of 2,500 sq m (around 25,000 sq ft) would potentially represent both a significant proportion of the total and a very large unit in the local context. Such a development would therefore have the potential to significantly affect the sustainability of shopping patterns</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
			<p>in the area and could be noticeable in each town centre. Overall, a local impact threshold will better help direct new main town centre uses and retail development to appropriate, sustainable and accessible locations in the area.</p>
<p>Policy 22: Primary Shopping Frontages</p>	<p>Part 1: To identify primary frontages in Boston and Spalding Town Centres in accordance with the South East Lincolnshire Town Centre and Retail Capacity Study (2013), and other up-to-date evidence identified through annual monitoring for units above the thresholds identified in Permitted Development Rights or any successor.</p> <p>Part 2: To include a policy which would allow for non-A1 uses in the Primary Shopping Frontages except where the number or coalescence of such uses, within larger units, would undermine the retail function or harm the vitality and viability of the Primary Shopping Area.</p>	<p>Part 1: To rely on the 2015 Use Classes Amendment Order (Permitted Development Rights) and national policy</p> <p>Part 2: To include a policy which sets out the percentage of non-A1 uses that would be allowed along any one Primary Shopping Frontage within larger units.</p>	<p>Part 1: The preferred option was chosen because, overall, it would better ensure the continued vitality and viability of Boston and Spalding's Primary Shopping Areas. This option would recognise the current position in each centre (by taking into account the findings of the Retail Study and annual monitoring) and reflect the provisions in the Permitted Development Rights. This is in accordance with the NPPF which states that local planning authorities should clearly define primary frontages in designated centres. An alternative option to rely on the 2015 Use Classes Amendment Order (Permitted Development Rights) and national policy was discounted given that it would mean that units could potentially become non-A1 uses which may have an adverse impact on the vitality and viability of Boston and Spalding's Primary Shopping Areas.</p> <p>Part 2: The preferred option was chosen as it would maintain the primary retail function of larger units within each Primary Frontage, whilst recognising that non-A1 uses may have certain characteristics that would contribute to the vitality and viability of that frontage. This option would enable recognition of the current position in each centre at the time a planning application is submitted. Furthermore, it is in accordance with the NPPF which states that local planning authorities should clearly defined primary frontages in designated centres and set policies that make clear which uses will be permitted in such locations.</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
			<p>An alternative option to include a policy which sets out the percentage of non-A1 uses that would be allowed along any one Primary Shopping Frontage within larger units was rejected. This was because it was considered that limiting the number of non-A1 uses within a Primary Shopping Frontage to a set percentage could result in larger buildings remaining vacant for a long period. This could lead to experiences of antisocial behaviour and, clearly, vacant buildings that are left to decline will have a negative impact on townscape.</p>
<p>Policy 23: Additional Retail Provision</p>	<p>To include a policy that identifies South East Lincolnshire's additional comparison and convenience floorspace requirements in accordance with the South East Lincolnshire Town Centre and Retail Capacity Study (2013).</p>	<p>N/A</p>	<p>The preferred option was selected as it is the only reasonable option. Given that the NPPF states that it is important that retail needs are met in full, it is appropriate that a policy approach is taken which involves identifying South East Lincolnshire's additional comparison and convenience floorspace requirements in accordance with the need identified in the South East Lincolnshire Town Centre and Retail Capacity Study (2013), annual retail monitoring and the Spalding Retail Paper. This option reflects recent evidence based on more recent trading density data and the current position in each centre projected forward to identify demand for the short and long term.</p>
<p>Policy 24: The Natural Environment</p>	<p>To include a policy that seeks to protect and, where possible, enhance the natural environment.</p>	<p>To not include a policy on the natural environment and rely on national guidance in the NPPF.</p>	<p>The preferred option was selected as it will produce a policy that provides a local flavour to the NPPF context and there is no evidence to suggest that South East Lincolnshire's Natural Environment can be better protected and enhanced through reliance on national policy alone.</p>
<p>Policy 25: The Historic Environment</p>	<p>To include a policy that seeks to protect and, where possible, enhance the historic environment.</p>	<p>N/A</p>	<p>The preferred option was chosen as there is only one reasonable policy option given that the NPPF states that Local Planning Authorities should set out a positive strategy for the historic environment. However, it is also</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
			important that any preferred policy approach reflects local circumstances and views. It is not a reasonable option to rely on guidance in the NPPF alone.
Policy 26: Pollution	To include a locally distinct policy approach to pollution.	N/A	The Preferred Options report did not consider a separate approach to pollution, although the proposed Environment Policy included contamination criteria, along with natural and historic environment criteria. No reasonable alternatives were considered to exist and so it was determined that a specific policy on pollution should be included in the local plan.
Policy 27: Climate Change and Renewable and Low Carbon Energy	To include a positive policy detailing how South East Lincolnshire will contribute to the need to adapt to, and mitigate against, climate change. This will also include an approach to renewable and low carbon energy and how such development will be dealt with through the development management process across South East Lincolnshire.	N/A	<p>The preferred option was chosen as it is the only reasonable approach given that the NPPF states that Local Authorities should have a positive strategy to promote energy from renewable and low carbon sources. It is also important that any preferred policy approach reflects local circumstances and views.</p> <p>It would be unreasonable not to seek to address the issues arising from climate change or to actively discourage renewable and low carbon energy generation, as this would be contrary to the NPPF. At present no evidence is available to suggest that there is a need to allocate any sites within South East Lincolnshire to deliver renewable and low carbon energy schemes. As such, it is unreasonable to outline a policy approach that seeks to identify a broad need for such schemes.</p>
Policy 28: Community, Health and Wellbeing	This policy was dealt with under the following 3 separate headings in the Preferred Options Report; Open Space, Sport and Recreation; Safe and Accessible Environments;	To not include a policy on community, health and wellbeing and to rely on national guidance in the NPPF.	The preferred option was selected because although all the issues that might be contained in a Local Plan policy are already covered by the NPPF's provisions, a Local Plan policy can express them more directly and with a local context, and can ensure that anyone who wishes to participate in the planning process in South East Lincolnshire is aware of these issues without needing to

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
	<p>and Equality of Access to Community Facilities. Taken together, the preferred option is to include a policy that: seeks to ensure that all sections of the community have access to high-quality open space and opportunities for sport and recreation by protecting and, where possible, enhancing such community facilities; requires new development to create environments which are safe and accessible, which discourage crime and disorder (and the fear of crime), and which encourage community use; and seeks to ensure that all sections of the community have access to the services which are needed to support their education, health, and social, cultural and spiritual well-being.</p>		<p>refer to the NPPF.</p>
<p>Policy 29: Delivering a More Sustainable Transport Network</p>	<p>To rely on the NPPF but to also include a policy within the Local Plan to reflect up-to-date local strategies and priorities.</p>	<p>To rely on the NPPF.</p>	<p>The preferred option was chosen as it will better address congestion and promote an improved public and sustainable transport network, thereby improving access to local services and facilities. Including a locally distinct policy will help address specific local issues – such as identified congestion ‘hotspots’ and areas of poor connectivity – and priorities. It is unreasonable to</p>

Policy	Preferred Option	Reasonable Alternatives	Reasons for selecting Preferred Option
			produce a policy approach that fails to recognise the importance of sustainable transport and accessibility as this would be contrary to the provisions of the NPPF.
Policy 30: Delivering the Spalding Transport Strategy	To rely on the NPPF but to also include a locally distinct policy within the Local Plan which will help deliver transport solutions identified in the Spalding Transport Strategy (September 2014).	To rely on the NPPF.	<p>The preferred option was selected as it would promote a locally tailored approach better suited to addressing the specific transport issues identified within Spalding in the Spalding Transport Strategy.</p> <p>An alternative option to rely only on the NPPF was rejected on the basis that it would not address local issues and priorities.</p>
Policy 31: Vehicle and Cycle Parking	To rely on the NPPF but to also include a policy within the Local Plan to reflect up-to-date local strategies and priorities.	To rely on the NPPF.	<p>The preferred option was selected as it would promote a locally tailored approach better suited to addressing the specific car parking issues identified in South East Lincolnshire. It would also provide more clarity on local cycle parking requirements.</p> <p>An alternative option to rely only on the NPPF was rejected on the basis that a locally tailored approach that reflects local strategies and priorities would be able to better address local circumstances and would provide the clarity mentioned above.</p>

Appraisal of Policies

- 3.7 The following section outlines the appraisal of Policy Options as completed for the Publication Version Local Plan. Where Main Modifications and Further Main Modifications have been made to the Local Plan following examination these have been appraised and reported through the Main Modifications and Further Main Modifications SA Addendum, Capita 2018 that supplements this Main Report. SA of each of the main and further main modifications to policy of the plan are provided at Appendix D of this SA Addendum.
- 3.8 Although the options remained relevant for nine policies, the content of all but one of the policies in the Preferred Options report (Policy 1: Presumption in Favour of Sustainable Development) that have been taken forward in the Local Plan have significantly altered as a result of the change in approach outlined in paragraph 2.1. Consequently, these policies (alongside those that were newly inserted) were reappraised against the SA Framework during production of the draft Local Plan. Further reappraisal also subsequently took place where there were significant changes to policies between the draft Local Plan and the Publication Version Local Plan as well as between the Publication Version Plan and the Main and Further Main Modifications. All new policies added as a result of the examination process have been appraised.
- 3.9 In accordance with the SEA directive, the effects are predicted taking into account the criteria presented in Annex 1(f). The following were therefore considered when assessing each policy:
- a) the significance of the effect using the scoring system outlined in Table 7.
 - b) the duration of the effect in terms of the short-term (0-5 years), medium-term (5-10 years) and long-term (15 years +);
 - c) the likelihood of the effect; and
 - d) whether the effect would be permanent or temporary (or if there is the *potential* for the effect identified to be permanent or temporary).
- 3.10 In addition, recommendations were made (where appropriate) concerning how policy performance could be enhanced and mitigation measures were suggested. The recommendations, policy author's response and the resulting outcomes are set out in a table in Table 25.
- 3.11 The SEA Directive also requires the appraisal to identify any cumulative or synergistic effects of the Local Plan. These impacts are considered in their own right at the end of this section.
- 3.12 The summaries of the policy assessments are presented below in accordance with the groups of policies in the Publication Version Local Plan. The detailed SA tables for the policies can be found in Appendix D.

Table 10: Summary of SA Scores for the Promoting Sustainable Communities in South East Lincolnshire Policies

SA Objectives	Policy 1: Presumption in favour of Sustainable Development	Policy 2: Spatial Strategy	Policy 3: Development Management	Policy 4: Design of New Development	Policy 5: Strategic Approach to Flood Risk	Policy 6: Meeting Physical Infrastructure and Service Needs	Policy 7: Developer Contributions
1. Housing	0	✓✓	✓✓	✓	✓	0	✓✓
2. Health and well-being	0	✓✓	✓✓	✓	✓	✓✓	✓✓
3. Transport	0	✓	✓	✓	✓	✓✓	✓✓
4. Socially Inclusive Communities	0	✓✓	✓✓	✓	✓	✓✓	✓✓
5. Education	0	✓	✓/X	0	✓	✓	✓
6. Green Infrastructure and Biodiversity	0	?	✓	✓/X	✓✓	✓	✓
7. Heritage	0	?	✓	✓✓	✓/X	0	✓
8. Landscape and townscape	0	X	✓	✓✓	✓	✓/X	✓/X
9. Air, soil and water resources	0	X	✓	✓	✓/X	✓/X	✓
10. Sustainable use of land and waste	0	X	✓	✓/X	✓/X	0	0
11. Flood risk	0	✓	✓	✓✓	✓✓	✓✓	✓
12. Climate change	0	✓/X	✓	✓✓	✓	✓	✓
13. Employment	0	✓✓	✓	✓	✓/X	✓	✓

- 3.13 This suite of policies establishes the strategic policy approach to meet the area’s needs up to 2036 through the delivery of sustainable development across South East Lincolnshire. In doing so, it sets out where new growth is expected to go and how it will be delivered to ensure a sustainable future for all.
- 3.14 The policies generally perform very well in relation to the sustainability objectives and all are expected to generate some significant positive impacts against varying objectives, apart from Policy 1: Presumption in favour of Sustainable Development which scored neutrally for all. The policy that scored the highest was Policy 7: Developer Contributions.
- 3.15 Policy 1: Presumption in favour of Sustainable Development was given neutral scoring throughout as it is a statement of approach and its aims will be achieved by the implementation of other policies in the plan.
- 3.16 Significant positive impacts are anticipated for Policy 2: Spatial Strategy against the housing, health and wellbeing, socially inclusive communities and employment objectives. This policy will ensure that market and affordable housing is delivered in the most sustainable settlements where there is good access to essential services and facilities (such as health care, education, leisure and community facilities) as well as employment opportunities. This will also mean that services, facilities and employment will generally be accessible by more sustainable modes of transport which will have a positive

impact on the transport objective. However, due to the scale of development likely to take place, this policy is expected to generate negative impact against objectives 8, 9 and 10, particularly due to the impact the development of sites would have on the landscape, the loss of greenfield land and increased air pollution and pressure on soil and water resources.

- 3.17 Policy 3: Development Management will have significant positive impacts against sustainability objectives 1, 2 and 4 given that it will help facilitate the delivery of good quality, well designed market and affordable housing that does not compromise existing community services and infrastructure. Positive impacts were scored against all but one of the remaining objectives due to the variety of sustainability considerations specified in the policy.
- 3.18 Significant positive impacts were scored against the heritage, landscape and townscape, flood risk and climate change objectives for Policy 4: Design of New Development. The policy sets out a number of considerations for development proposals, including: landscape character; the historic environment; flood risk mitigation; and the use of decentralised and renewable low-carbon energy technologies. This policy also scored positively against objectives 1-4, 9 and 13.
- 3.19 In terms of Policy 5: Strategic Approach to Flood Risk, significant positive impacts were scored against 2 sustainability objectives - green infrastructure and biodiversity, and flood risk. Given the nature of the policy, the significant positive impact against the flood risk objective was expected. The green infrastructure and biodiversity objective was scored positively due to the fact that many flood management schemes and SuDS will directly enhance biodiversity through the creation of habitats and provide for green infrastructure for recreation. Some impacts of this policy were identified as being dependent on implementation and the location of development.
- 3.20 As expected, significant positive impacts were scored against the health and wellbeing, transport, socially inclusive communities and flood risk objectives for Policy 6: Meeting Physical Infrastructure and Service Needs. This is due to the fact that this policy could help secure the delivery of important health care, leisure and community facilities, key transport infrastructure and flood-management infrastructure. This policy could also directly help aid the delivery of education facilities, green infrastructure and so will have positive impacts in respect of these objectives. No impacts were identified against the housing, heritage and sustainable use of land and waste sustainability objectives.
- 3.21 Policy 7: Developer Contributions scored significantly positive against objectives 1-4 as it will help secure the delivery of affordable housing, health care, sports and recreation facilities, open space, transport infrastructure and community facilities. It will also help generate contributions where necessary for education facilities, green infrastructure, habitat improvements, green infrastructure and SuDS, flood management measures. Positive scores were therefore attributed to objectives 5-7, 9 and 11-13.

Table 11: Summary of SA Scores for the Promoting Economic Prosperity and Employment Opportunities Policies

SA Objectives	Policy 8: Improving South East Lincolnshire's Employment Land Portfolio	Policy 9: Promoting a Stronger Visitor Economy
1. Housing	✓✓	✓✓
2. Health and well-being	✓✓	✓✓
3. Transport	✓	✓
4. Socially Inclusive Communities	✓✓	✓✓
5. Education	✓✓	✓✓
6. Green Infrastructure and Biodiversity	?	?
7. Heritage	?	?
8. Landscape and townscape	X	✓/X
9. Air, soil and water resources	X	✓/X
10. Sustainable use of land and waste	X	✓/X
11. Flood risk	✓	✓
12. Climate change	✓/X	✓/X
13. Employment	✓✓	✓✓

3.22 The economy and employment policies are likely to have a number of significant positive impacts on the SA objectives. There are, however, some impacts that are either unknown or are likely to depend upon implementation. Policy 8 is likely to generate some negative impacts primarily due to the proposed level of employment development proposed. Both policies scored positively in relation to the transport and flood risk SA objectives, whilst significant positive impacts were recorded against the following: housing; health and well-being; socially inclusive communities; education; and employment.

3.23 The economy and employment policies will deliver significant economic benefits, in particular by: securing a suitable supply of employment land to underpin economic growth and encourage investment in the area; facilitating the diversification of the local economy; and helping to safeguard existing jobs as well as creating new ones and potentially training opportunities. New and increased job opportunities could help to increase average incomes in the area which will make housing more affordable and can help to increase the self-esteem of residents. The majority of development associated with both policies is likely to take place within the higher tier settlements where most residential development will be located. This should help promote healthier lifestyles by encouraging walking and cycling which should, in turn, help minimise use of the private car, alleviate congestion and reduce associated carbon emissions thereby having positive impacts on air quality. Both policies should ensure that the vitality and viability of the area's town centres is maintained and are likely to improve social conditions in the most deprived areas by providing greater opportunities for social interaction. The retention and creation of employment

opportunities will have also significant positive benefits by safeguarding and generating associated job opportunities which could in turn raise educational/employment aspirations.

- 3.24 Both policies have positive impacts with regards to transport (and the use of sustainable modes) and flood risk.
- 3.25 The policies have some uncertain impacts in relation to two of the environmental objectives. This uncertainty relates to the fact that the impacts are likely to be driven by various factors such as the location of development, loss of greenfield land, impacts from construction/operations of development, site design and a possible increase in traffic and associated air pollutants on particular routes.
- 3.26 Some impacts on Policy 9 are likely to depend upon implementation e.g. the design, layout, scale and massing of development. These relate to the impact employment development will have on the landscape, air quality and the sustainable use of agricultural/greenfield land. In contrast, the impacts that Policy 8 will have in relation to these SA objectives is likely to be negative.

Table 12: Summary of SA Scores for the Quality Housing for All Policies

SA Objectives	Policy 10: Meeting Objectively Assessed Housing Needs	Policy 11: Distribution of New Housing	Policy 12: Vernatts Sustainable Urban Extension	Policy 13: Holbeach West Sustainable Urban Extension	Policy 14: Providing a Mix of Housing	Policy 15: Affordable Housing	Policy 16: Rural Exception Sites	Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople	Policy 18: Houses in Multiple Occupation and the Sub-Division of Dwellings	Policy 19: Replacement Dwellings in the Countryside	Policy 20: The Reuse of Buildings in the Countryside to Residential Use
1. Housing	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓	✓✓
2. Health and well-being	?	✓✓	✓	✓	0	✓	✓	✓	✓	?	?
3. Transport	?	✓	✓/X	✓	✓	✓/X	✓/X	✓/X	✓/X	X	X
4. Socially Inclusive Communities	?	✓✓	✓	✓	✓✓	✓	✓	✓✓	✓/X	?	?
5. Education	✓	✓	✓/X	✓	0	✓	✓	✓	✓	?	?
6. Green Infrastructure and Biodiversity	?	?	✓	✓	✓	?	?	?	✓	?	✓/X
7. Heritage	?	?	0	?	✓	?	?	?	✓	?	✓
8. Landscape and townscape	X	X	X	X	✓	?	?	?	✓	✓	✓
9. Air, soil and water resources	X	X	X	X	✓	X	X	X	✓	✓	✓
10. Sustainable use of land and waste	X	X	X	X	✓	X	X	X	✓✓	✓	✓✓
11. Flood risk	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓/X
12. Climate change	X	✓/X	✓/X	✓/X	✓	✓/X	✓/X	✓/X	✓/X	✓/X	✓/X
13. Employment	✓✓	✓✓	✓	✓✓	✓	?	?	?	✓✓	?	?

- 3.27 The majority of the housing related policies are likely to have a significant positive impact on the housing objective, as expected. A number are also likely to have positive impacts on the health and wellbeing, education and flood risk objectives. However, due to the scale of housing development being proposed in the Local Plan it is likely that there will be adverse impacts (particularly in the case of policies 10 to 13) on the following objectives: landscape and townscape; air, soil and water resources; and sustainable use of land and waste. A number of the impacts will depend upon implementation or are currently uncertain.
- 3.28 Most of the above policies will have a significant positive impact on the housing objective by helping to meet the identified need for new market and affordable housing across the area, and the development of the strategic urban extensions (policies 12 and 13) will play a significant role in this.
- 3.29 The Distribution of New Housing policy is expected to have significant positive impacts on the health and wellbeing objective given that it concentrates the majority of new housing development in/around the higher tier settlements where access to healthcare services is greatest. In addition, positive impacts are expected against this objective from a number of other policies. This is because there are likely to be opportunities through new housing development for the quantity and quality of amenity open space and green infrastructure across the area to be significantly improved. It may also help secure the provision of better quality walking and cycling access which should help encourage the use of 'healthier' modes of travel.
- 3.30 Three policies score positively against the transport objective – 11, 13 and 14. Development of the Holbeach West Sustainable Urban Extension (policy 13) will help facilitate the delivery of key transport infrastructure – improvements to the A17/A151 Peppermint Junction and associated new access junction on the A151 in the case of the Holbeach West SUE. In addition, even though the Vernatts Sustainable Urban Extension scored as having mixed impacts, it will help facilitate the northern and part of the central phases of the Spalding Western Relief Road, although how quickly the benefits of this road are realised will depend upon when the various phases of the project are completed. Focussing the majority of new housing development in and around the Sub-Regional Centres, Main Service Centres and Minor Service Centres will ensure that sites generally have good access to services/facilities and job opportunities either on foot, by bicycle or by bus. This should help to reduce/minimise the number of trips made by car, although it is inevitable that there will be an increase in traffic due to the amount of housing development proposed. As transport infrastructure is delivered in the longer-term this will help to mitigate this.
- 3.31 Impacts on the socially inclusive communities objective are likely to be mostly significantly positive or positive. Delivering a significant level of the housing need identified in the higher tier settlements will help ensure good access to community facilities and may contribute towards the alleviation of deprivation in terms of income, crime and living environment. Policy 17 will ensure that the needs of permanent Gypsies and Travellers are met and should therefore

help create stronger and more secure communities. The scale of some of the development proposed, such as the Vernatts SUE and the Holbeach West SUE, will create additional demands for, or upon, community infrastructure. Making sure that the appropriate mitigation is in place to alleviate the impact of development will have a positive impact on this objective.

- 3.32 Most of the housing policies will have a positive impact on the education objective. All of the higher tier settlements (where the majority of development will be located) have primary schools and some of the Sub-Regional Centres, Main Service Centres and one Minor Service Centre have secondary schools. This will help ensure that there is good access to educational facilities for many of the pupils in the area. The construction of new housing development can also generate training opportunities during the construction period. However, investment in educational facilities is likely to be required to meet demand created by additional housing.
- 3.33 The impacts of a number of policies against the green infrastructure and biodiversity objective as well as the heritage objective are unknown. This is largely because site specifics (such as design, scale, layout etc.) are unknown at this stage and impacts could depend upon any mitigation secured.
- 3.34 Policies 10 – 14 are likely to have a negative impact on the landscape and townscape objective primarily due to the scale of development proposed. In order to deliver the level of housing need identified, development will take place at the edge of some settlements on greenfield land which could have a negative impact on the landscape. In contrast, the development management policies (18 – 20) will likely have a positive impact on this objective due to their focus on the re-use of previously-developed land. The impacts on policies 15 – 17 are unknown as they will depend upon the specific location of sites and implementation (e.g. design and mitigation).
- 3.35 It is expected that the three development management policies will have a positive impact on the air, soil and water resources objective by ensuring the sustainable use of land by providing for development on brownfield land as opposed to high quality agricultural land. However, a number of policies are expected to generate a negative impact against this objective. The scale of development proposed means that a significant amount of development is expected to take place at the edge of settlements (particularly in the case of the two sustainable urban extension policies) which is highly likely to involve the loss of high quality agricultural land. Development associated with policies 16 and 17 is also likely to utilise agricultural land because of their very nature. Due to the level of growth proposed it is also likely that there will be an increase in trips by car with an associated adverse impact on air quality (resulting from emissions). This could have an adverse impact on the area's two Air Quality Management Areas in Boston town. Pressure on South East Lincolnshire's water resources is likely to increase as a result of new housing development.
- 3.36 The housing policies performed almost identically against the sustainable use of land and waste objective when compared to the air, soil and water

resources objective. To deliver the level of housing growth proposed in the Local Plan it's likely that a considerable amount of greenfield land will be lost, particularly at the edge of settlements. It will also lead to an increase in the amount of waste produced. In addition, development of the sustainable urban extensions will result in the loss of a significant amount of greenfield land. By their very nature rural exception sites and the provision of accommodation for gypsies and travellers will also utilise such land. Development associated with policies 18 and 20 is expected to take place primarily on brownfield sites which will have a positive impact with regards to the sustainable use of land.

- 3.37 The vast majority of housing policies score positively against the flood risk objective. At a strategic level, the amount of housing identified could have significant adverse impacts against this objective. However, at a site specific level, a sequential approach to locating new housing development has been taken to ensure that the majority of new housing will be located in settlements/areas of settlements that are at a lower level of flood risk and hazard. This will have a positive impact on this objective. Furthermore, the incorporation of sustainable drainage systems in all new development of 10 or more dwellings will help to minimise off-site water discharge.
- 3.38 Impacts of the housing policies against the climate change objective will largely be dependent upon implementation and the mitigation measures that are secured. However, given the level of development proposed in the Local Plan, it is inevitable that there will be a resultant increase in greenhouse gas emissions from energy used in new development and associated activities, including increased vehicle journeys.
- 3.39 Policies 10, 11, 13 and 18 scored significantly positive against the employment objective. The provision of a significant number of new homes will require a comparable level of some 17,600 jobs and at least 82ha of employment land to meet local residents' needs and could encourage the inward migration of people (e.g. skilled professionals) which will help support the local economy. Most of the settlements where housing allocations are proposed are either within walking/cycling distance of employment opportunities or have good access to high frequency bus services which should help ensure good access to employment for residents. Development of the Holbeach West Sustainable Urban Extension will have a significant positive impact on this objective given that it will help facilitate access to the proposed Food Enterprise Zone (FEZ) to the west of the A151 and highway improvements at Peppermint Junction. The development of the FEZ will deliver significant economic benefits and could help to reduce unemployment levels within South East Lincolnshire. As the location of development associated with policies 16, 17, 19 and 20 is currently unknown the exact impacts that they will have on the employment objective are uncertain.

Table 13: Summary of SA Scores for the Vibrant Town Centres and Accessible Shops and Services Policies

SA Objectives	Policy 21: The Retail Hierarchy	Policy 22: Primary Shopping Frontages	Policy 23: Additional Retail Provision
1. Housing	✓	✓	✓
2. Health and well-being	✓	✓	✓
3. Transport	✓	✓	✓
4. Socially Inclusive Communities	✓	✓	✓
5. Education	?	?	?
6. Green Infrastructure and Biodiversity	✓/X	✓/X	✓/X
7. Heritage	✓	✓	✓
8. Landscape and townscape	✓/X	✓/X	✓/X
9. Air, soil and water resources	✓	✓	✓
10. Sustainable use of land and waste	✓	✓	✓
11. Flood risk	✓/X	✓/X	✓/X
12. Climate change	✓/X	✓/X	✓/X
13. Employment	✓✓	✓✓	✓✓

3.40 Generally, the retail policies will have a number of positive impacts as well as some that are likely to depend upon implementation. As expected, the policies scored significantly positive against the employment SA Objective in that all three policies will help to facilitate a sustainable retail economy and encourage employment. They will ensure that the vitality and viability of the area’s existing town centres is preserved and will support the primacy of the town centres and local service centres.

3.41 The policies all score positively in relation to the following SA objectives: housing; health and well-being; transport; socially inclusive communities; heritage; air, soil and water resources; and sustainable use of land and waste. Focussing the majority of town centre and A1 uses in the two Sub-Regional Centres will mean that they are accessible to many people – including by public transport, walking or cycling – which may help reduce fuel poverty for those without access to private transport. This will also help to promote healthier lifestyles and mental wellbeing and minimise the traffic impact of new development. The policies should help protect the retail core and keep vacancies in the town centres to a minimum which will assist in achieving community cohesion and a sense of security and safety within communities. Further positive benefits are likely to be generated in terms of: the potential for townscape improvements with an associated positive impact on heritage assets; the utilisation of brownfield (and therefore non-agricultural) land; and the minimisation of air pollution through the use of sustainable modes of transport.

- 3.42 The three policies have uncertain impacts in relation to the education objective given that the scale of potential training opportunities and their ability to raise educational and employment aspirations is unknown.
- 3.43 Some impacts are likely to depend upon implementation. These relate to a number of the environmental SA objectives given that much will depend upon the design, layout, scale and massing of development and improvements and/or mitigation that can be secured through new development.

Table 14: Summary of SA Scores for the Distinctive, Greener, Cleaner, Healthier Environment Policies

SA Objectives	Policy 24: The Natural Environment	Policy 25: The Historic Environment	Policy 26: Pollution	Policy 27: Climate Change and Renewable and Low Carbon Energy	Policy 28: Community, Health and Wellbeing
1. Housing	0	✓/X	0	✓	✓
2. Health and well-being	✓	✓	✓	✓	✓✓
3. Transport	✓/X	0	✓	✓	✓
4. Socially Inclusive Communities	✓/X	✓	✓	✓	✓✓
5. Education	✓	✓	✓/X	✓/X	✓
6. Green Infrastructure and Biodiversity	✓✓	✓	✓	✓	✓✓
7. Heritage	✓	✓✓	✓	✓	✓
8. Landscape and townscape	✓✓	✓✓	✓	✓/X	✓
9. Air, soil and water resources	✓	0	✓✓	✓	✓
10. Sustainable use of land and waste	✓	✓	✓/X	✓/X	0
11. Flood risk	✓	0	✓	✓✓	✓
12. Climate change	✓/X	✓/X	✓✓	✓✓	✓
13. Employment	✓/X	✓	✓	✓	✓

- 3.44 These policies cover a variety of matters including biodiversity, heritage assets, various types of pollution, climate change, renewable and low carbon energy and community services and facilities.
- 3.45 The policies generally perform well in relation to the sustainability objectives and all are expected to generate some significant positive impacts against varying objectives. The policy that has the most significant positive scores is Community, Health and Wellbeing.
- 3.46 Because of their very nature, all the policies scored either positively or significantly positively against the health and well-being and heritage SA objectives. Protecting and/or enhancing environmental conditions in the area will deliver positive impacts because of the health benefits associated with access to nature, open space, green infrastructure, historic assets (such as parks and gardens) and the minimisation of pollution (from various sources).

Ensuring that new development is accessible by sustainable modes of transport (like walking and cycling) will also have positive impacts on health by encouraging 'healthier' lifestyles. The provision of new and/or enhanced community facilities where necessary will have a significant positive impact.

- 3.47 The policies also score well against the heritage objective given that the presence of biodiversity and green infrastructure, a reduction in the causes and impacts of climate change (such as severe weather events) and high quality design can all contribute to the preservation and/or enhancement of South East Lincolnshire's historic environment.
- 3.48 Policies 27 and 28 score positively against the housing objective because of their contribution towards creating high quality, safe, sustainable, affordable homes that are energy efficient and by helping reduce fuel poverty.
- 3.49 In relation to the transport objective, Policies 26 to 28 are likely to have positive effects by helping to facilitate the shift to more sustainable modes of transport, while Policies 25 to 27 will have benefits for the socially inclusive communities objective in terms of helping promote a sense of safety, community and place as well as cultural awareness.
- 3.50 Protection of the natural and historic environment (Policies 24 and 25) has a positive impact on the education objective given that both can act as a good educational resource for people of all ages and can provide lifelong learning as well as bringing communities together through shared understanding. Educational benefits will also likely be achieved through the provision of educational and sports facilities given that participating in play and sports is positively linked to educational attainment.
- 3.51 All but one of the policies in this section is likely to generate either positive or significant positive effects on the green infrastructure and biodiversity objective. As expected, the natural environment policy will have a significant positive impact given the policy theme. Policy 28 also scored significantly positive as it will ensure the provision of open space and green infrastructure where necessary which will help support biodiversity. Policies 26 to 28 scored positively given that the protection of historic parks and gardens (and other green space), air and water quality and biodiversity networks are all important for this objective.
- 3.52 Impacts on the landscape and townscape objective are likely to be mostly positive or significantly positive. The protection of biodiversity and heritage assets through the natural and historic environment policies will contribute positively to the attractiveness of South East Lincolnshire's landscapes and townscapes. Ensuring the creation of distinctive places and the incorporation of open space where necessary will also bring benefits for this objective.
- 3.53 Most of the policies in this section scored well against the air, soil and water resources objective. Given the nature of the policy, the Pollution policy scored significantly positive against this objective. Other policies will have a positive impact as they will ensure the minimisation of pollutants and their continued

absorption (through green infrastructure, trees and vegetation), the protection of surface, groundwater and land quality, and the remediation of contaminated land.

- 3.54 Policies 24 and 25 will have positive effects in relation to the sustainable use of land and waste as the respective protection of biodiversity and encouragement of development on previously-developed land should help protect high quality agricultural land and soil quality.
- 3.55 As with objective 9, all but one of the policies in this section is likely to generate either positive or significant positive effects on the flood risk objective. The incorporation of biodiversity and green infrastructure within development can contribute positively towards managing surface water and reducing the probability or the severity of flooding events. Significant positive impacts were scored against policy 27 given the requirement to consider the incorporation of flood mitigation measures in the design of development.
- 3.56 Policies 26 and 27, as expected, will have significant positive impacts against the climate change objective because of their very nature. The minimisation of pollutants will help in the reduction of greenhouse gas emissions and the development of renewable and low-carbon emissions will also inevitably have a significant positive impact on this. There are further significant positive effects associated with policy 27 given that the overall thread of this policy is to minimise energy use and greenhouse gas emissions in the area. The Community, Health and Well-being policy is likely to have a positive impact on this objective as incorporating green infrastructure within development can contribute to the absorption of greenhouse gases.
- 3.57 Policies 25 to 28 all scored positively against the employment objective. Historic assets have the potential to contribute to tourism and make the area more attractive in terms of investment, so their protection is important economically. Minimisation of pollution can contribute to better health levels and therefore healthier workforces with reduced sickness absence. The development of renewable energy facilities and decentralised technologies, will also have a positive impact on this objective by contributing toward growth in the renewable energy sector, an important sector for employment growth in South East Lincolnshire.
- 3.58 Neutral impacts are anticipated in relation to some policies as they either do not affect the provision of housing, would have minimal impact on promoting sustainable modes of transport, managing flood risk and protecting the quality of soil, air and water resources or upon sustainable land use.
- 3.59 Some impacts are likely to depend upon implementation. These relate to various SA objectives and could be driven by numerous factors such as: the location of development; its design, layout, scale and massing; how the use of sustainable modes of transport is promoted; and improvements and/or mitigation that can be secured through new development.

Table 15: Summary of SA Scores for the Efficient and Effective Transport Policies

SA Objectives	Policy 29: Delivering a More Sustainable Transport Network	Policy 30: Delivering the Spalding Transport Strategy	Policy 31: Vehicle and Cycle Parking
1. Housing	0	0	0
2. Health and well-being	✓	✓	✓
3. Transport	✓✓	✓✓	✓
4. Socially Inclusive Communities	✓	✓	✓
5. Education	✓	✓	✓
6. Green Infrastructure and Biodiversity	✓/X	✓	✓/X
7. Heritage	✓/X	✓/X	0
8. Landscape and townscape	✓/X	0	✓
9. Air, soil and water resources	✓	✓/X	✓
10. Sustainable use of land and waste	0	0	0
11. Flood risk	0	0	✓/X
12. Climate change	✓	✓	✓
13. Employment	✓	✓	✓

- 3.60 The transport policies will generally have positive impacts or, at worst, neutral impacts on the SA objectives or impacts that are dependant upon implementation. All three policies scored positively in relation to the following SA objectives: health and well-being; socially inclusive communities; education; climate change; and employment. As expected, Policies 29 and 30 scored significantly positive against the transport objective and Policy 30 was scored as having a minor positive impact.
- 3.61 The transport policies will help to promote healthier lifestyles by encouraging walking and cycling which should, in turn, help minimise use of the private car, alleviate congestion and reduce associated carbon emissions thereby having positive impacts on air quality. Policy 29 will help facilitate the delivery of key transport infrastructure which could help enable significant economic growth and make the economy more resilient. Policies 29 and 30 should assist in enhancing the vitality and viability of town and village centres and all three should mean that access to educational facilities is improved.
- 3.62 Some impacts are likely to depend upon implementation. These relate mostly to the environmental SA objectives given that much will depend upon the location of development and the specific environmental value of the land.
- 3.63 Given the nature of the policies, no significant effects are anticipated against the housing and sustainable use of land and waste SA objectives. Policies 29 and 30 are likely to have a neutral impact on flood risk and for Policy 31 this is the case with regards to the heritage objective.

Appraisal of Site Options

- 3.64 The following tables are summaries of the appraisal findings in relation to the allocations and reasonable alternatives for Housing, Gypsies, Travellers and Travelling Showpeople, Employment and Retail. The detailed SA tables can be found in Appendices 5 to 11 which accompany this report. The reasons for selecting and rejecting certain sites can be found within Appendices 12 to 15.

Summary of SA findings for Sustainable Urban Extensions (Allocations and Reasonable Alternatives)

- 3.65 It should be noted that the Vernatts Sustainable Urban Extension comprises of two sites: Pin045 and Pin024. Pin045 forms the eastern part of the urban extension and it is anticipated that this part of the extension will be delivered in Phases 1 and 2, during the Plan period. Pin024 is a larger site lying to the west of Pin045 and it is expected that a relatively small proportion of this will be delivered during the Plan period (as part of Phase 2 of the urban extension), with the remainder being developed post-2036 as part of Phase 3 of the urban extension.
- 3.66 For clarity, it should be noted that Pin045 is the collective reference for a number of sites included within the South East Lincolnshire Strategic Housing Land Availability Assessment. These are: Pin001, Pin016, Pin020, Pin031, Pin040 and Pin045.
- 3.67 The table below includes the individual appraisals of sites Pin045 and Pin024 as well as an assessment of Phases 1 and 2 combined (which are to be delivered during the Plan period) as well as Phases 1, 2 and 3 combined.

Table 10

			Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Sustainable Urban Extensions - Allocations															
Boston	South West Quadrant	Sou006	✓	X	✓/X	✓/X	✓	✓/X	XX	X	X	X	✓/X	✓/X	✓/X
	Land to the south of North Forty Foot	Wes002	✓	X	✓/X	✓/X	✓	✓/X	0	X	X	X	✓/X	✓/X	✓/X
Spalding	Vernatts	Pin024	✓	X	✓/X	✓/X	X	✓/X	0	✓/X	X	X	✓	✓/X	✓/X
		Pin045	✓	X	✓/X	✓/X	✓	✓/X	X	X	X	X	✓/X	✓/X	✓
		Phases 1 and 2	✓	X	✓/X	✓/X	✓	✓/X	X	X	X	X	✓	✓/X	✓
		Phases 1, 2 and 3	✓	X	✓/X	✓/X	✓	✓/X	X	X	X	X	✓/X	✓/X	✓/X

			Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Holbeach	Holbeach West	Hob048	✓	X	✓/X	✓/X	✓	X	XX	✓	X	X	✓/X	✓/X	✓/X
Sustainable Urban Extensions – Reasonable Alternatives*															
Boston	East of Boston (Option 1)	Fis017	✓	X	✓/X	✓/X	✓	✓/X	✓/X	✓	X	✓/X	X	✓/X	✓/X
Boston	East of Boston (Option 2)	Fis013, Fis014, Fis015, Fis018, Fis023, Fis024, Fis025, Fis031 and Fis033	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	X	✓/X	X	✓/X	✓/X
Spalding	South East of Spalding	Stm005, Stm009, Stm015, Stm016, Stm017, Stm018, Stm019, Stm021, Stm025, Stm029 and Stm030	✓	X	✓/X	✓/X	✓	X	0	✓/X	X	✓/X	X	✓/X	✓
Spalding	West of Spalding	Mon001, Mon004, Mon005, Mon007, Mon008, Mon010, Mon011, Mon012, Mon013, Mon014, Mon015, Mon016, Mon017, Mon019, Mon020 and Mon021	✓	X	✓/X	✓/X	✓	X	0	✓/X	X	X	✓	✓/X	✓/X

* No reasonable alternatives were identified in Holbeach as there are no alternative sites that would constitute a significant level of development to form an alternative urban extension.

Summary of SA findings for Housing Allocations

Table 11

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Sub-Regional Centres - Allocations														
Cen001	Land to the north of Whitehorse Lane, Boston	✓	✓/X	✓	✓/X	✓	✓/X	✓/X	✓	✓	✓	✓/X	✓/X	✓
Fen001	Land to the west of Fenside Road, Boston	✓	✓/X	X	✓/X	✓	X	0	✓	X	X	✓/X	✓/X	✓/X
Fen002	Land to the north of Langrick Road, Boston	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	✓	✓	✓/X	✓/X	✓/X
Fen006	Land to the east of Fenside Road, Boston	✓	✓/X	X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Fis001	Land to the east of Fenside Road, Boston	✓	X	✓	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Fis002	Land to the north-east of Fishtoft Road, Boston	✓	X	✓/X	✓/X	✓	✓/X	0	✓	✓/X	X	✓/X	✓/X	✓/X
Fis003	Land to the east of White House Lane, Boston	✓	X	✓/X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Fis033	Land to the west of Toot Lane, Boston	✓	X	X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Fis038	Land to the west of Church Green Road, Boston	✓	X	X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Nor006	Land to the west of Horncastle Road, Boston	✓	X	X	X	✓	X	0	✓	✓/X	X	✓/X	✓/X	✓/X
Pil002	Land to the south of Main Ridge East, Boston	✓	✓	✓	✓/X	✓	✓/X	0	✓	✓	✓	✓/X	✓/X	✓
Pil006	Boston Delivery Office, South End, Boston	✓	✓	✓	✓/X	✓	✓/X	✓/X	✓	✓	✓	✓/X	✓/X	✓
Wes001	Land to the west of Freshney Way,	✓	X	✓/X	✓/X	✓	✓/X	0	✓	✓X	X	✓/X	✓/X	✓/X

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
	Boston													
Wyb013	Land to the south of Swineshead Raod	✓	X	✓	✓/X	✓	✓/X	0	✓	✓	✓	✓/X	✓/X	✓/X
Wyb033	Land to the north of Tytton Lane East, Boston	✓	X	X	✓/X	✓	✓/X	0	✓	✓/X	X	✓/X	✓/X	✓/X
Wyb041	291-293 London Road, Boston	✓	✓	✓	✓/X	✓	✓/X	0	✓	✓	✓	✓/X	✓/X	✓/X
Mon005	Land to the south of Horseshoe Road, Spalding	✓	X	✓/X	✓/X	✓	✓/X	0	✓	X	X	✓	✓/X	✓/X
Mon008	Land to the north of Bourne Road, Spalding	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	X	X	✓	✓/X	✓/X
Pin025	Land to the east of Spalding Road, Pinchbeck	✓	X	✓/X	✓/X	✓	✓/X	0	✓	✓	✓	✓	✓/X	✓/X
Pin050	Spalding Lifestyle, Spalding Road, PE11 3PB	✓	X	✓/X	✓/X	✓	✓/X	0	✓	✓	✓	✓	✓/X	✓/X
Stm004	Land to the east of Spalding Common, Spalding	✓	✓/X	X	✓/X	✓	✓/X	0	✓	✓/X	X	✓/X	✓/X	✓/X
Stm010	Land to the west of Spalding Common, Spalding	✓	✓/X	X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Stm028	The Elders	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Main Service Centres - Allocations														
Cro011	Land to the north of Barbers Drove North, Crowland	✓	✓/X	✓/X	X	X	✓/X	0	✓/X	✓/X	✓/X	✓/X	✓/X	✓
Cro036	Land at 18 Low Road, Crowland	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓/X	X	X	✓□	✓/X	✓
Cro043	Land east of Crease Drove, Crowland	✓	✓/X	✓/X	✓	X	✓/X	0	✓	✓	✓	✓/X	✓/X	✓✓
Cro044	Rear of 11 Barbers Drove North, Crowland	✓	✓	✓/X	✓	X	✓/X	0	✓	X	X	✓/X	✓/X	✓✓
Cro046	Former South View Community Primary School, Crowland	✓	✓	✓/X	✓	X	✓/X	0	✓	✓	✓	✓□	✓/X	✓✓

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Cro050	Land to the east of Normanton Road and Jubilee Way, Crowland	✓	X	X	X	X	✓/X	0	✓	X	X	✓/X	□/x	✓/X
Don001	Land south of Town Dam Lane, Donington	✓	✓/X	X	✓	✓/X	0	0	✓	X	X	✓□	✓/X	✓/X
Don006	Land east of Town Dam Lane, Donington	✓	X	X	✓/X	✓/X	0	0	✓/X	X	X	✓	✓/X	✓/X
Don008	Land west of Maltings Lane, Donington	✓	X	X	✓/X	✓/X	0	0	✓	X	X	✓	✓/X	✓/X
Don018	Land north of Quadring Road, Donington	✓	✓/X	X	✓/X	✓/X	0	0	✓	X	X	✓□	✓/X	✓/X
Don030	Land east of Town Dam Lane, Donington	✓	X	X	✓/X	✓/X	0	0	✓/X	X	X	✓	✓/X	✓/X
Hob004	Land east of Balmoral Way, Holbeach	✓	X	X	✓/X	✓	✓/X	0	✓	✓/X	X	✓/X	✓/X	✓/X
Hob010	Land west of Fen Road, Holbeach	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	✓	X	✓	✓/X	✓/X
Hob032	Land off Battlefields Lane, Holbeach	✓	X	X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Kir016	31-33 London Road, Kirton	✓	✓	✓/X	✓/X	✓/X	0	0	✓	✓	✓	✓/X	✓/X	X
Kir034	Land to the east of Woodside Road, Kirton	✓	X	X	✓/X	✓/X	0	0	X	X	X	✓/X	✓/X	✓/X
Kir041	Land to the west of London Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	X	✓/X	✓/X	✓/X
Los008	Land east of Lime Walk, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	X	X	X	✓/X	✓/X	✓
Los015	Land east of Seagate Road, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	X	✓/X	✓/X	✓✓
Los026	Land east of Lime Walk, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	X	✓/X	✓/X	✓
Los046	Land east of Station Road, Long Sutton	✓	✓/X	X	✓/X	✓/X	0	0	✓	X	X	✓/X	✓/X	✓
Pin002	Land north of Market Way, Pinchbeck	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	□	✓	✓/X	✓/X	✓/X
Pin019	Land east of Surfleet Road, Pinchbeck	✓	X	✓	✓/X	✓	✓/X	0	✓	X	X	✓	✓/X	✓/X

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Pin065	Birchgrove Garden Centre, Surfleet Road, Pinchbeck	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	✓	✓	✓	✓/X	X
Sut009/ Sut028	Land to the south of Spalding Road and west of Station Road, Sutterton	✓/X	✓/X	X	✓/X	✓/X	✓/X	X	✓	X	X	✓/X	✓/X	✓✓
Sub027	Land south of Bridge Road, Sutton Bridge	✓/X	✓/X	✓/X	✓/X	X	0	0	✓/X	X	X	✓/X	✓/X	✓✓
Swi015	Land to the west of Station Road, Swineshead	✓	X	X	✓/X	X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Swi018	Land at North End, Swineshead	✓	X	X	✓/X	X	✓/X	0	✓	✓	X	✓✓	✓/X	✓/X
Swi037	Land to the west of High Street, Swineshead	✓	✓	✓/X	✓/X	X	✓/X	0	✓	X	X	✓✓	✓/X	✓/X
Swi038	Land to the west of Station Road, Swineshead	✓	X	X	✓/X	X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Minor Service Centres - Allocations														
Bic015	Land to the west of Drury Lane, Bicker	✓	X	✓/X	✓/X	✓/X	0	0	✓	X	X	✓✓	✓/X	✓/X
Bic017	Land to the east of St Swithins Close, Bicker	✓	✓/X	✓/X	✓/X	X	0	0	✓	X	X	✓✓	✓/X	✓/X
But002	Land to the east of Sea Lane, Butterwick	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓	✓	✓	✓/X	✓/X	✓/X
But004	Land to the east of Benington Road, Butterwick	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
But020	Land to the north of Peter Paine Close, Butterwick	✓	✓/X	✓	✓/X	X	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Cow004	Land west of Backgate, Cowbit	✓	✓/X	X	✓/X	X	✓/X	0	✓/X	X	X	✓/X	✓/X	✓/X
Cow009	Land west of Backgate, Cowbit	✓	✓/X	X	✓/X	X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Dsn007	Caulton's Field, Littleworth Drove, Deeping St Nicholas	✓/X	X	X	✓/X	X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Fis046	Land to the east of Gaysfield Road, Fishtoft	✓/X	✓/X	X	✓/X	✓	✓/X	X	✓	X	X	✓	✓/X	✓/X

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Fle003	Land south of Fleet Road, Fleet Hargate	✓/X	✓	✓	✓/X	✓	0	0	X	X	X	✓	✓/X	✓/X
Geh003	Land west of Hillgate, Gedney Hill	✓/X	✓/X	✓/X	X	X	X	0	✓	X	X	✓✓	✓/X	X
Geh004	Land to the north of Mill Lane, Gedney Hill	✓	✓/X	✓/X	X	X	✓/X	X	✓	X	X	✓✓	✓/X	X
Geh015	Land to the east of West Drove South, Gedney Hill	✓	X	✓/X	X	X	✓/X	0	✓/X	X	X	✓✓	✓/X	X
Gos001	Land east of York Gardens, Gosberton	✓	✓	X	✓	X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Gos003	Land west of Quadring Road, Gosberton	✓	X	X	✓	✓/X	✓/X	X	X	✓	✓	✓	✓/X	✓/X
Gos006	Land to the north of Westhorpe Road, Gosberton	✓	X	X	✓	X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Gos023	Bowgate Lane, Gosberton	✓	X	X	✓	X	0	0	✓	X	X	✓	✓/X	✓/X
Mou016	Land east of Broad Lane, Moulton	✓	✓/X	✓/X	✓	X	✓/X	0	X	X	X	✓✓	✓/X	✓/X
Mou023	Land to the east of Church Lane, Moulton	✓	✓	✓	✓	X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Mou029	Land south of Roman Road, Moulton Chapel	✓	X	X	X	X	0	X	✓	X	X	✓✓	✓/X	X
Mou042	Land north of Roman Road, Moulton Chapel	✓	X	X	X	X	0	0	✓	X	X	✓✓	✓/X	X
Qua002	Land south-west of Main Road, Quadring	✓	✓/X	✓/X	X	✓/X	✓/X	0	✓	✓	✓	✓	✓/X	✓/X
Qua003	Land north-east of Main Road, Quadring	✓/X	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	X	✓	✓/X	✓/X
Qua004	Land east of Cresswell Drive, Quadring	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	X	✓	✓/X	✓/X
Sur003	Land north of Station Road, Surfleet	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Sur006	Land south of Park Lane, Surfleet	✓/X	X	X	✓/X	X	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Sur016	Land west of Coalbeach Lane South,	✓	X	✓/X	✓/X	X	✓/X	0	✓	X	X	✓	✓/X	✓/X

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
	Surfleet													
Suj007	Land south of Chapel Gate, Sutton St James	✓	✓/X	X	X	X	✓/X	✓	✓	✓	✓	✓	✓/X	X
Suj012	Land south of Chapel Gate, Sutton St James	✓/X	X	X	X	X	✓/X	✓	✓	✓	✓/X	✓	✓/X	X
Tyd014	Land at Lowgate, Tydd St Mary	✓	✓/X	X	X	X	0	0	✓/X	X	X	✓/X	✓/X	X
Wsn003	Land north of High Road, Weston	✓/X	X	✓	✓/X	✓/X	0	0	✓	X	X	✓/X	✓/X	✓/X
Wsn022	Land east of Small Drove, Weston	✓	X	✓	✓/X	X	0	X	✓	X	X	✓	✓/X	✓/X
Wsn029	Land off High Road, Weston	✓	X	✓	✓/X	✓/X	0	0	✓	X	X	✓/X	✓/X	✓/X
Wha002	Land east of Stockwell Gate, Whaplode	✓	X	✓	✓/X	✓	✓/X	0	✓	X	X	✓	✓/X	✓/X
Wha019	Land south of Cobgate, Whaplode	✓	✓/X	X	✓/X	✓	✓/X	0	✓	✓	✓/X	✓✓	✓/X	✓/X
Wha029	Land off Main Road, Whaplode	✓	X	✓	✓/X	X	0	0	✓	X	X	✓	✓/X	✓/X
Wig014	Land to the west of Asperton Road, Wigtoft	✓	✓	X	✓/X	X	0	0	✓	X	X	✓/X	✓/X	✓/X
Wra013	Land to the west of Tooley Lane and north of Main Road, Wrangle	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓	X	X	✓/X	✓/X	✓/X

Summary of SA findings for the in combination effects of Quadrant 1 and Quadrant 2 in Boston

Table 12

			Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Sustainable Urban Extensions – Q1 with planning permission and Q2 Allocation															
Boston	Q1 and South West Quadrant	Q1 and Sou006	✓	X	✓/X	✓/X	✓	✓/X	XX	X	X	X	✓/X	✓/X	✓/X

SA findings for Reserve Housing Sites and New Allocations

3.68 The Main Modifications and Further Modifications SA Addendum. Capita, 2018 provides a discussion of the new allocations and reserve housing sites identified following examination. The SA of each of those sites is included in Appendix E of that Addendum.

Summary of SA findings for Housing Reasonable Alternatives

Table 13

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Sub-Regional Centres – Reasonable Alternatives														
Fen003	Land to the east of Punchbowl Lane, Boston	✓	✓/X	X	✓/X	✓	✓/X	0	✓	X	X	X	✓/X	✓/X
Fen004	36 Witham Bank West, Boston	✓	✓/X	✓	✓	✓	✓/X	✓/X	✓	□	X	✓/X	✓/X	✓
Fen010	Land to the north of Puritan Way, Boston	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Fen017	Land to the east of Fenside Road, Boston	✓	✓/X	X	✓/X	✓	✓/X	0	✓	X	X	X	✓/X	✓/X
Fis013	Land to the north of Toot Lane, Boston	✓	X	✓/X	✓/X	✓	✓/X	0	✓	X	X	XX	✓/X	✓/X
Fis014	Land to the west of Toot Lane, Boston	✓	X	X	✓/X	✓	✓/X	0	✓	X	X	XX	✓/X	✓/X
Fis015	Land to the west of Toot Lane, Boston	✓	X	X	✓/X	✓	✓/X	0	✓	X	X	X	✓/X	✓/X
Fis018	Land to the west of Toot Lane, Boston	✓	X	✓/X	✓/X	✓	✓/X	0	✓	□	X	XX	✓/X	✓/X
Fis019	Land to the north of Ward Crescent, Boston	✓	X	✓/X	✓/X	✓	✓/X	0	✓	✓	✓	✓/X	✓/X	✓/X
Fis023	Land to the south and east of Toot Lane and east of Whitehouse Lane, Boston	✓	X	X	✓/X	✓	✓/X	0	X	X	X	XX	✓/X	✓/X
Fis024	Land to the south and east of Toot Lane and east of Whitehouse Lane, Boston	✓	X	X	✓/X	✓	✓/X	0	X	X	X	XX	✓/X	✓/X
Fis025	Land to the sought and east of Toot Lane, Boston	✓	X	X	✓/X	✓	✓/X	0	X	X	X	XX	✓/X	✓/X
Fis031	Land to the east of Toot Lane, Boston	✓	X	X	✓/X	✓	✓/X	0	✓	X	X	X	✓/X	✓/X

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Fra025	Land to the east of Fen Road, Boston	✓	X	X	X	✓/X	✓/X	0	✓	✓	X	XX	✓/X	✓/X
Pil001	Land to the east of South End, Boston	✓	✓	✓	✓	✓	X	✓/X	✓	✓	✓	XX	✓/X	✓
Pil005	Land to the north of Main Ridge East, Boston	✓	✓	✓	✓/X	✓	✓/X	0	✓	✓	✓	✓/X	✓/X	✓
Ski002	Land to the south of Vauxhall Road, Boston	✓	✓	✓	✓/X	✓	✓/X	0	✓	✓	✓	✓/X	✓/X	✓
Ski003	Land to the north-east of Freiston Road, Boston	✓	✓	✓	✓/X	✓	✓/X	0	✓	✓	✓	✓/X	✓/X	✓
Sou001	Land to the west of Wyberton Low Road, Boston	✓	X	X	✓/X	✓	✓/X	0	✓	X	X	XX	✓/X	✓/X
Sou007	Former Norton Lea Hospital, London Road, Boston	✓	X	✓	✓/X	✓	✓/X	✓/X	✓	✓	✓	XX	✓/X	✓/X
Stn001	Land to the west of Carlton Road, Boston	✓	✓	✓	✓	✓	✓/X	0	✓	✓	✓	XX	✓/X	✓
Stn006	2 Fydell House, Fydell Street, Boston	✓	X	✓	✓	✓	✓/X	0	✓	✓	✓	X	✓/X	✓
Sts002	Land to the west of Frampton Place, Boston	✓	✓/X	✓	✓/X	✓	✓/X	0	✓	✓	✓	✓/X	✓/X	✓
Wit008	Land to the south of Norfolk Street, Boston	✓	✓/X	✓	✓	✓	✓/X	0	✓	✓	✓	✓/X	✓/X	XX
Wit009	Land to the north of Fountain Lane, Boston	✓	✓/X	✓	✓	✓	✓/X	✓/X	✓	✓	✓	✓/X	✓/X	✓
Wyb040	Disused petrol station, London Road, Boston	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	✓	✓	✓/X	✓/X	✓/X
Mon001	Land to the north of Bourne Road, Spalding	✓	X	X	✓/X	✓	✓/X	0	✓	✓/X	✓	✓/X	✓/X	X
Mon002	Land to the south of Horseshoe Road, Spalding	✓	X	X	✓/X	✓	0	0	✓	✓	✓	✓	✓/X	✓/X
Mon004	Land to the north of Horseshoe Road,	✓	X	X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
	Spalding													
Mon007	Land to the south of Horseshoe Road, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	✓	✓/X	✓/X
Mon010	Land to the south of Horseshoe Road, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	✓/X	✓/X	✓/X
Mon011	Land to the south of Horseshoe Road, Spalding	✓	X	✓/X	✓/X	✓	✓/X	0	X	X	X	✓	✓/X	✓/X
Mon012	Land to the south of Horseshoe Road, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	✓/X	✓/X	✓/X
Mon013	Land between Bourne Road, Horseshoe Road and East Road, Spalding	✓	X	X	✓/X	✓	✓/X	0	✓	X	X	✓	✓/X	✓/X
Mon014	Land to the north of Bourne Road, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	✓/X	✓/X	✓/X
Mon015	Land to the north of Bourne Road, Behind Hectare House, Spalding	✓	X	X	✓/X	✓	✓/X	0	✓	✓/X	✓/X	X	✓/X	✓/X
Mon016	Land to the north of Bourne Road, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	✓/X	✓/X	✓/X
Mon017	Land to the north of Bourne Road, Spalding	✓	X	X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Mon018	Land off Monks House Lane, Spalding	✓	✓/X	X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Mon019	366 Bourne Road, Pode Hole	✓	X	X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Mon020	Land to the west of Monks House Lane, Spalding	✓	✓/X	X	✓/X	✓	✓/X	0	✓	X	X	✓	✓/X	✓/X
Mon021	Land at Horseshoe Bridge, Horseshoe Road, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	□	✓/X	✓/X
Mon023	Land to the south of Horseshoe Road, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	✓/X	✓/X	✓/X
Pin001	Land between Spalding and Pinchbeck	✓	X	X	✓/X	✓	✓/X	✓/X	X	X	X	✓/X	✓/X	✓/X

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Pin011	Land to the south of Wardentree Lane, Spalding	✓	XX	✓/X	✓/X	✓	✓/X	0	X	X	X	✓/X	✓/X	✓/X
Pin013	Land to the east of Spalding Road, Spalding	✓	X	✓/X	✓/X	✓	✓/X	0	✓	✓	X	✓/X	✓/X	✓/X
Pin016	Land to the west of Spalding Road, Spalding	✓	X	✓/X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Pin020	Land to the west of Spalding Road, Spalding	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Pin026	Land to the east of Tydd Road, Spalding	✓	X	X	✓/X	X	✓/X	0	✓/X	X	X	✓/X	✓/X	✓/X
Pin031	Land to the west of Spalding Road, Spalding	✓	✓/X	X	✓/X	✓	✓/X	X	✓	X	X	✓/X	✓/X	✓/X
Pin040	Land to the south of Market Way, Spalding	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Pin051	Farm Yard, Blue Gowt Drove, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	✓	✓/X	✓/X
Pin052	Land to the east of Tydd Road, Spalding	✓	X	X	✓/X	X	✓/X	0	X	X	X	✓	✓/X	✓/X
Pin053	Land between Spalding and Pinchbeck, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	✓	✓/X	✓/X
Pin054	Orchard House, Blue Gowt Drove, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	✓	✓/X	✓/X
Pin055	Land to the east of Tydd Road, Spalding	✓	X	X	✓/X	X	✓/X	0	X	X	X	✓	✓/X	✓/X
Pin056	Fox Glove Cottage, 4 Blue Gowt Drove, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	✓	✓/X	✓/X
Pin057	Land at Mill Green Road/Blue Gowt Drove, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	✓	✓/X	✓/X
Pin058	Blue Gowt Drove, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	✓	✓/X	✓/X
Pin059	Land on Blue Gowt Drove, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	✓	✓/X	✓/X

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Pin060	Tydd Road, Pinchbeck, Spalding	✓	X	X	✓/X	X	✓/X	0	X	X	X	✓/X	✓/X	✓/X
Pin061	Highfield Nursery, Spalding	✓	✓/X	X	✓/X	✓	✓/X	0	X	X	X	✓	✓/X	✓/X
Stj003	2-4 St John's Road, Spalding	✓	✓/X	✓	✓	✓	✓/X	✓/X	✓	✓	✓	✓	✓/X	✓/X
Stj004	Former PO Sorting Office, The Crescent, Spalding	✓	✓	✓	✓	✓	✓/X	✓/X	✓	✓	✓	✓	✓/X	✓/X
Stj005	Hawthorn Bank, Spalding	✓	✓/X	✓	✓/X	✓	✓/X	0	✓	✓	✓	✓	✓/X	✓/X
Stm001	Land to the east of Spalding Common, Spalding	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	✓	X	X	✓/X	✓/X
Stm002	Land to the east of South Drove, Spalding	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	✓	✓	X	✓/X	✓/X
Stm005	Land to the west of Spalding Drove, Spalding	✓	X	X	✓/X	✓/X	✓/X	X	X	X	X	✓/X	✓/X	✓/X
Stm006	Land to the east of Spalding Common, Spalding	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	X	X	✓/X	✓/X
Stm007	Land to the east of Spalding Common, Spalding	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	X	X	X	✓/X	✓/X
Stm008	Land to the east of Spalding Common, Spalding	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	□	X	✓/X	✓/X	✓/X
Stm009	Land to the north of Burr Lane, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	✓/X	✓/X	✓/X
Stm011	Land to the east of Spalding Common, Spalding	✓	X	X	✓/X	✓/X	✓/X	0	✓	X	X	X	✓/X	✓/X
Stm015	Land between Cowbit Road and Spalding Drove, Spalding	✓	X	✓/X	✓/X	✓	✓/X	?	X	X	X	X	✓/X	✓/X
Stm016	Land between Cowbit Road and Spalding Drove, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	X	✓/X	✓/X
Stm017	Land to the west of Spalding Drove, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	X	X	X	✓/X	✓/X
Stm018	Land between Cowbit Road and	✓	X	X	✓/X	✓	✓/X	0	X	X	X	X	✓/X	✓/X

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	Spalding Drove, Spalding													
Stm019	Land to the north of Burr Lane, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	✓	X	X	✓/X	✓/X
Stm021	Land to the north of Burr Lane, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	✓	X	X	✓/X	✓/X
Stm023	Land to the north of Burr Lane, Spalding	✓	X	X	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Stm025	Land to the north of Burr Lane, Spalding	✓	X	X	✓/X	✓	✓/X	0	X	✓	X	X	✓/X	✓/X
Stm027	Land to the west of Fen End Lane, Spalding	✓	X	X	✓/X	✓	✓/X	0	✓	✓	X	✓	✓/X	✓/X
Stm029	Land to the north of Burr Lane, Spalding	✓	X	X	✓/X	✓	✓/X	0	✓	✓	✓	✓/X	✓/X	✓/X
Stm030	Land to the east of Barrier Bank and north of Burr Lane, Spalding	✓	X	X	✓	✓/X	✓/X	0	✓	✓	X	X	✓/X	✓/X
Stp003	Former Jewsons Premises, Roman Bank, Spalding	✓	X	✓	✓/X	✓	✓/X	0	✓	✓	✓	X	✓/X	✓/X
Stp004	80-89 Commercial Road, Spalding	✓	✓	✓	✓/X	✓/X	✓/X	0	✓	✓	✓	X	✓/X	✓/X
Stp005	Land to the east of Willow Row, Spalding	✓	✓	✓/X	✓/X	✓	✓/X	X	✓	✓	✓	X	✓/X	✓/X
Main Service Centres – Reasonable Alternatives														
Cro002	Land between 34-42 Peterborough Road, Crowland	✓	X	✓/X	✓	X	✓/X	0	✓/X	X	X	✓/X	✓/X	✓
Cro013	10 Barbers Drove South, Crowland	✓	✓	✓/X	✓/X	X	✓/X	0	✓	X	X	X	✓	✓
Cro020	Former Industrial Premises, East of Peterborough Road, Crowland	✓	✓	✓	✓	X	✓/X	0	✓/X	✓	✓	✓/X	✓/X	✓✓
Cro023	65 Peterborough Road, Crowland	✓	✓/X	✓	✓	X	✓/X	0	✓/X	✓	✓	✓/X	✓/X	✓
Cro025	Land at Alderlands Close, Crowland	✓	✓✓	✓	✓✓	X	✓/X	0	✓/X	✓	✓	✓/X	✓	✓✓
Cro028	Former PO Sorting Office, 6A Reform	✓	✓✓	✓	✓	X	✓/X	✓/X	✓/X	✓	✓	✓✓	✓/X	✓✓

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	Street, Crowland													
Cro031	Land off Clout Drove, Crowland	✓	X	X	X	X	✓/X	0	X	X	X	X	□/x	✓/X
Cro038	Crowland Garden Centre, Postland Road, Crowland	✓	X	X	✓/X	X	✓/X	0	✓/X	✓	X	X	✓/X	X
Cro041	Crowland Caravans, Postland Road, Crowland	✓	X	X	X	X	✓/X	0	✓/X	✓/X	X	X	✓/X	X
Cro045	Land west of Clout Drove, Crowland	✓	X	✓/X	✓/X	X	✓/X	0	X	X	X	X	✓/X	✓/X
Don010	Land to the north of 12 Market Place, Donington	✓	✓/X	✓/X	✓	✓/X	✓/X	✓/X	✓	□	X	✓✓	✓/X	✓/X
Don012	Land to the north of Park Lane, Donington	✓	X	X	✓/X	✓/X	0	0	✓/X	X	X	✓	✓/X	✓/X
Don016	Land to the south of Town Dam Lane, Donington	✓	✓/X	X	✓/X	✓/X	0	0	X	X	X	✓	✓/X	✓/X
Don017	Land to the north of Town Dam Lane, Donington	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	X	✓	✓/X	✓/X
Don029	Land adjacent to 69 Quadring Road, Donington	✓	✓/X	X	✓/X	✓/X	0	0	✓/X	X	X	✓	✓/X	✓/X
Don031	Land to the north-east of Quadring Road, Donington	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	✓	X	✓	✓/X	✓/X
Don032	Land to the north-east of Park Lane, Donington	✓	✓/X	X	✓/X	✓/X	0	XX	✓	X	X	✓✓	✓/X	✓/X
Don033	Land to the north of Church Lane, Donington	✓	✓/X	X	✓	✓/X	0	X	✓/X	X	X	✓	✓/X	✓/X
Fle007	Land to the east of Branches Lane, Holbeach	✓	X	X	✓/X	✓	✓/X	0	✓	✓	X	✓/X	✓/X	✓/X
Hob002	Land to the south of Wignals Gate	✓	✓/X	X	✓/X	✓	✓/X	XX	✓/X	X	X	✓/X	✓/X	✓/X
Hob006	Land to the east of the A151	✓	X	✓/X	✓/X	✓	✓/X	0	✓	X	X	X	✓/X	✓/X
Hob008	Land to the north of Spalding Road, Holbeach	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	□	X	✓/X	✓/X	✓/X

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Hob009	Land to the north-west of Foxes Low Road, Holbeach	✓	X	X	✓/X	✓	✓/X	0	X	✓	X	✓/X	✓/X	✓/X
Hob013	Land to the north of Spalding Road, Holbeach	✓	✓	✓	✓/X	✓	0	0	✓	X	X	✓/X	✓/X	✓/X
Hob023	Land to the west of Barrett's Close, Holbeach	✓	✓	✓/X	✓/X	✓	0	0	✓	□	X	X	✓/X	✓/X
Hob026	Land to the north of Foxes Low Road, Holbeach	✓	X	X	✓/X	✓	✓/X	0	X	X	X	X	✓/X	✓/X
Hob033	18 Edinburgh Walk, Holbeach	✓	✓	✓/X	✓/X	✓	✓/X	0	✓	✓	X	✓	✓/X	✓/X
Hob035	Land at Northons Lane, Holbeach	✓	X	✓/X	✓/X	✓	✓/X	0	✓	□	X	✓/X	✓/X	✓/X
Hob039	Land to the south of Wignals Gate, Holbeach	✓	✓/X	X	✓/X	✓	✓/X	0	X	X	X	✓/X	✓/X	✓/X
Hob042	Land to the north of Northons Lane, Holbeach	✓	X	✓/X	✓/X	✓	✓/X	X	✓	X	X	✓/X	✓/X	✓/X
Hob044	Land to the north of Northons Lane, Holbeach	✓	✓	✓	✓/X	✓	✓/X	0	✓	□	✓	✓/X	✓/X	✓/X
Fra005	Land to the north of Middlegate Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	X	XX	✓/X	✓/X
Fra024	Land to the north of Middlegate Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	X	XX	✓/X	✓/X
Kir006	Land to the west of Boston Road, Kirton	✓	✓	✓/X	✓/X	✓/X	✓/X	0	X	X	X	X	✓/X	✓/X
Kir007	Land to the west of Boston Road, Kirton	✓	✓	✓/X	✓/X	✓/X	✓/X	0	X	X	X	X	✓/X	✓/X
Kir009	Land to the south of London Road, Kirton	✓	X	✓	✓/X	✓/X	X	0	X	X	X	X	✓/X	✓/X
Kir015	Land to the west of London Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	✓	✓	✓/X	✓/X	X
Kir022	Land to the west of London Road,	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	✓	✓	X	✓/X	X

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	Kirton													
Kir029	Land to the west of Horseshoe Lane, Kirton	✓	✓/X	✓	✓/X	✓/X	0	0	✓	X	X	XX	✓/X	✓/X
Kir033	Land to the west of London Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	X	X	✓/X	✓/X
Kir037	Land to the west of London Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	?	✓	X	X	✓/X	✓/X	X
Kir038	Land to the west of London Road, Kirton	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	✓	X	✓/X	✓/X	✓
Ged001	Land to the north of Gedney Road, Long Sutton	✓	✓/X	✓	✓/X	✓/X	X	0	✓/X	X	X	XX	✓/X	✓
Los001	Land to the south of Woad Lane, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	X	X	✓/X	✓
Los006	Land to the east of Station Road, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	X	XX	✓/X	✓
Los009	Land to the east of Station Road, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	X	XX	✓/X	✓
Los012	Land to the west of Wisbech Road, Long Sutton	✓	✓/X	✓/X	X	✓/X	✓/X	0	✓/X	X	X	X	✓/X	✓
Los014	Land to the west of Garnsgate Road, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	X	X	✓/X	✓
Los019	Land to the south of Lancaster Drive, Long Sutton	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓	X	X	X	✓/X	✓
Los020	Land to the south of Spring Gardens	✓	✓/X	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	X	XX	✓/X	✓
Los021	Land to the south of Bull Lane	✓	✓	✓	✓/X	✓/X	✓/X	X	✓/X	✓	✓	✓/X	✓/X	✓
Los022	Land to the east of Little London, Long Sutton	✓	✓/X	✓/X	✓	✓/X	✓/X	0	✓	X	X	X	✓/X	✓
Los027	Land to the west of Garnsgate Road, Long Sutton	✓	✓/X	✓/X	✓	✓/X	✓/X	0	X	X	X	XX	✓/X	✓

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Los030	Land to the east of Seagate Road, Long Sutton	✓	✓	✓/X	✓/X	✓/X	✓/X	0	✓/X	X	X	X	✓/X	✓
Los032	Cold Store, Gedney Road, Long Sutton	✓	✓	✓	✓/X	✓/X	X	0	✓/X	✓	✓	XX	✓/X	✓
Los039	Market Street, Long Sutton	✓	✓	✓	✓/X	✓/X	✓/X	X	X	✓	✓	X	✓/X	✓
Los043	Land to the south of Bridge Road, Long Sutton	✓	X	✓/X	✓	✓/X	✓/X	0	✓	✓/X	✓/X	XX	✓/X	✓✓
Los047	Land to the west of Garnsgate Road, Long Sutton	✓	✓/X	X	✓	✓/X	✓/X	0	✓	X	X	XX	✓/X	✓
Lut011	Land to the west of Lime Walk, Long Sutton	✓	✓/X	X	✓/X	✓/X	X	✓/X	✓/X	X	X	XX	✓/X	✓
Pin003	Land to the west of Bear Lane, Pinchbeck	✓	✓	✓	✓/X	✓	✓/X	✓/X	✓	✓	✓	✓	✓/X	✓/X
Pin008	Land to the east of Church Street, Pinchbeck	✓	✓	✓	✓/X	✓	✓/X	XX	✓	✓	✓	✓	✓/X	✓/X
Pin017	Land to the south of Milestone Lane, Pinchbeck	✓	X	✓/X	✓/X	X	✓/X	0	✓	✓	✓	✓	✓/X	✓/X
Pin021	Land to the south of Flaxmill Lane, Pinchbeck	✓	✓	✓	✓/X	✓	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Pin034	Land to the west of Flaxmill Lane, Pinchbeck	✓	X	X	✓/X	X	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Pin046	Land to the north of Milestone Lane, Pinchbeck	✓	✓	✓/X	✓/X	X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Pin062	Former Dairy Depot, Pennytoft Lane, Pinchbeck	✓	✓/X	✓/X	✓/X	✓	X	0	✓	✓	✓	✓	✓/X	✓/X
Sut005	Land to the north of Wigtoft Road, Sutterton	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Sut007	Land to the north of Wigtoft Road, Sutterton	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	□	X	X	✓/X	✓/X

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Sut008	Land to the north of Post Office Lane, Sutterton	☐	☐	✓/X	✓/X	✓/X	✓/X	0	☐	☐	☐	✓/X	✓/X	✓/X
Sut010	Land to the south of Spalding Road, Sutterton	✓	✓	✓/X	✓/X	✓/X	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Sut011	Land to the west of Station Road, Sutterton	✓	X	X	✓	✓/X	X	0	✓	X	X	X	✓/X	✓/X
Sut023	Land to the west of Station Road, Sutterton	✓	✓	✓/X	✓	✓/X	✓/X	0	✓	✓	✓	✓/X	✓/X	✓/X
Sut026	Land to the north of Wigtoft Road, Sutterton	✓	✓/X	X	✓/X	✓/X	X	0	✓	X	X	✓/X	✓/X	✓/X
Sut027	Land to the south of Wigtoft Road, Sutterton	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	X	✓/X	✓/X	✓/X
Sut029	Land to the north of Spalding Road, Sutterton	✓	✓/X	X	✓/X	✓/X	✓/X	0	X	X	X	X	✓/X	✓/X
Sut032	Land to the north of Wigtoft Road, Sutterton	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	X	X	✓/X	✓/X
Sub013	Land to the south of Bridge Road, Sutton Bridge	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓/X	X	✓/X	✓/X	✓/X	✓✓
Sub016	Land to the west of New Road, Sutton Bridge	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓/X	X	X	XX	✓	✓
Sub017	Land to the south of Bridge Road, Sutton Bridge	✓	✓	✓	✓	X	✓/X	0	✓	✓	✓	XX	✓	✓✓
Sub018	Land to the north of Nightingale Way, Granville Terrace, Chestnut Terrace and Allenby's Chance, Sutton Bridge	✓	✓/X	✓/X	✓	✓/X	✓/X	0	X	X	X	XX	✓/X	✓✓
Sub020	The Chippings, New Road, Sutton Bridge	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓/X	✓	✓	XX	✓	✓
Sub021	Land to the rear of 76 New Road, Sutton Bridge	✓	✓	✓	✓/X	X	✓/X	0	✓/X	✓	✓	XX	✓	✓

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Sub024	Land to the north of Withington Street and Chestnut Terrace, Sutton Bridge	✓	✓/X	✓/X	✓/X	X	✓/X	0	X	X	✓/X	XX	✓/X	✓✓
Swi016	Land to the north of Michael Moses Way, Swineshead	✓	✓/X	X	✓/X	X	0	0	✓	X	X	✓	✓/X	✓/X
Swi027	Land to the west of Station Road, Swineshead	✓	X	✓/X	✓/X	X	✓/X	0	✓	✓	X	✓	✓/X	✓/X
Swi029	Land to the south of Coles Lane, Swineshead	✓	X	✓/X	✓/X	X	✓/X	0	✓/X	X	X	✓	✓/X	✓/X
Swi031	Land to the west of High Street, Swineshead	✓	✓	✓/X	✓/X	X	✓/X	0	✓	X	✓/X	✓✓	✓/X	✓/X
Swi035	The Golden Cross, North End, Swineshead	✓	X	X	✓/X	X	✓/X	0	✓	✓	✓	✓✓	✓/X	✓/X
Swi036	Land to the east of High Street, Swineshead	✓	✓/X	X	✓/X	X	✓/X	XX	✓	X	X	✓/X	✓/X	✓/X
Swi039	Land to the east of Manwaring Way and La Milesse Way, Swineshead	✓	✓/X	X	✓/X	X	✓/X	XX	✓	X	X	✓	✓/X	✓/X
Minor Service Centres – Reasonable Alternatives														
Bic001	Land to the west of Drury Lane, Bicker	✓	X	✓/X	✓/X	✓/X	X	0	✓	□	X	✓✓	✓/X	✓/X
Bic005	Land to the west of Low Gate Lane, Bicker	✓	X	✓/X	✓/X	X	0	0	✓	✓	✓/X	✓✓	✓/X	✓/X
Bic010	Land between Milkinghall Lane and St Swithins Close, Bicker	✓	✓/X	✓/X	✓/X	X	0	0	✓	✓	✓	✓✓	✓/X	✓/X
Bic014	Land to the west of Gauntlett Road, Bicker	✓/X	X	✓/X	✓/X	X	0	?	✓	X	X	✓✓	✓/X	✓/X
Bic019	Land to the south of Rookery Road, Bicker	✓/X	X	✓/X	✓/X	X	✓/X	0	✓	X	X	✓✓	✓/X	✓/X
Bic023	Sharpe's Paddock, off Morley Lane, Bicker	✓	✓/X	✓/X	✓/X	X	0	✓/X	✓	□	X	✓✓	✓/X	✓/X
Bic027	Land to the rear of Madeira Lodge,	□	X	X	✓/X	✓/X	✓/X	0	□	□	X	□□	✓/X	✓/X

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	Drury Lane, Bicker													
But003	Land to the north of Watery Lane, Butterwick	✓	✓/X	✓/X	✓/X	X	✓/X	0	✓	□	X	XX	✓/X	✓/X
Cow001	Land to the west of Backgate, Cowbit	✓	✓/X	X	✓/X	X	✓/X	✓/X	✓	X	X	✓	✓/X	✓/X
Cow007	Land to the west of Backgate, Cowbit	✓	X	X	✓/X	X	✓/X	0	✓	□	X	✓	✓/X	✓/X
Cow008	Land to the west of Mill Drove, Cowbit	□	✓/X	X	✓/X	X	✓/X	0	□	□	✓/X	□□	✓/X	✓/X
Cow010	Land to the west of Mill Drove, Cowbit	✓	✓/X	X	✓/X	X	✓/X	0	✓/X	X	X	✓/X	✓/X	✓/X
Cow013	Land to the rear of 55 Backgate, Cowbit	✓	X	✓/X	✓/X	X	✓/X	0	✓✓	✓	✓	✓✓	✓/X	✓/X
Cow014	Land to the west of Mill Drove South, Cowbit	✓	✓/X	X	✓/X	X	0	0	✓	✓	✓	✓□	✓/X	✓/X
Dsn005	Land to the west of Littleworth Drove, Deeping St Nicholas	✓/X	X	X	✓/X	X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Dsn011	Land to the west of Littleworth Drove, Deeping St Nicholas	✓	X	X	✓/X	X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Dsn013	Land to the east of Littleworth Drove, Deeping St Nicholas	X	X	X	✓/X	X	0	0	✓	✓/X	✓/X	✓	✓/X	✓/X
Fis022	Land to the north of Fishtoft Road, Fishtoft	✓/X	✓/X	X	✓/X	✓	✓/X	0	✓	X	X	XX	✓/X	✓/X
Fis040	Norwood Yard, Church Green Road, Fishtoft	✓	✓/X	X	✓/X	✓	✓/X	0	✓	✓	✓	✓/X	✓/X	✓/X
Fle010	Land to the west of Eastgate, Fleet Hargate	✓/X	✓	✓/X	✓/X	✓	0	0	X	X	X	✓	✓/X	✓/X
Fle012	Land to the east of Lowgate, Fleet Hargate	✓	✓	✓	✓/X	✓	✓/X	✓/X	✓	□	X	✓	✓/X	✓/X
Fle017	Land to the north of Old Main Road, Fleet Hargate	✓	✓	✓	✓/X	✓	✓/X	?	✓	□	X	✓	✓/X	✓/X
Fle020	Land between Old Main Road and the A17, Fleet Hargate	✓/X	✓/X	✓	✓/X	✓/X	✓/X	XX	✓	□	X	✓	✓/X	✓/X

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Geh001	Land to the east of North Road, Gedney Hill	✓	✓/X	✓/X	X	X	✓/X	0	✓	✓	✓	✓✓	✓/X	X
Geh005	Land to the south of Highstock Lane, Gedney Hill	✓	✓/X	X	X	X	✓/X	0	✓	X	X	✓	✓/X	X
Geh006	Land to the west of Sycamore View, Gedney Hill	✓	✓/X	X	X	X	✓/X	0	✓	X	X	✓	✓/X	X
Geh007	Land to the west of Sycamore View, Gedney Hill	✓	✓/X	X	X	X	✓/X	0	✓	X	X	✓	✓/X	X
Geh012	Land to the east of Hillgate, Gedney Hill	✓	✓/X	X	X	X	✓/X	X	✓	X	X	✓✓	✓/X	X
Geh013	Land to the west of Station Road, Gedney Hill	✓	✓/X	✓/X	X	X	✓/X	0	✓	X	X	✓	✓/X	X
Geh017	Land to the north of Mill Lane, Gedney Hill	✓	✓/X	✓/X	X	X	✓/X	✓/X	✓	X	X	✓✓	✓/X	X
Gos014	Land to the east of Wargate Way , Gosberton	✓	✓/X	X	✓/X	X	✓/X	0	✓	✓/X	✓/X	✓	✓/X	✓/X
Gos024	Land adjacent High Street and Boston Road, Gosberton	✓	✓/X	X	✓/X	X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Mou003	Land to the north of Broad Lane, Moulton	✓	✓/X	✓/X	✓	X	✓/X	0	✓	X	X	✓✓	✓/X	✓/X
Mou013	Land to the north of Roman Bank, Moulton Chapel	✓/X	X	X	X	X	✓/X	0	✓/X	X	X	✓	✓/X	X
Mou014	Land to the north of Roman Road, Moulton Chapel	✓	X	X	X	X	0	0	✓	X	X	✓✓	✓/X	X
Mou017	Land to the north of Roman Bank, Moulton Chapel	✓	X	X	X	X	✓/X	0	✓	X	X	✓✓	✓/X	X
Mou030	Land to the south of Roman Road, Moulton Chapel	✓	X	X	X	X	0	✓/X	✓	X	X	✓✓	✓/X	X
Mou031	Land off Fen Gate Road, Moulton	✓	X	X	X	X	✓/X	0	✓	X	X	✓✓	✓/X	X

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	Chapel													
Mou032	The Plough Public House, Woodgate Road, Moulton Chapel	✓	X	X	X	X	✓/X	✓/X	✓	□	✓	✓✓	✓/X	X
Mou034	Land to the east of Braybrooks Way, Moulton Chapel	✓	X	X	X	X	0	0	✓	X	X	✓✓	✓/X	X
Old001	Land to the south of Old Main Road, Old Leake	✓	X	✓/X	✓/X	✓/X	0	0	✓/X	X	✓/X	XX	✓/X	✓/X
Old003	Land to the north of Old Main Road, Old Leake	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	✓/X	✓/X	✓/X
Old008	Land to the south of Meadow Way, Old Leake	✓	X	✓/X	✓/X	✓/X	0	0	XX	X	✓/X	XX	✓/X	✓/X
Old016	Land to the rear of The White Hart, Church Road, Old Leake	✓	✓	✓/X	✓/X	✓/X	0	0	✓	X	✓/X	XX	✓/X	✓/X
Qua007	Land to the north-west of Watergate, Quadring	✓	X	X	X	✓/X	0	0	✓	X	X	✓	✓/X	✓/X
Qua008	Land to the south-east of Watergate, Quadring	✓	X	X	X	✓/X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Qua009	Land to the east of St Margarets, Quadring	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	X	✓	✓/X	✓/X
Qua011	Land to the south of Town Drove, Quadring	✓/X	✓/X	✓/X	✓/X	✓/X	0	?	✓	X	X	✓	✓/X	✓/X
Qua012	Land off Main Road, Quadring	✓	X	X	X	✓/X	0	0	✓	X	X	✓	✓/X	✓/X
Qua014	Land to the north-west of Watergate, Quadring	✓	X	X	X	✓/X	0	0	✓	X	X	✓	✓/X	✓/X
Sur004	Land south of Station Road, Surfleet	✓	X	✓/X	✓/X	X	✓/X	0	✓	X	X	✓✓	✓/X	✓/X
Sur005	Land to the west of Gosberton Road, Surfleet	✓	X	✓/X	✓/X	X	✓/X	0	✓	✓	✓	✓	✓/X	✓/X
Sur009	Land to the east of Coalbeach Lane, Surfleet	✓	X	✓/X	✓/X	X	✓/X	0	✓/X	□	X	✓	✓/X	✓/X

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Sur011	Land off Station Road, Surfleet	✓	X	✓/X	✓/X	X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Sur012	Land to the south of Park Lane, Surfleet	✓	X	✓/X	✓/X	X	✓/X	0	✓	✓	✓	✓	✓/X	✓/X
Suj002	Land to the east of Baukins Drove, Sutton St James	✓/X	✓/X	X	X	X	0	0	✓	X	X	✓	✓/X	X
Suj004	Land to the east of Bell's Drove, Sutton St James	✓/X	✓/X	X	X	X	0	0	✓	X	X	✓	✓/X	X
Suj005	Land to the east of Sutton Gate, Sutton St James	✓	✓/X	X	X	X	0	0	✓	X	X	✓	✓/X	X
Suj010	Land off Bette Camplings Close, Sutton St James	✓	✓/X	X	X	X	0	0	✓	✓	✓	✓	✓/X	X
Tyd005	Tysdale Manor, Common Way, Tydd St Mary	✓	✓/X	✓/X	X	X	✓/X	✓/X	✓	□	X	✓	✓/X	X
Tyd008	Land to the south of Church Way, Tydd St Mart	✓	✓/X	✓/X	X	X	✓/X	X	X	□	X	✓	✓/X	X
Wsn004	Land to the east of Small Drove, Weston	✓	X	✓	✓/X	X	0	?	✓	X	X	✓	✓/X	✓/X
Wsn006	Land to the south of Small Drove, Weston	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	X	✓	✓/X	✓/X
Wsn007	Land to the east of Pinfold Lane, Weston	✓	X	✓	✓/X	X	0	XX	✓	X	X	X	✓/X	✓/X
Wsn010	Land to the east of Beggars Bush Lane, Weston	✓	X	✓/X	✓/X	✓/X	0	0	X	X	X	✓/X	✓/X	✓/X
Wsn011	Land to the east of Pinfold Lane, Weston	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	X	✓	✓/X	✓/X
Wsn012	Land to the north-west of Broadgate, Weston	✓	X	X	✓/X	✓/X	0	0	✓	X	X	✓/X	✓/X	✓/X
Wsn015	Land to the south of Small Drove, Weston	✓	✓/X	✓/X	✓/X	✓/X	0	0	✓	X	X	✓	✓/X	✓/X

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Wsn021	Land to the south of High Road, Weston	✓	X	✓/X	✓/X	✓/X	0	0	✓	X	X	✓	✓/X	✓/X
Wsn023	Land to the south of A151 Weston Bypass off Pinfold Lane, Weston	✓	X	✓	✓/X	X	0	0	X	X	✓/X	X	✓/X	✓/X
Wsn024	Land to the south of A151 Weston Bypass off Pinfold Lane, Weston	✓	X	✓	✓/X	✓/X	0	0	X	X	X	X	✓/X	✓/X
Wsn025	Land to the south of A151 Weston Bypass, Weston	✓	X	✓	✓/X	✓/X	✓/X	0	✓	X	X	XX	✓/X	✓/X
Wsn030	Land to the south of High Road, Weston	✓	X	✓/X	✓/X	✓/X	✓/X	0	✓	X	X	X	✓/X	✓/X
Wsn033	Land to the south of High Road, Weston	✓	X	✓/X	✓/X	✓/X	0	0	✓	X	X	✓/X	✓/X	✓/X
Wha008	Land to the east of Kirkgate, Whaplode	✓	✓/X	✓	✓/X	✓	0	0	✓	X	✓	✓	✓/X	✓/X
Wha009	Land to the north of Abotts Garden, Whaplode	✓	X	✓	✓/X	X	✓/X	0	✓	X	X	✓	✓/X	✓/X
Wha010	Land to the north of Cob Gate, Whaplode	✓	X	X	✓/X	X	✓/X	0	✓	X	✓/X	✓	✓/X	✓/X
Wha023	Land to the east of Church Gate, Whaplode	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	✓	✓	✓✓	✓/X	✓/X
Wha031	Land to the east of Church Gate, Whaplode	✓	✓/X	✓/X	✓/X	✓	✓/X	0	✓	✓	✓	✓✓	✓/X	✓/X
Wig001	Jasmine House & Works, Asperton Road, Wigtoft	✓	✓	X	✓/X	X	0	✓/X	✓	✓	✓	✓	✓/X	✓/X
Wig002	Land to east of Asperton Road, Wigtoft	✓	✓/X	X	✓/X	X	0	✓/X	✓	□	✓	✓	✓/X	✓/X
Wig012	Land to north of Main Road, Wigtoft	✓/X	✓	X	✓/X	X	✓/X	?	✓	X	X	X	✓/X	✓/X
Wra009	Geo H Kime & Co., Main Road, Wrangle	✓	✓/X	✓/X	✓/IX	✓/X	✓/X	0	✓	✓	✓	X	✓/X	✓/X
Wra015	Land to the west of Broadgate, Wrangle	✓	✓/X	X	✓/X	✓/X	✓/X	0	✓	X	X	X	✓/X	✓/X

Summary of SA findings for sites for Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople

Table 14

	Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Allocations													
Land at The Stables, Baulkins Drove, Sutton St James	✓	X	X	X	X	0	0	✓	✓	✓	X	✓/X	✓/X
Land at Bleu Raye Farm, Mill Gate, Whaplode Fen	✓	X	X	X	X	0	0	✓	□	X	✓	✓/X	✓/X
Reasonable Alternatives													
Drain Bank North, Spalding	✓	X	X	X	✓	0	0	✓/X	X	X	XX	✓/X	✓/X
Land to the north of Northorpe Road, Donington (Don011)	✓	X	X	X	✓/X	✓/X	0	✓/X	X	X	✓✓	✓/X	✓/X
Land to the south-east of Caythorpe Road, Donington (Don013)	✓	✓/X	X	✓/X	✓/X	0	0	✓/X	X	X	✓✓	✓/X	✓/X
Land to the east of Quadring Road, Donington (Don019)	✓	✓/X	X	✓/X	✓/X	0	0	✓/X	X	X	✓✓	✓/X	✓/X
Land to the south-east of Churchfleet Lane, Gosberton (Gos004)	✓	✓/X	X	✓/X	X	✓/X	0	✓/X	X	X	✓✓	✓/X	✓/X
Land to the south-east of Fold Lane, Moulton (Mou008)	✓	X	X	✓/X	X	✓/X	0	✓/X	X	X	✓✓	✓/X	✓/X
Land to the south-east of Broad Lane, Moulton (Mou016)	✓	✓	✓/X	✓	X	✓/X	0	✓/X	X	X	✓✓	✓/X	✓/X
Land to the south-east of Broad Lane, Moulton (Mou022)	✓	✓	✓/X	✓	X	✓/X	0	✓/X	X	X	✓✓	✓/X	✓/X
Land to the north of East Cob Gate, Moulton (Mou039)	✓	✓	✓/X	✓	X	✓/X	0	✓/X	X	X	✓✓	✓/X	✓/X
Land to the east of Eaugate Road, Moulton	✓	X	X	X	X	0	0	✓/X	X	X	✓✓	✓/X	✓/X

	Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Chapel (Mou019)													
Land to the east of Fen Gate, Moulton Chapel (Mou021)	✓	X	X	X	X	0	0	✓/X	X	X	✓✓	✓/X	✓/X
Land to the east of Fen Gate, Moulton Chapel (Mou024)	✓	X	X	X	X	0	0	✓/X	✓	X	✓✓	✓/X	✓/X
Land to the north of Roman Road, Moulton Chapel (Mou043)	✓	X	X	X	X	0	0	✓/X	X	X	✓✓	✓/X	✓/X
Land to the east of the B1356, Surfleet (Sur002)	✓	X	X	✓/X	X	XX	0	✓	X	X	✓✓	✓/X	✓/X
Land to the north of Cob Gate, Whaplode (Wha038)	✓	✓/X	X	✓/X	X	0	0	✓/X	X	X	✓✓	✓/X	✓/X
Roper's Gate, Gedney	✓	X	X	X	✓	0	0	✓/X	□	X	XX	✓/X	✓/X
Land to the north of Drove Road, Shepeau Stow (Wha013)	✓	X	X	X	X	✓/X	0	✓/X	□	X	✓✓	✓/X	✓/X
Cranesgate North/Hurdletree Bank, Whaplode St Catherines	✓	X	X	X	X	0	0	✓	□	X	✓✓	✓/X	✓/X

Summary of SA findings for Employment Allocations and Reasonable Alternatives

Table 15

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Employment Allocations – Main Employment Areas														
BO001	Endeavour Park Boardsides, Boston	0	✓/X	✓/X	✓✓	✓	✓/X	0	✓/X	✓	X	✓/X	✓/X	✓✓
BO006	Riverside Industrial Estate, Marsh Lane, Boston	0	✓/X	✓/X	✓	✓	✓/X	0	✓/X	✓/X	X	✓/X	✓/X	✓✓
BO008	Q2: The Quadrant, Chain Bridge Road, Boston	0	✓/X	✓	✓✓	✓	✓/X	✓/X	X	X	X	✓/X	✓/X	✓✓
SP001	Wardentree Lane, Spalding	0	✓/X	✓	✓	✓	✓/X	0	□/ X	X	X	✓/X	✓/X	✓✓
SP002	Lincs Gateway, Spalding	0	X	X	✓✓	✓	✓/X	0	✓/X	X	X	✓/X	✓/X	✓✓
SP012	Clay Lake, Spalding Drove, Spalding	0	✓/X	✓/X	✓✓	✓	✓/X	0	□/ X	X	X	✓/X	✓/X	✓✓
CR001	Crease Drove Business Park, Crowland	0	✓/X	✓/X	✓	✓	✓/X	0	✓/X	X	X	✓/X	✓/X	✓✓
CR007	Thorney Road, Crowland	0	X	X	✓	✓	✓/X	0	✓/X	X	X	✓/X	✓/X	✓✓
HO002	Holbeach Food Enterprise Zone, Welbourne Lane South, Holbeach	0	✓/X	✓/X	✓	✓	✓/X	0	X	X	X	✓/X	✓/X	✓✓
KI001	Kirton Distribution Park, Wash Road, Kirton	0	✓/X	✓/X	✓✓	✓	✓/X	0	✓/X	X	X	✓/X	✓/X	✓✓
LO002	Bridge Road Industrial Estate, Bridge Road, Long Sutton	0	✓/X	✓/X	✓✓	✓	✓/X	0	✓/X	✓	X	✓/X	✓/X	✓✓
LO009	Land to the south of Bridge Road, Long Sutton	0	✓/X	✓/X	✓✓	✓	✓/X	0	✓/X	X	X	✓/X	✓/X	✓✓
SU001	Enterprise Park, Sutterton	0	✓/X	✓/X	✓✓	✓	✓/X	0	✓/X	✓	✓	✓/X	✓/X	✓✓
SB002	Wingland, Millenium Way, Sutton Bridge	0	X	X	✓✓	✓	✓/X	0	✓/X	✓/X	✓/X	✓/X	✓/X	✓✓
Employment Allocations – Local Employment Areas														
SU003	Love Lane, Sutterton	0	✓/X	✓/X	✓✓	✓	✓/X	0	✓/X	X	X	✓/X	✓/X	✓✓

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
SB005	Railway Lane Industrial Estate, Railway Lane, Sutton Bridge	0	✓/X	✓	✓✓	✓	X	0	✓/X	✓	✓	✓/X	✓/X	✓✓
Employment Allocations – Restricted Use Sites														
SP038	Spalding Power Station B, Spalding	0	✓/X	✓	✓✓	✓	✓/X	0	✓/X	✓/X	✓	✓/X	✓/X	✓✓
SB003	Sutton Bridge Port, Sutton Bridge	0	X	✓/X	✓✓	✓	✓/X	0	✓/X	X	X	✓/X	✓/X	✓✓
SB014	Wingland Power Station B, Sutton Bridge	0	X	X	✓✓	✓	✓/X	0	✓/X	X	X	✓/X	✓/X	✓✓
Employment Reasonable Alternatives														
SP029	Land to the south of Childers South Drove, Spalding	0	X	✓/X	✓✓	✓	✓/X	0	□/X	X	X	✓/X	✓/X	✓✓
CR006	Crowland Garden Centre, Postland Road, Crowland	0	✓/X	✓/X	✓	✓	✓/X	0	✓	✓	✓	✓/X	✓/X	✓✓
WH004	Land to the north of Abbot's Garden, Whaplode	0	✓/X	✓/X	✓✓	✓	✓/X	0	✓	□	✓	✓	✓/X	✓✓

Summary of SA findings for Retail Allocation and Reasonable Alternatives

Table 16

		Objective 1. Housing	Objective 2. Health and Wellbeing	Objective 3. Transport	Objective 4. Socially Inclusive Communities	Objective 5. Education	Objective 6. Green Infrastructure and Biodiversity	Objective 7. Heritage	Objective 8. Landscape and Townscape	Objective 9. Air, Soil and Water Resources	Objective 10. Sustainable Use of Land and Waste	Objective 11. Flood Risk	Objective 12. Climate Change	Objective 13. Employment
Retail - Allocation														
SHR010	Springfields Retail and Exhibition Centre		✓/X	✓	✓✓	✓	✓/X	0	✓	X	✓/X	✓/X	✓/X	✓
Retail – Reasonable Alternatives														
SHR001	Land to the west of Winfrey Avenue, Spalding	0	✓/X	✓	✓/X	✓	✓/X	?	✓	✓	✓/X	X	✓/X	✓✓
SHR002	Old Welland Hospital, Holbeach Road, Spalding	0	✓/X	✓	✓✓	✓	✓/X	0	✓	✓	✓/X	✓/X	✓/X	✓
SHR003	Land to the west of Spalding Road, Spalding	0	✓/X	✓/X	✓	✓	✓/X	0	✓/X	X	✓/X	✓/X	✓/X	✓
SHR004	Land to the west of Cowbit Road, Spalding	0	X	X	✓✓	✓	✓/X	0	X	X	✓/X	✓/X	✓/X	✓
SHR005	Land to the north-east of Cowbit Road	0	X	X	✓✓	✓	✓/X	0	X	X	✓/X	✓/X	✓/X	✓
SHR006	Land to the south of Holbeach Road, Spalding		X	X	✓✓	✓	✓/X	0	X	X	✓/X	✓/X	✓/X	✓
SHR007	Land to the north of Holbeach Road, Spalding	0	X	X	✓✓	✓	✓/X	0	X	X	✓/X	✓/X	✓/X	✓
SHR008	Land to the north of the A16	0	X	X	✓/X	✓	X	0	X	X	✓/X	✓/X	✓/X	✓
SHR009	Land to the east of Winfrey Avenue, Spalding	0	✓/X	✓	✓✓	✓	✓/X	?	✓	X	✓/X	X	✓/X	✓✓
SHR011	Land to the east of Marsh Road, Spalding	0	X	X	✓✓	✓	✓/X	0	X	✓/X	✓/X	✓/X	✓/X	✓
SHR012	Broad Street Car Park, Spalding	0	✓/X	✓	✓✓	✓	✓/X	XX	✓	✓	✓/X	X	✓/X	✓/X
SHR013	Land to the north-west of Kings Road, Spalding	0	✓/X	✓	✓✓	✓	✓/X	0	✓	✓	✓/X	X	✓/X	✓

Geographical Scope

Compliance with the SEA Directive

The SEA Directive requires the:

“Preparation of an environmental report in which the ... geographical scope of the plan or programme, [is] identified, described and evaluated.”
(Article 5)

3.69 It is also a requirement of the SEA Directive that the appraisal report takes into account the geographical scope of the Plan.

3.70 This SA Main Report provides commentary on the geographical scope of policies at the Publication Version of the Local Plan, whilst the assessment is reviewed and updated where required to take into consideration the impacts of the identified Main Modifications and Further Modifications within the SA Addendum.

3.71 The spatial effects are largely local (i.e. limited to South East Lincolnshire), although there is the potential for Plan policies to generate regional (neighbouring local authorities) and national impacts. Table 23 outlines an assumption of the geographic scope of each policy at the Publication Version of the Local Plan. A full update of Table 23 is provided within the Main and Further Main Modifications SA Addendum to this Main Report.

Table 16: Geographical Scope of Policy Impacts

Policy	Geographical Scale of Policy Impact	Commentary
Policy 1: Presumption in Favour of Sustainable Development	-	No significant effects are anticipated for the policy against the Sustainability Objectives. The policy is a statement of approach as its aims will be achieved by the implementation of other policies in the Plan.
Policy 2: Spatial Strategy	Local and national	<p>The policy will mean that new development is directed towards the most sustainable places in the Plan area. Residents will therefore likely have better access to services, facilities and employment opportunities locally. It is expected that development will be permitted that is appropriate to a settlement's level within the hierarchy.</p> <p>Given that the policy provides for an increase in local population there is the potential for a wider national impact in terms of the generation of pollution and greenhouse gas emissions resulting from increased traffic movements – There are national CO₂ targets that must be met. However, concentrating development in the most sustainable locations in South East Lincolnshire should help to minimise the need to travel.</p>

Policy	Geographical Scale of Policy Impact	Commentary
Policy 3: Development Management	Local and potentially national	<p>The policy will ensure that the type, mix and density of new market and affordable homes are appropriate to the site and its environs. It will also mean that new development is only permitted where it does not have an adverse impact on existing community services and infrastructure. The policy will be critical to the strategic protection and enhancement of the quality and character of the landscape and townscape.</p> <p>In addition, the protection and enhancement of natural habitats could potentially increase the absorption of pollutants from the air. This could therefore have a national impact in terms of helping towards the achievement of national CO₂ emissions targets.</p>
Policy 4: Design of New Development	Local and national	<p>The policy will contribute to creating development that is of a high quality and is safe and sustainable. It should also help protect and/or improve the character and quality of the surrounding local environment through good design. Minimising the effect that development could have on the landscape is an important consideration in the flat landscape of South East Lincolnshire.</p> <p>There is the potential for significant benefits to be secured in terms of energy efficiency which will help maintain local air quality. It may also have an impact nationally however by contributing towards national CO₂ emissions targets.</p>
Policy 5: Strategic Approach to Flood Risk	Local	<p>The policy will have a positive impact on development locally by guiding it towards areas of low hazard or probability of flooding. Furthermore, many flood management measures are dual purpose and so could have positive impacts on a number of Sustainability Objectives. They may for example, provide opportunities for recreation and sustainable access through walking/cycling and enhance the character and appearance of the local area.</p>
Policy 6: Meeting Physical Infrastructure and Service Needs	Local	<p>The policy will help meet the locally identified physical infrastructure and service needs that arise as a result of new development. For example, the provision of new green and social infrastructure should help promote healthy communities and the provision of local healthcare facilities. It could also mean that improvements are secured for local roads, education facilities, habitats as well as infrastructure for dealing with water. The provision of infrastructure should also help to support the local economy.</p>
Policy 7: Developer contributions	Local	<p>The policy means that developer contributions will be sought for affordable housing on developments of 11 or more dwellings or with a combined gross floorspace of more than 1000sqm. It will therefore contribute towards meeting the objectively identified local need for affordable housing. Developer contributions can also be sought for a variety of other types of infrastructure locally (such as open space, green infrastructure, community facilities, foot and cycle paths, education facilities, SuDS and highway improvements) which</p>

Policy	Geographical Scale of Policy Impact	Commentary
		will have a positive impact on a number of Sustainability Objectives.
Policy 8: Improving South East Lincolnshire's Employment Land Portfolio	Local, regional and national	<p>The policy will help to put in place the right conditions to secure the provision of the 17,600 new jobs that could be needed over the plan period. It will also help local economic growth.</p> <p>As some of the employment sites allocated within the policy are located towards the periphery of the Local Plan area, there is the potential for the policy to have a transport impact on the wider region as well through increased HGV and private car movements associated with the operation of employment sites. On the other hand, the creation of new jobs in South East Lincolnshire should help to reduce the number of people out-commuting.</p> <p>Given the level of new employment development possible, there is also the potential for a wider national impact in terms of the generation of pollution and greenhouse gas emissions – there are national CO₂ targets that must be met.</p>
Policy 9: Promoting a Stronger Visitor Economy	Local, regional and national	<p>The policy will generate primarily local impacts – such as helping to facilitate the growth of South East Lincolnshire's visitor economy - although there is the potential for regional and national effects:</p> <ol style="list-style-type: none"> 1. Springfields Shopping and Festival Gardens has a wide catchment stretching into the East Midlands and Norfolk meaning that money earned outside the Plan area will be spent within it; 2. The creation of new jobs in South East Lincolnshire should help to reduce the number of people out-commuting. 3. Focusing the provision of new and improved tourism facilities in the area's existing town centres may also mean that linked trips can be made, thereby reducing the overall number of trips residents need to make. Depending on how car use is minimised and sustainable transport options are encouraged, the policy could have a positive impact on reducing/minimising carbon emissions. This will contribute towards national targets.
Policy 10: Meeting Objectively Assessed Housing Needs	Local and national	<p>The policy will help to meet the identified local need for new market and affordable housing. Considering the amount of additional housing proposed it is inevitable that there will be increased pressure on local healthcare facilities, the highways network and education facilities.</p> <p>Given the level of new housing proposed in the policy, there is also the potential for a wider national impact in terms of the generation of pollution and greenhouse gas emissions – There are national CO₂ targets that must be met.</p>
Policy 11: Distribution of New Housing	Local, regional and national	<p>The policy will help to meet the identified local need for new market and affordable housing. Considering the amount of additional housing proposed it is inevitable that there will be increased pressure on local healthcare facilities, the highways network and education facilities.</p>

Policy	Geographical Scale of Policy Impact	Commentary
		<p>Given the level of new housing proposed in the policy there is also the potential for wider impacts. An increase in housing, particularly in those settlements near to the Plan area boundary, could have an effect on neighbouring areas through an increase in traffic and associated environmental and social impacts. In addition, due to the inter-connected nature of the water environment which links many rivers, streams and groundwater, any negative effects on water resources could be felt in the surrounding areas. There could also be more national impacts in terms of the generation of pollution and greenhouse gas emissions given that there are national CO₂ targets that must be met.</p>
<p>Policy 12: Vernatts Sustainable Urban Extension</p>	<p>Local, regional and national</p>	<p>The policy will help to meet the identified local need for new market and affordable housing. There are some impacts that will be regional, but the effects of the policy will be primarily local. Development of the SUE will help facilitate delivery of the northern and part of the central phases of the Spalding Western Relief Road which is important locally as it will play a major role in opening up development sites and the road, once complete, will provide an alternative route to the congested A151 route which passes through the centre of Spalding. It will therefore enable better traffic flows around the area. However, given the scale of the site, there is the potential for a wider national impact in terms of the generation of pollution and greenhouse gas emissions – there are national CO₂ targets that must be met.</p>
<p>Policy 13: Holbeach West Sustainable Urban Extension</p>	<p>Local, regional and national</p>	<p>The policy will help to meet the identified local need for new market and affordable housing. There are some impacts that will be regional, but the effects of the policy will be primarily local. Development of the SUE will help facilitate access to the proposed Food Enterprise Zone (FEZ) (a regional economic development priority) to the west of the A151 and highway improvements at Peppermint Junction. It will therefore enable better traffic flows around the area. However, given the scale of the site, there is the potential for a wider national impact in terms of the generation of pollution and greenhouse gas emissions – there are national CO₂ targets that must be met.</p>
<p>Policy 14: Providing a Mix of Housing</p>	<p>Local</p>	<p>The policy, by enabling a flexible approach, will mean that mix of housing can be determined on a case by case basis in order to address the current need in the local area. This should provide sufficient flexibility to accommodate changing needs and demands over the plan period.</p>
<p>Policy 15: Affordable Housing</p>	<p>Local</p>	<p>The policy will contribute towards meeting the objectively identified local need for affordable housing. A number of the other potential impacts identified will depend upon implementation and the location of development.</p>
<p>Policy 16: Rural Exception Sites</p>	<p>Local</p>	<p>The policy will contribute towards meeting the objectively identified local need for affordable and market housing. A number of the other potential impacts identified will depend upon implementation and the location of development.</p>

Policy	Geographical Scale of Policy Impact	Commentary
Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople	Local	The policy will contribute towards meeting the identified local need for Gypsies, Travellers and Travelling Showpeople accommodation identified in the Boston and South Holland Gypsy and Traveller Accommodation Assessment (November 2016)
Policy 18: Houses in Multiple Occupation and the Sub-Division of Dwellings	Local	The policy will contribute towards protecting against the loss of family-sized homes in high density residential areas and streets of predominantly terraced and/or semi-detached properties – evidence in the SHMAs indicates that the greatest demand in the plan period in South East Lincolnshire will be for three bed homes. It will also ensure that sites have good access to community facilities, services, public transport and local employment. National space standards must be met which will help maintain the quality of the local housing stock. The local natural and historic environment will be protected and soil resources will be protected through the use of brownfield land.
Policy 19: Replacement Dwellings in the Countryside	Local	The policy impacts will mostly depend upon implementation and the location of development. However, the use of some brownfield land will reduce the loss of agricultural land and protect areas of higher soil quality locally. It also means that existing residents would be able to erect a replacement dwelling where the internal layout is not fit for the current and long-term use.
Policy 20: Reuse of Buildings in the Countryside for Residential Use	Local	The policy will generate positive impacts as the reuse of buildings in the countryside for residential use contribute to the local housing stock. The reuse of existing buildings will also protect local soil resources. However, the policy impacts will mostly depend upon implementation and the location of development.
Policy 21: The Retail Hierarchy	Local, regional and national	The policy will generate primarily local impacts – such as on the local economy - although there is the potential for regional and national effects: 1. The provision of greater choice in existing centres may mitigate against the pull of more regional centres; and 2. By taking the approach set out in the retail hierarchy there could be a modal shift to more sustainable modes of transport which will have a positive impact on reducing/minimising carbon emissions. This will contribute towards national targets.
Policy 22: Primary Shopping Frontages	Local, regional and national	The policy will generate primarily local impacts – such as helping to facilitate a sustainable retail economy - although there is the potential for regional and national effects: 1. The policy may result in greater choice in the existing centres of Boston and Spalding which may help mitigate against the pull of more regional centres; and 2. It may also mean that linked trips can be made, thereby reducing the overall number of trips residents need to make. Depending on how car use is minimised and sustainable

Policy	Geographical Scale of Policy Impact	Commentary
		transport options are encouraged, the policy could have a positive impact on reducing/minimising carbon emissions. This will contribute towards national targets.
Policy 23: Additional Retail Provision	Local, regional and national	The policy will generate primarily local impacts – such as helping to facilitate a sustainable retail economy - although there is the potential for regional and national effects: 1. The provision of greater choice in existing centres may mitigate against the pull of more regional centres; and 2. By focusing new retail development in existing centres and providing greater choice, the policy could encourage either shorter trips by private car (as there is less need to travel to more regional centres) or the use of more sustainable modes of transport (as town centres are likely to be more accessible by such modes) which will have a positive impact on reducing/minimising carbon emissions. This will contribute towards national targets.
Policy 24: The Natural Environment	Local, national and international	The policy will contribute to the conservation and/or enhancement of nature conservation importance. The impacts will be primarily local given the number of locally designated sites in South East Lincolnshire. However, both Boston Borough and South Holland District border The Wash. This is designated as a site of national and international importance due to the species and habitats located there. The policy seeks the protection, enhancement and management of natural assets such as this internationally designated site.
Policy 25: The Historic Environment	Local and national	The policy will contribute to the protection, conservation and enhancement of South East Lincolnshire's national and locally designated heritage assets. It will have a positive impact on local communities in terms of promoting the leisure, recreational and educational value of heritage assets and will be important for maintaining and/or creating an attractive environment. Furthermore, the policy will safeguard locally important buildings that are non-designated heritage assets. It also seeks to secure the future of those assets that are on the national 'at risk' register.
Policy 26: Pollution	Local and national	The policy will contribute towards maintaining local air quality and ensuring that new development in South East Lincolnshire has an acceptable impact on the amenities of the area in terms of pollutants including light, noise, odour, fumes and vibration, informed by national standards. It will therefore help minimise issues that have contributed to poor air quality in the past, particularly in the AQMAs of Boston town. It will also have a positive impact on local soil resources and surface and groundwater quality.
Policy 27: Climate Change and Renewable and Low Carbon	Local and national	The policy, by requiring proposals to reduce the need to travel could have health benefits for local communities by encouraging the use of 'healthier' and more sustainable modes of travel such as walking and cycling. It will also have a positive impact on local air quality and the South East Lincolnshire economy as it will contribute to growth in the renewable energy

Policy	Geographical Scale of Policy Impact	Commentary
Energy		<p>sector.</p> <p>Given the nature of the policy, it is very likely that it will help contribute towards national CO₂ targets being met.</p>
Policy 28: Community, Health and Wellbeing	Local and potentially national	<p>Locally, the policy will contribute towards the health and wellbeing of communities. It will help create local opportunities for exercise and promote more inclusive and cohesive communities in South East Lincolnshire. The policy will also mean that new community facilities (such as healthcare services) are located as close as possible to the community they will serve.</p> <p>In terms of the potential national impact of the policy, it could contribute towards national CO₂ emissions targets given that Green Infrastructure can contribute to the absorption of greenhouse gases. However, this effect is likely to be fairly minimal.</p>
Policy 29: Delivering a More Sustainable Transport Network	Local, regional and potentially national	<p>Locally, the promotion of walking and cycling will contribute towards the health and wellbeing of communities and by safeguarding transport routes it will ensure that communities are well connected, particularly to employment, shops and other essential facilities. Furthermore, it will help to facilitate the delivery of key local transport infrastructure.</p> <p>The delivery of new transport infrastructure can help enable significant economic growth both locally and within the wider region. For example, the economy will become more resilient by improving connectivity within both South East Lincolnshire and with other parts of the region.</p> <p>In terms of the potential national impact of the policy, it could contribute towards national CO₂ emissions targets. The promotion of more sustainable modes of transport should help reduce/minimise carbon emissions generated by the private car. However, the significance of the effect is likely to depend on the extent to which sustainable transport use is encouraged and how schemes are implemented.</p>
Policy 30: Delivering the Spalding Transport Strategy	Local and potentially national	<p>The policy specifically relates to Spalding and so the impacts will be predominantly local. Implementation of the policy is likely to help promote walking and cycling locally which will contribute towards the health and wellbeing of Spalding's residents and will ensure that communities are well connected, particularly to employment, shops and other essential facilities.</p> <p>In terms of the potential national impact of the policy, it could contribute towards national CO₂ emissions targets. The promotion of more sustainable modes of transport should help reduce/minimise carbon emissions generated by the private car. However, the implementation of schemes to alleviate congestion at pinchpoints in Spalding could encourage the continuation of car use which would not support the need to</p>

Policy	Geographical Scale of Policy Impact	Commentary
		meet national emissions targets.
Policy 31: Vehicle and Cycle Parking	Local and national	<p>The policy aims to encourage more people to cycle for local journeys which will have a positive impact on the health of South East Lincolnshire's population and access to services and facilities.</p> <p>In terms of the potential national impact of the policy, it could contribute towards national CO₂ emissions targets given that increased cycle use would reduce carbon emissions from traffic.</p>

Cumulative Effects

Compliance with the SEA Directive

The SEA Directive requires:

“The likely significant effects on the environment ... These effects should include secondary, cumulative and synergistic ... effects.” (Annex I (f))

- 3.72 The SEA Directive means that an assessment of secondary, cumulative and synergistic effects should be incorporated into the SA. These terms are not mutually exclusive and, in this case, the term ‘cumulative effects’ will include secondary and synergistic effects.
- 3.73 This SA Main Report provides commentary on the cumulative effects of policies at the Publication Version of the Local Plan. The assessment is reviewed and updated where required to take into consideration the impacts of the identified Main Modifications and Further Modifications within the SA Addendum.
- 3.74 The likely cumulative effects of the Local Plan were identified by considering all of the individual predicted impacts for each policy in the Local Plan against the 13 Sustainability Objectives. This is an important stage as it enables us to determine whether any policies, which individually may have a minimal impact, are likely to either generate significant effects when taken together, or whether effects resulting from multiple impacts may be different from individual impacts. Mitigation measures can then be recommended where adverse impacts have been identified (see Section 4). A suitable monitoring framework and trigger for action can also be developed (Stage E of the Sustainability Appraisal process – see Section 5).

3.75 Table 24 shows the results for the assessment of the cumulative effects of the Local Plan policies in relation to each of the Sustainability Objectives, without mitigation.

Table 17: Cumulative Effects of Local Plan Policies on Sustainability Objectives

	Objective 1. Housing	Objective 2. Health and well-being	Objective 3. Transport	Objective 4. Socially inclusive communities	Objective 5. Education	Objective 6. Green infrastructure and biodiversity	Objective 7. Heritage	Objective 8. Landscape and townscape	Objective 9. Air, soil and water resources	Objective 10. Sustainable use of land and waste	Objective 11. Flood risk	Objective 12. Climate change	Objective 13. Employment
Policy 1: Presumption in favour of Sustainable Development	0	0	0	0	0	0	0	0	0	0	0	0	0
Policy 2: Spatial Strategy	✓✓	✓✓	✓	✓✓	✓	?	?	X	X	X	✓	✓/X	✓✓
Policy 3: Development Management	✓✓	✓✓	✓	✓✓	✓/X	✓	✓	✓	✓	✓	✓	✓	✓
Policy 4: Design of New Development	✓	✓	✓	✓	0	✓/X	✓✓	✓✓	✓	✓/X	✓✓	✓✓	✓
Policy 5: Strategic Approach to Flood Risk	✓	✓	✓	✓	✓	✓✓	✓/X	✓	✓/X	✓/X	✓✓	✓	✓/X
Policy 6: Meeting Physical Infrastructure and Service Needs	0	✓✓	✓✓	✓✓	✓	✓	0	✓/X	✓/X	0	✓✓	✓	✓
Policy 7: Developer Contributions	✓✓	✓✓	✓✓	✓✓	✓	✓	✓	✓/X	✓	0	✓	✓	✓
Policy 8: Improving South East Lincolnshire's Employment Land Portfolio	✓✓	✓✓	✓	✓✓	✓✓	?	?	X	X	X	✓	✓/X	✓✓
Policy 9: Promoting a Stronger Visitor Economy	✓✓	✓✓	✓	✓✓	✓✓	?	?	✓/X	✓/X	✓/X	✓	✓/X	✓✓
Policy 10: Meeting Objectively Assessed Housing Needs	✓✓	?	?	?	✓	?	?	X	X	X	✓	X	✓✓
Policy 11: Distribution of New Housing	✓✓	✓✓	✓	✓✓	✓	?	?	X	X	X	✓	✓/X	✓✓
Policy 12: Vernatts Sustainable Urban Extension	✓✓	✓	✓/X	✓	✓/X	✓	0	X	X	X	✓	✓/X	✓

	Objective 1. Housing	Objective 2. Health and well-being	Objective 3. Transport	Objective 4. Socially inclusive communities	Objective 5. Education	Objective 6. Green infrastructure and biodiversity	Objective 7. Heritage	Objective 8. Landscape and townscape	Objective 9. Air, soil and water resources	Objective 10. Sustainable use of land and waste	Objective 11. Flood risk	Objective 12. Climate change	Objective 13. Employment
Policy 13: Holbeach West Sustainable Urban Extension	✓✓	✓	✓	✓	✓	✓	?	X	X	X	✓	✓/X	✓✓
Policy 14: Providing a Mix of Housing	✓✓	0	✓	✓✓	0	✓	✓	✓	✓	✓	✓	✓	✓
Policy 15: Affordable Housing	✓✓	✓	✓/X	✓	✓	?	?	?	X	X	✓	✓/X	?
Policy 16: Rural Exception Sites	✓✓	✓	✓/X	✓	✓	?	?	?	X	X	✓	✓/X	?
Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople	✓✓	✓	✓/X	✓✓	✓	?	?	?	X	X	✓	✓/X	?
Policy 18: Houses in Multiple Occupation and the Sub-Division of Dwellings	✓	✓	✓/X	✓/X	✓	✓	✓	✓	✓	✓✓	✓	✓/X	✓✓
Policy 19: Replacement Dwellings in the Countryside	✓	?	X	?	?	?	?	✓	✓	✓	✓	✓/X	?
Policy 20: Reuse of Buildings in the Countryside for Residential Use	✓✓	?	X	?	?	✓/X	✓	✓	✓	✓✓	✓/X	✓/X	?
Policy 21: The Retail Hierarchy	✓	✓	✓	✓	?	✓/X	✓	✓/X	✓	✓	✓/X	✓/X	✓✓
Policy 22: Primary Shopping Frontages	✓	✓	✓	✓	?	✓/X	✓	✓/X	✓	✓	✓/X	✓/X	✓✓
Policy 23: Additional Retail Provision	✓	✓	✓	✓	?	✓/X	✓	✓/X	✓	✓	✓/X	✓/X	✓✓
Policy 24: The Natural Environment	0	✓	✓/X	✓/X	✓	✓✓	✓	✓✓	✓	✓	✓	✓/X	✓/X
Policy 25: The Historic Environment	✓/X	✓	0	✓	✓	✓	✓✓	✓✓	0	✓	0	✓/X	✓
Policy 26: Pollution	0	✓	✓	✓	✓/X	✓	✓	✓	✓✓	✓/X	✓	✓✓	✓

	Objective 1. Housing	Objective 2. Health and well-being	Objective 3. Transport	Objective 4. Socially inclusive communities	Objective 5. Education	Objective 6. Green infrastructure and biodiversity	Objective 7. Heritage	Objective 8. Landscape and townscape	Objective 9. Air, soil and water resources	Objective 10. Sustainable use of land and waste	Objective 11. Flood risk	Objective 12. Climate change	Objective 13. Employment
Policy 27: Climate Change and Renewable and Low Carbon Technology	✓	✓	✓	✓	✓/X	✓	✓	✓/X	✓	✓/X	✓✓	✓✓	✓
Policy 28: Community, Health and Wellbeing	✓	✓✓	✓	✓✓	✓	✓✓	✓	✓	✓	0	✓	✓	✓
Policy 29: Delivering a More Sustainable Transport Network	0	✓	✓✓	✓	✓	✓/X	✓/X	✓/X	✓	0	0	✓	✓
30: Delivering the Spalding Transport Strategy	0	✓	✓✓	✓	✓	✓	✓/X	0	✓/X	0	0	✓	✓
31: Vehicle and Cycle Parking	0	✓	✓	✓	✓	✓/X	0	✓	✓	0	✓/X	✓	✓

- 3.76 The section below sets out a more detailed commentary on the potential cumulative impacts of the Local Plan policies on the sustainability objectives.

Objective 1: Housing

- 3.77 The Publication Version Local Plan sought the delivery of at least 18,675 new homes in South East Lincolnshire over the Plan period (2011-2036) to meet the Objectively Assessed Need (OAN) for the area. As part of meeting this need, a proportion of these homes will be required to be affordable housing. The percentage of affordable homes to be provided on sites which meet the national affordable housing threshold is set out in the affordable housing policy in the Plan. This will make a positive contribution towards increasing the area's supply of affordable housing.
- 3.78 Other policies in the Local Plan relating to the mix of housing, rural exception sites, sustainable urban extensions, accommodation for Gypsies, Travellers and Travelling Showpeople, HMOs and the sub-division of dwellings, replacement dwellings in the countryside and the reuse of buildings in the countryside for residential use all make an important contribution to meeting the area's identified housing need, particularly in terms of increasing the range of housing types, sizes and tenures. Furthermore, policies such as those concerning climate change and the design of new development will also have a positive impact on this objective given that they contribute towards creating high quality, safe, energy efficient and ultimately sustainable affordable homes. It is therefore considered that there is likely to be a cumulative significant positive impact against this objective.

Objective 2: Health and Wellbeing

- 3.79 A number of the policies in the Local Plan are likely to have either a positive or significant positive impact on this objective. Locating development in line with the Spatial Strategy and Distribution of New Housing policies (i.e. the majority being directed towards the Sub-Regional Centres and Main Service Centres) will increase accessibility to key facilities and services by more active modes of travel such as walking and cycling. This is also where the majority of healthcare facilities are located which will have a significant positive impact on health and wellbeing. Furthermore, the Community, Health and Wellbeing policy will help create opportunities for exercise nearby, thereby supporting healthy and active lifestyles. This will have a significant positive impact given the identified low levels of physical activity and excess weight in both children and adults in South East Lincolnshire. It will also mean that community facilities and open space could be provided and/or existing ones enhanced (where necessary) where development will increase the need for it. Policy 8: Improving South East Lincolnshire's Employment Land Portfolio and Policy 9: Promoting a Stronger Visitor Economy will also have significant positive impacts given that being in employment is linked to mental wellbeing and is generally seen as being a contributor to higher levels of self-esteem.
- 3.80 A number of other policies are also likely to have a positive impact on health and wellbeing such as Policy 3: Development Management, Policy 12: Vernatts Sustainable Urban Extension, Policy 13: Holbeach West Sustainable

Urban Extension, Policy 24: The Natural Environment, Policy 25: The Historic Environment and some other housing and transport related policies. They are likely to have a positive impact in terms of promoting walking and cycling and should contribute towards providing increased and improved opportunities for undertaking outdoor leisure, with its associated benefits for health.

- 3.81 However, the capacity of existing health infrastructure is an important consideration given the level of housing identified as necessary to meet the OAN. Without appropriate mitigation measures being adopted, the growth expected could adversely affect healthcare services. The phasing of new development in line with investment in such facilities (as indicated in the Infrastructure Delivery Plan) will be critical. Policies that require contributions to infrastructure improvements (Policy 6: Meeting Physical Infrastructure and Service Needs and Policy 7: Developer Contributions) should help mitigate any adverse effects likely to arise from the increase in population associated with the new housing development proposed. The Plan should therefore help meet the equality, health and social care needs of the area's population.
- 3.82 Overall, it is considered likely that there will be a cumulative positive impact against this objective.

Objective 3: Transport

- 3.83 The Spatial Strategy and Distribution of New Housing policies seek to direct the majority of new development towards the Sub-Regional Centres and Main Service Centres. In doing so, this will help to reduce the need to travel by car and promote the use of more sustainable modes of transport such as public transport, walking and cycling. It will also ensure good access to jobs, services and green infrastructure locally. In addition, the promotion of a significant amount of new development in the Sub-Regional Centres and Holbeach should help facilitate the delivery of strategic transport infrastructure. These policies will therefore have a positive impact on the Transport objective.
- 3.84 Policy 29: Delivering a More Sustainable Transport Network will have a significant positive impact against this objective given that it will not only promote and widen the opportunities for more sustainable and greener modes of travel to be delivered but it will also help facilitate the delivery of key transport infrastructure such as the Boston Distributor Road and the Spalding Western Relief Road. Policy 6: Meeting Physical Infrastructure and Service Needs and Policy 7: Developer Contributions will also have a significant positive impact as they will ensure that new development is accompanied by the necessary transport infrastructure to support it. Policy 30: Delivering the Spalding Transport Strategy will also have a significant positive impact as it will have a very important part to play in providing solutions to current transport management issues in Spalding, pending the completion of the Spalding Western Relief Road in its entirety.
- 3.85 In terms of the economy and employment, Policy 8: Improving South East Lincolnshire's Employment Land Portfolio and Policy 9: Promoting a Stronger Visitor Economy will have positive impacts by ensuring that the majority of

development associated with these policies will take place within the higher tier settlements where access is more likely to be achievable by sustainable modes of transport.

- 3.86 Policy 13: Holbeach West Sustainable Urban Extension will have a positive impact on this objective as its development will help facilitate the provision of roundabouts on the A151 and at the A151/A17 junction – one of the priority transport projects identified in Policy 29. Policy 12: Vernatts Sustainable Urban Extension has the potential to have a positive impact on this objective by facilitating the delivery of another priority transport project – the Spalding Western Relief Road. However, it will be dependent upon implementation.
- 3.87 The three retail policies are also likely to have a positive impact on this objective as focusing future retail and leisure development in places closer to where people live may deter longer trips to centres outside the plan area. It may also encourage people to use more sustainable modes of transport to make such journeys.
- 3.88 However, Policy 19: Replacement Dwellings in the Countryside and Policy 20: Reuse of Buildings in the Countryside for Residential Use are likely to have an adverse impact on this objective. By their very nature, such developments will be located in areas that are likely to be inaccessible by sustainable transport. It is therefore highly likely that the private car will be the preferred mode of transport for those living there.
- 3.89 The impacts of some other policies are likely to depend upon implementation. It is therefore considered that, overall, the Local Plan will have a cumulative mixed positive/negative impact on this objective.

Objective 4: Socially Inclusive Communities

- 3.90 There are a number of policies that will have a significant positive impact against this objective.
- 3.91 As Policy 2: Spatial Strategy and Policy 11: Distribution of New Housing seek to direct the majority of new development towards the Sub-Regional Centres, Main and Minor Service Centres there should generally be good access to essential services, facilities and employment opportunities, although it will ultimately depend on the location of the development and existing provision. It is also important to note that the capacity of these facilities also varies and so mitigation would be required in those cases where access is more limited otherwise there could be a significant adverse impact over the long-term. The phasing of new development in line with investment in such facilities (as indicated in the Infrastructure Delivery Plan) will be important. Policy 6: Meeting Physical Infrastructure and Service Needs and Policy 7: Developer Contributions will have a significant positive impact as they will ensure that any adverse effects likely to arise from the increase in population associated with the new housing development proposed is mitigated through the provision of new community infrastructure. Policy 8: Improving South East Lincolnshire's Employment Land Portfolio and Policy 9: Promoting a Stronger Visitor Economy will also have significant positive impacts as they will help

facilitate the creation of job opportunities which can contribute to equality, community vibrancy and inclusivity. Due to their scale, the sustainable urban extensions (Policies 12 and 13) provide significant opportunities to improve the level of green infrastructure, health care and sports facilities available.

- 3.92 Policy 3: Development Management will also have a significant positive impact on this objective by ensuring that high quality development is provided. It will help foster strong and secure communities and promote safe, comfortable and pleasant environments for people to live in. Furthermore, Policy 14: Providing a Mix of Housing scores significantly positive against this objective as it promotes the need to secure a suitable mix of housing in new residential development which will help secure balanced and mixed communities. Policy 17 relating to Gypsies, Travellers and Travelling Showpeople and Policy 28: Community, Health and Wellbeing will also have significant positive impacts. The requirement that Gypsy and Traveller sites be accessible from education, health care and other local facilities is likely to help create stronger and more secure communities, particularly as easy access to these services and facilities would positively encourage use and promote social inclusion. The open space, sport and recreational facilities policy will ensure that new community facilities are accessible to all sections of the community which will help to promote social inclusion. This is particularly important in areas of deprivation where car ownership is likely to be lower.
- 3.93 New large scale housing development, such as the three Sustainable Urban Extensions, will have a positive impact on this objective as they provide the opportunity to provide necessary community infrastructure on site. Furthermore, the promotion of more sustainable modes of transport through the transport policies will have a positive impact on this objective as it can help reduce the impacts of traffic on communities, including noise disturbance, community severance and improving road safety.
- 3.94 There is, however, some uncertainty relating to Policy 19: Replacement Dwellings in the Countryside and Policy 20: Reuse of Buildings in the Countryside for Residential Use. The nature of these dwellings means that they will be located outside the development limits of a settlement and are therefore likely to be some distance from community facilities. This may discourage use.
- 3.95 Despite this, it is considered that the Local Plan will have a cumulative significant positive impact against this objective.

Objective 5: Education

- 3.96 There are a number of policies that will have either a significant positive or positive impact against this objective.
- 3.97 Policy 8: Improving South East Lincolnshire's Employment Land Portfolio and Policy 9: Promoting a Stronger Visitor Economy will have significant positive impacts given that the provision of employment opportunities could also result

in an associated increase in the quantity and quality of training opportunities available to residents.

- 3.98 Policy 13: Holbeach West Sustainable Urban Extension will have a positive impact on this objective given that its development will help facilitate access to the Holbeach Food Enterprise Zone site to the west which will provide further education opportunities.
- 3.99 The higher tier settlements in the Spatial Strategy reflect the location of primary schools whilst secondary schools are located in the Sub-Regional Centres and some Main Service Centres. A significant proportion of development is to be directed towards these settlements and so the approach taken in the Spatial Strategy as well as the Distribution of New Housing policy will ensure that education facilities can be accessed on foot/bike by most. In locations where educational facilities are beyond a short walking distance, often there is still good access via high frequency bus services and/or multi-user routes.
- 3.100 Evidence suggests that across the area there is an immediate need for extra primary, secondary and post 16 school places - a situation which is anticipated to become more severe in the future. This situation is likely to be exacerbated by the new housing development proposed in South East Lincolnshire meaning that the phasing of development in line with the capacities of educational facilities will be vital. Policy 6: Meeting Physical Infrastructure and Service Needs and Policy 7: Developer Contributions will have a significant positive impact on this objective as they will ensure that a developer contributes towards any provision and/or enhancement needed where educational facilities are at, or near to, capacity. In addition, a site for a new secondary school in Spalding has been identified, and its early delivery will be important for alleviating pressures on the existing schools in the eastern part of the town.
- 3.101 Policy 16: Rural Exception Sites, Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople and Policy 18: HMOs and the Sub-Division of Dwellings all direct development towards locations where residents should be able to access education and so will have a positive impact on this objective.
- 3.102 There may also be positive impacts on this objective from the natural and historic environment policies as the assets protected by them often represent good educational resources for people of all ages. Furthermore, promoting the use of sustainable modes of transport and improving vehicle and cycle parking (Policy 29: Delivering a More Sustainable Transport Network, Policy 30: Delivering the Spalding Transport Strategy and Policy 31: Vehicle and Cycle Parking) can contribute towards ensuring good access to educational facilities.
- 3.103 As with other objectives, there is some uncertainty relating to the impacts of Policy 19: Replacement Dwellings in the Countryside and Policy 20: Reuse of Buildings in the Countryside for Residential Use. The nature of these

dwellings means that they will be located outside the development limits of a settlement and are therefore likely to be some distance from educational facilities. There is therefore the potential for an adverse impact in respect of this and given the size of the expected development, mitigation is unlikely to be sought.

- 3.104 The impact of the three retail policies on this objective is also uncertain. The promotion of retail development could provide training opportunities although it will depend on the businesses involved.
- 3.105 Although the Vernatts Sustainable Urban Extension (Policy 12) is located in the Sub-Regional Centre of Spalding, improvements to educational facilities will need to be made and phased in line with the construction of housing. The impact will therefore depend upon implementation.
- 3.106 Even though there is the potential for adverse impacts it is considered that the Local Plan will have a cumulative positive impact against this objective.

Objective 6: Green Infrastructure and Biodiversity

- 3.107 Given the scale of new development proposed in the Local Plan there is the potential for significant adverse impacts on biodiversity and green infrastructure. For example, development could result in high levels of disturbance/loss of habitat for protected/priority species/habitats. In such an instance, mitigation would be essential to minimise adverse impacts. To deliver the level of housing growth proposed in the Local Plan there will be the need for some development of greenfield land which could have adverse impacts on habitats and species due to landtake. It may also have a secondary impact on air and water quality. In cases where development would involve the loss of existing open space or playing fields, compensation should be through either on or off-site provision. Policy 6: Meeting Physical Infrastructure and Service Needs and Policy 7: Developer Contributions will assist in achieving this. The exact impact is uncertain at this stage, however, as it will depend on the location of sites and the implementation of mitigation. Once mitigation becomes established there may be the potential for net-gains. A combination of buffering of new development and habitat creation has the potential to have a positive impact on biodiversity over the long-term. It could also help make biodiversity more resilient to climate change. Furthermore, there are likely to be opportunities for significant improvements to the quantity and quality of amenity open space and GI across the area as a result of the new development associated with the Plan, particularly in the case of the sustainable urban extensions. This would have a positive impact in terms of improving connectivity for ecological and habitat networks.
- 3.108 Policy 24: Natural Environment directly seeks to protect and enhance the natural environment and so will have a significant positive impact against this objective. In addition, the Habitats Regulations Assessment has helped identify measures to avoid likely significant effects identified through the screening process. The requirement in Policy 24 for project level HRAs at the SUEs and all major development within 10km of The Wash means that mitigation will be sought either on site or through off site provision which

should help provide robust, connected habitat networks, and help protect the special features of The Wash from additional recreational pressure. Policy 5: Strategic Approach to Flood Risk and Policy 28: Community, Health and Wellbeing will both also have a significant positive impact. Many flood management schemes and SuDS will directly enhance biodiversity through the creation of habitats and green infrastructure is often provided as recreational space.

- 3.109 There are a number of policies that are likely to have a positive impact on this objective. Policy 3: Development Management, Policy 18: HMOs and the Sub-Division of Dwellings, Policy 24: The Historic Environment, Policy 26: Pollution and Policy 27: Climate Change and Renewable and Low Carbon Technology all require development to have an acceptable impact on the natural environment.
- 3.110 Uncertain impacts against this objective have been identified for some policies as site specifics are unknown and the effect will ultimately depend upon implementation. However, considering all of the above, the Local Plan should have a cumulative positive impact on this objective.

Objective 7: Heritage

- 3.111 In a number of instances, the impact of Local Plan policies on this objective will depend upon the location, type and design of development and any mitigation secured.
- 3.112 Policy 25: Historic Environment directly seeks to conserve and enhance the historic environment and so will have a significant positive impact against this objective. The Design of New Development policy is also likely to have a significant positive impact as it seeks to ensure that new development complements existing historic assets and that historic buildings are reused appropriately.
- 3.113 A number of positive impacts have also been identified in relation to other policies. For example, the reuse of buildings in the countryside for residential use (Policy 20) can help conserve buildings of architectural and historic merit. Furthermore, the three retail policies in the Local Plan should help keep historic buildings in the area's retail centres in good use. The provision of new and/or enhanced green infrastructure where necessary (Policy 28: Community, Health and Wellbeing) and the protection of biodiversity (Policy 24: The Natural Environment) may help to conserve and/or enhance the appearance or setting of designated and non-designated heritage assets. The Developer Contributions policy (Policy 7) will ensure that the provision of GI is secured when it is needed. The criterion set out in Policy 3: Development Management will also have a positive impact on this objective. Development of the Vernatts Sustainable Urban Extension (Policy 12) is unlikely to have a significant impact on any historic assets, although the impact of the Holbeach West Sustainable Urban Extension (Policy 13) will depend on mitigation.
- 3.114 It is considered that the Local Plan is likely to have a cumulative positive impact on this objective.

Objective 8: Landscape and Townscape

- 3.115 Given the level of housing and employment development proposed in the Local Plan (Policy 10: Meeting Objectively Assessed Housing Needs and Policy 8: Improving South East Lincolnshire's Employment Land Portfolio) there are likely to be adverse impacts on the landscape both during the plan period and beyond. Negative impacts are particularly likely as a result of the development of the sustainable urban extensions due to their scale. Mitigation should therefore be considered carefully to help minimise adverse impacts. In the Other Service Centres and Settlements tier of the settlement hierarchy and in locations where settlements are in close proximity to each other, the identification of settlement boundaries should help mitigate negative impacts by limiting the impact of urban sprawl.
- 3.116 Some policies are likely to generate positive impacts against this objective. For example Policy 3: Development Management will be critical to the strategic protection and enhancement of the quality and character of landscape and townscape. Protection of the landscape is also likely to have secondary benefits by protecting features such as Ancient Woodland, Trees and Hedges. Furthermore, certain flood mitigation measures (Policy 5: Strategic Approach to Flood Risk) can promote positive landscape impacts by enhancing the character and appearance of the local area. Policy 18: Houses in Multiple Occupation and the Sub-Division of Dwellings, Policy 19: Replacement Dwellings in the Countryside and Policy 20: Reuse of Buildings in the Countryside for Residential Use all ensure that impacts on the character and appearance of the area should be acceptable. In addition, the development of such sites may even secure landscape or townscape improvements. The Pollution policy in the Local Plan (Policy 26) seeks to avoid adverse harm to the natural and built environment therefore helping steer development away from areas that are of high landscape and townscape character. The provision of open space can contribute positively to landscape and townscape quality (Policy 28: Community, Heath and Wellbeing).
- 3.117 However, some of the policy impacts against this objective are more uncertain as site specifics and/or the type of development are unknown and the effect will ultimately depend upon implementation and design.
- 3.118 Although the Local Plan is likely to have positive impacts on local townscape and in certain areas on the landscape, due to the proposed concentration of significant new development on the edge of settlements it is considered that the Plan will have a cumulative mixed positive/negative impact on this objective.

Objective 9: Air, Soil and Water Resources

- 3.119 The Local Plan's Pollution policy (Policy 26) will have a significant positive impact on this objective in terms of protecting soil resources and surface and groundwater quality and minimising pollutants.

- 3.120 However, although the Local Plan seeks to direct the majority of new development to the most sustainable settlements (Policy 2: Spatial Strategy, Policy 11: Distribution of New Housing and Policy 8: Improving South East Lincolnshire's Employment Land Portfolio) where sustainable/public transport is more likely to be accessible, due to the level of growth proposed it is likely that there will be an increase in trips by car with an associated adverse impact on air quality (resulting from emissions). This could have an adverse impact on the area's two Air Quality Management Areas in Boston town, if unmitigated. However, the protection and enhancement of natural habitats through Policy 3: Development Management and Policy 24: The Natural Environment will have a positive impact on this objective as mature trees and vegetation perform valuable roles as carbon sinks. In addition, some flood management measures, green infrastructure and open space can help the absorption of pollutants from the air through leaf uptake and contact removal (Policy 5: Strategic Approach to Flood Risk, Policy 24: The Natural Environment, Policy 27: Climate Change and Renewable and Low Carbon Technology and Policy 28: Community, Health and Wellbeing). Policy 29: (Delivering a More Sustainable Transport Network) will also have a positive impact on this objective as promoting the use of more sustainable modes of transport should have a positive impact on minimising carbon emissions.
- 3.121 Given that a significant amount of development is expected to take place at the edge of settlements, it is highly likely that high quality agricultural land will be lost which will have an adverse impact on this objective. The sustainable urban extensions in particular will result in the loss of a significant amount of agricultural land and the very nature of rural exception sites (Policy 16: Rural Exception Sites) also means that such land will be lost. The development of Gypsy and Traveller sites (Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople) is also likely to utilise agricultural land and the siting of caravans causes soil compaction which can affect its function and quality. However, Policies 18 – 20, 22 and 23 will ensure the sustainable use of land by providing for development on brownfield land.
- 3.122 New development associated with the Local Plan will also increase water consumption. This could be problematic given that the pressure on water in South East Lincolnshire is greater than elsewhere in the country. This situation should be considered in the Infrastructure Delivery Plan, be kept under review throughout the plan period and infrastructure provided where necessary.
- 3.123 Overall, it is considered that the Local Plan will have a cumulative mixed positive/negative impact on this objective.

Objective 10: Sustainable use of Land and Waste

- 3.124 Due to the scale of development proposed in the Local Plan it is likely that there will be adverse impacts on land and waste (Policy 10: Meeting Objectively Assessed Housing Needs and Policy 8: Improving South East Lincolnshire's Employment Land Portfolio). To deliver the level of housing growth proposed in the Local Plan it's likely that a considerable amount of greenfield land will be lost, particularly at the edge of settlements and in the

case of the three sustainable urban extensions. It will also lead to an increase in the amount of waste produced. In addition, development of the sustainable urban extensions will result in the loss of a significant amount of greenfield land as will rural exception sites by their very nature (Policy 16: Rural Exception Sites). The development of Gypsy and Traveller sites (Policy 17: Accommodation for Gypsies, Travellers and Travelling Showpeople) is also likely to utilise greenfield land. Furthermore, given the current economic climate and the fact that brownfield sites can be more difficult and costly to develop, it is likely that greenfield sites will be developed at a higher rate.

- 3.125 The HMO and Sub-Division of Dwellings Policy (Policy 18) and Policy 20: Reuse of Buildings in the Countryside for Residential Use will have a significant positive impact on this objective. Both policies promote the reuse of existing buildings for other purposes which will have a positive impact on minimising the loss of greenfield land. The three retail policies are also likely to have a positive impact on this objective by directing new retail (and other main town centre uses where relevant) to the existing centres. It is therefore likely that brownfield land will be utilised. Furthermore, the reuse of buildings and land is supported in the Historic Environment policy (Policy 25), therefore helping to positively encourage the use of sustainable local materials and divert materials away from landfill. It is considered that development associated with the Local Plan is unlikely to sterilise economically important mineral resources which will have a positive impact on this objective.
- 3.126 In the case of some policies the impacts are more uncertain as they depend upon specific site characteristics and mitigation.
- 3.127 Overall, the Local Plan is likely to result in a cumulative negative impact on this objective given the scale of residential development proposed and the loss of land which is not possible to mitigate.

Objective 11: Flood Risk

- 3.128 At a strategic level, the scale of housing and employment growth proposed could have a significant adverse impact against this objective. The Spatial Strategy (Policy 2) directs the greatest amount of growth to the Sub-Regional Centres, Main and Minor Service Centres, much of which is located in Flood Zones 2 and 3, and the majority of proposed employment allocations in Policy 8: Improving South East Lincolnshire's Employment Land Portfolio are located within Flood Zone 3a, and are therefore at risk of flooding. Although the three sustainable urban extensions have some level of flood risk associated with them, it is expected that mitigation measures and a sustainable drainage network will help to minimise the risk. At a site specific level, a sequential approach to locating development has been taken to ensure that the majority of new housing will be located in settlement/areas of settlements that are at a lower flood risk and hazard.
- 3.129 There are a number of policies that would have a significant positive impact on this objective. Although the NPPF sets out the requirement for a sequential approach to locating development, Policy 5: Strategic Approach to Flood Risk provides a framework by which strategic improvements to flood risk (which

may be brought forward during the Local Plan period) can be assessed, and enhanced, where possible. This will have a significant positive impact on alleviating flood risk. Policy 6: Meeting Physical Infrastructure and Service Needs is also likely to have a significant positive impact as it will ensure that new development is accompanied by appropriate drainage mechanisms and flood management infrastructure. In terms of other policies, Policy 27: Climate Change and Renewable and Low Carbon Energy and Policy 4: Design of New Development require proposals to show how flood mitigation measures will be incorporated in the design and construction. The use of Sustainable Drainage Systems will help to minimise off-site water discharge. Flood management/mitigation measures will be identified through a Flood Risk Assessment.

- 3.130 Policy 24: The Natural Environment and Policy 28: Community, Health and Wellbeing make provision for the incorporation of green infrastructure which will have a positive impact on this objective. Given the scale of housing development proposed, there is likely to be an increase in hardstanding and therefore surface water run-off. However, the integration of green infrastructure within development can contribute positively towards managing surface water and reducing the probability or the severity of flooding events. Policy 3: Development Management will ensure that sustainable drainage and flood risk considerations are taken into account.
- 3.131 Although the Local Plan is likely to have positive (some significant) impacts on this objective, overall the impact is likely to depend upon implementation and the mitigation requirements identified by each site specific Flood Risk Assessment. The location of development will also be a very important factor. As a result of the high level of flood risk across much of South East Lincolnshire, and the quantity and distribution of development proposed, there is likely to be significant adverse impacts unless mitigation is implemented.

Objective 12: Climate Change

- 3.132 Given that the need for 18,675 new homes (Policy 6: Meeting Objectively Assessed Housing Needs) and at least 82ha of employment land (Policy 8: Improving South East Lincolnshire's Employment Land Portfolio) is identified for the plan period the Local Plan will inevitably result in an increase in greenhouse gas emissions from energy used in new development and associated activities including increased vehicle journeys. Furthermore, implementation of the Local Plan is likely to lead to an increase in the amount of hardstanding, a decrease in the amount of greenfield land (particularly in the case of the three sustainable urban extensions) and involve new development in closer proximity to land at risk from flooding. This will minimise the natural environments ability to adapt to the effects of climate change.
- 3.133 However, as the Plan directs the majority of new development towards the Sub-Regional Centres, Main and Minor Service Centres (including the three sustainable urban extensions) where more sustainable transport options are likely to be available, the need to travel by car may be minimised. This would have a positive impact on this objective. The Pollution policy (Policy 26) will

have a significant positive impact on this objective as development proposals that would have an adverse impact (either individually or cumulatively) in relation to the emission of pollutants, such as greenhouse gases, will not be permitted. Policy 27: Climate Change and Renewable and Low Carbon Technology will also have a significant positive impact as it provides a policy commitment that proposals for the development of renewable and low carbon sources of energy will be supported and considered in the context of contributing to the achievement of sustainable development and meeting the challenge of climate change. Overall, the policy should help minimise greenhouse gas emissions and contribute to climate change adaptation. In addition, Policy 28: Community, Health and Wellbeing seeks the provision of green infrastructure where necessary. This will have a positive impact on this objective given that the incorporation of green infrastructure within development can contribute to the absorption of greenhouse gases. Enabling greater use of sustainable modes of transport (Policy 29: Delivering a More Sustainable Transport Network and Policy 30: Delivering the Spalding Transport Strategy) will help to reduce use of the private car which should aid in reducing greenhouse gas emissions. The Development Management (Policy 3) and Design of New Development (Policy 4) policies will also have a positive and significant positive impact respectively on this objective by helping to minimise energy use and greenhouse gas emissions.

- 3.134 Overall, it is considered that the Local Plan will have a cumulative mixed positive/negative impact on this objective. Although there is likely to be an increase in greenhouse gas emissions as a result of the growth proposed in the Plan, the incorporation of renewable energy facilities, energy efficiency of buildings and sustainable travel options will provide some level of mitigation for this. Until site specific mitigation measures are identified the extent of impacts are somewhat uncertain.

Objective 13: Employment

- 3.135 A number of significant positive impacts have been identified against this objective.
- 3.136 The Spatial Strategy (Policy 2) proposes to concentrate the majority of new development in and around the Sub-Regional Centres and Main and Minor Service Centres. The hierarchy reflects the location of employment areas (existing or proposed) meaning that most of the sites identified in Policy 8: Improving South East Lincolnshire's Employment Land Portfolio are within walking/cycling distance of a settlement in these tiers of the hierarchy and/or have good public transport access. In addition, over the long-term, access to employment is also likely to improve as further employment development associated with the Main Employment Areas takes place. The employment policy (Policy 8) also seeks to diversify the local economy. This will help to support the economy in the long-term and reduce unemployment which will have a significant positive impact on this objective. In addition, Policy 9: Promoting a Stronger Visitor Economy will have a significant positive impact by helping to facilitate the growth of South East Lincolnshire's visitor economy.

- 3.137 The provision of 18,675 new homes (Policy 10: Meeting Objectively Assessed Housing Needs) could encourage the inward migration of people (e.g. skilled professionals) which will help to support the local economy. An increased local population is also likely to support the economy and primacy of the town centres in terms of increased spend on local facilities, shops, and services. This will therefore have a significant positive impact. At a strategic level, the Holbeach West Sustainable Urban Extension (Policy 13) will help facilitate access to the proposed Food Enterprise Zone which will deliver significant economic benefits for the area. Its development also provides opportunities to make significant improvements to the level of sustainable transport options and/or links with existing multi-user routes which will have a positive impact on this objective.
- 3.138 The Local Plan's three retail policies will also have significant positive impacts. Overall, they will help to facilitate a sustainable retail economy and encourage employment, particularly through the identification of additional retail provision in Spalding. This is particularly important given that the long term unemployment rates for both Boston Borough and South Holland District are higher than the county and national averages. They will also ensure that no one centre encroaches on the vitality and viability of the others and will support the primacy of Boston and Spalding's town centres.
- 3.149 There are a number of other policies that are likely to have a positive impact on this objective. Policy 3: Development Management will help improve the attractiveness of the area which could help encourage inward investment and inward migration of workers within professional and technical occupations.
- 3.140 The historic environment is an essential element of the economic potential of South East Lincolnshire. Historic assets have the potential to contribute to tourism which, in turn, provides economic benefits. Their protection through Policy 25: Historic Environment will therefore have a positive impact on this objective.
- 3.141 In addition, the renewable energy sector provides opportunities for employment growth in South East Lincolnshire. Policy 27: Climate Change and Renewable and Low Carbon Technology will therefore have a positive impact on this objective by supporting proposals for the development of renewable and low carbon sources of energy that will help to achieve this.
- 3.142 Policy 29: Delivering a More Sustainable Transport Network and Policy 30: Delivering the Spalding Transport Strategy will also have a positive impact on this objective by helping reduce traffic congestion and promoting sustainable modes of transport which could reduce journey times to key employment sites. This could have indirect benefits since congestion leads to increased costs for businesses in terms of access to raw materials and supplies, and in servicing their markets.
- 3.144 Overall, it is considered that the Local Plan will have a cumulative significant positive impact on this objective.

4. Mitigation and Recommendations

Compliance with the SEA Directive

The SEA Directive requires identification of:

“The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme” (Annex I (g))

- 4.1 Mitigation measures must be considered during the preparation of the Local Plan and Annex I of the Directive requires the identification of measures to prevent, reduce or offset any significant adverse effects of implementing the Plan. Mitigation measures can also be proposed to maximise the positive effects likely to arise.
- 4.2 Typical mitigation measures could include:
- Changes to policy wording;
 - Removal of statements that are not compatible with the SA objectives;
 - The addition of new statements, including ‘protective’ statements;
 - Requirements to substitute or offset for certain types of impacts, for instance, through projects that replace any benefits lost through other projects; and
 - Requirement for further assessment, such as landscape or traffic assessments.
- 4.3 Whilst undertaking the appraisal of the draft Local Plan policies during 2015, a number of recommendations were made for mitigating the potential negative effects of policies and enhancing potential positive effects. In addition, assessment was undertaken again prior to completion of the Publication Version Local Plan (where significant changes to policies had occurred or new policies had been inserted (13 and 30)). The recommendations made have been considered as the Local Plan developed into its current form. The key recommendations made throughout the process, the policy author’s response and final outcome are summarised below in Table 17. Further proposed mitigation forms part of the SA appraisals provided of the Main Modifications and Further Main Modifications within the SA Addendum 2018.

Table 17: SA Recommendations to inform Policy Changes in preparation of the Draft Local Plan and Publication Version and Author Response and Outcome

Policy	SA Recommendations	Author response and outcome
1: Presumption in favour of Sustainable Development	No changes to policy text recommended.	-
2: Spatial Strategy	The following change to policy wording is recommended (in bold): <i>'sustains employment opportunities, existing facilities and helps meet the service needs of nearby settlements and people.'</i>	Change made to supporting text. Promoting sustainable balanced communities is the basis of the spatial strategy. This means that employment opportunities should be promoted in locations where housing growth is expected to take place. Recognition of this will generate significant positive impacts against Objective 13.
3: Development Management	The following change to policy wording is recommended (in bold): <i>subject to sustainable development considerations and other policies in this Local Plan.</i>	Clarification that this is an overarching summary of all sustainable development considerations contained in other policies has been added to the supporting text. This strengthens the policy approach by ensuring the more detailed considerations of other policies are referred to.
	Given the potential for development to have adverse impacts on physical and/or social infrastructure, the addition of the following is recommended: <i>Where it can be demonstrated through the Infrastructure Delivery Plan that a new development will have adverse impacts on existing physical, social or green infrastructure, mitigation may be required. This could be secured via planning condition, S278 highways agreement or s106 legal agreement.</i>	Detailed reference to securing new infrastructure has been added to the supporting text, supplemented by a reference to Policies 5 and 6. This addresses the point identified. It is important that new development does not place an unacceptable adverse impact upon existing infrastructure. This change will generate more positive impacts against the SA Framework.
4: Design of New Development	Reference should be made in the policy to ensuring accessibility for all, including disabled people.	'Accessibility for all' has been added to the policy. The design of new development must ensure that buildings and spaces are accessible to all so that everyone can enjoy the same quality of life. This change would have positive impacts in terms of access and social inclusion.
	Change should be made to include reference to the use of locally sourced materials.	Change added as proposed to policy. This change will help Policy 4 generate more positive impacts in terms of use of resources and help the area mitigate the impacts of climate change through a reduction in carbon miles.
	Reference should be made to the need to make provision for facilities for the storage of recycling bins in the policy.	Change made to policy. This change will help generate more positive impacts in terms of waste management, particularly in relation to Objective 10.
5: Strategic Approach to Flood Risk	The following change is recommended: Reference should be made to the potential for flood mitigation measures to be secured via planning condition or s106 legal agreement.	Reference to the use of planning conditions has been added to the supporting text. Change will provide more certainty that mitigation will be delivered, thereby generating more positive impacts against Objective

		11.
	Given the flood risk associated with certain parts of South East Lincolnshire it would be appropriate to add: <i>Applications must be accompanied by a Flood Risk Assessment, appropriate to the scale, type and location of the development.</i>	Change added to supporting text. This will provide more certainty that all relevant flood risk issues and appropriate mitigation will be identified thereby ensuring the risk is more likely to be minimised.
6: Meeting Physical Infrastructure and Service Needs	Either reference to flood management measures should be made or it should be clarified that such infrastructure is expected to be secured through Policy 5.	Reference to flood management infrastructure has been added to the supporting text as well as a reference to Policy 5. Flood risk is an important issue for the Local Plan. Acknowledging flood management and the more detailed approach elsewhere in the Local Plan would strengthen the policy against Objective 11.
7: Developer Contributions	No changes to policy text recommended.	
8: Improving South East Lincolnshire's Employment Land Portfolio	Given that employment uses have the potential to generate greater levels of traffic, it is recommended that a criterion is included within the policy to ensure that permission is only granted for proposals where the use is well related to the existing road network and would not (by itself or cumulatively) have a significant adverse impact in terms of the amount or nature of traffic generated.	Change made to policy – there should be no unacceptable impact on the local highway network. This addition will significantly strengthen the positive impacts generated against Objective 3, as well as in relation to community safety.
	Employment development has the potential to impact on the quality of the landscape. It is therefore recommended that the policy refers to the need to achieve a high standard of design that blends satisfactorily into the locality in terms of architectural detailing, materials of construction and landscaping.	Change made to policy. Criteria have been added into the policy which will ensure that the scale does not harm the character of the locality and that the design is responsive to the local context. This addition will significantly strengthen the positive impacts generated against Objective 8, ensuring that any development adds value to its setting rather than detracts from the quality of the landscape.
9: Promoting a Stronger Visitor Economy	It is recommended that the following additional criterion is added to the first section of the policy: <i>The development respects the intrinsic qualities of the natural and built environment of the locality.</i>	No change required - It is considered that this issue is adequately covered by the natural environment and historic environment policies. The policy itself also makes reference to the fact that development should not conflict with neighbouring land uses and reference is made to assimilating development into the landscape in the supporting text.
10: Meeting Objectively Assessed Housing Needs	No changes to policy text recommended.	
11: Distribution of New Housing	No changes to policy text recommended.	
12: Vernatts	Add: <i>Development proposals will be expected to:</i>	Change made as proposed to policy. Given the size and scale of the

<p>Sustainable Urban Extension</p>	<ul style="list-style-type: none"> • <i>Provide an element of affordable housing in accordance with Policy 15; and</i> • <i>Provide a range of dwelling types and sizes to deliver a balanced community over the lifetime of the development; and</i> • <i>Take account of approved Design Codes (or other mechanisms employed) to ensure high quality and locally distinctive design; and</i> • <i>Appropriate provision of on-site open space; and</i> • <i>Maximise opportunities for walking and cycling by giving careful consideration to the location of key uses; and</i> • <i>Integrate sufficient car and cycle parking in accordance with the standards set out in Policy 30; and</i> • <i>Demonstrate that potential noise and visual impacts arising from the Spalding Western Relief Road can be adequately mitigated; and</i> • <i>Incorporate a comprehensive Sustainable Drainage System to manage surface water drainage and safeguard against any increased flood risk.</i> <p>The policy could be strengthened by making reference to the development of a local centre within the SUE that will provide community/social facilities, which are important for health and wellbeing and cohesive communities. The policy itself could also be improved by being more specific (like Policy 13) in terms of the type of infrastructure (i.e. healthcare, educational and/or sports facilities) that is likely to be required as a result of the proposal.</p>	<p>sustainable urban extension there could be significant adverse impacts, therefore it is important that several key principles and design requirements are factored in from an early stage to enable quality development and a sustainable community to be delivered in the long term. This addition would strengthen the positive impact of this policy against a number of objectives.</p> <p>Change made to policy. This addition will strengthen the positive impacts of this policy against a number of social SA objectives.</p>
<p>13: Holbeach West Sustainable Urban Extension</p>	<p>No changes to policy text recommended.</p>	
<p>14: Providing a Mix of Housing</p>	<p>The following addition is recommended: In order to secure an appropriate mix of housing, planning conditions or s106 legal agreement will be used.</p> <p>It is recommended that clarification is provided as to whether the percentage targets included in the policy can be used to meet the specific needs of older people or those with disabilities.</p>	<p>Change made to supporting text, which covers this point. This will provide greater certainty relating to delivery so will generate more positive impacts against Objective 1 in particular.</p> <p>Change made to supporting text, which covers this point. This will provide greater certainty relating to delivery so will generate more positive impacts against Objective 1 in particular.</p>

15: Affordable Housing	It is recommended that reference is made to securing affordable housing via planning condition or s106 legal agreement.	Change made to supporting text. This will provide greater certainty relating to delivery so will generate more positive impacts against Objective 1 in particular.
16: Rural Exception Sites	It is recommended that the policy make reference to securing affordable and specialist homes in perpetuity to ensure that residents benefit in the long term. S106 legal agreements may be used to achieve this.	Change made to policy. Identifying the means by which housing need will be secured will give greater certainty in terms of meeting housing need now and in the future. This will strengthen the policy against Objective 1.
17: Accommodation for Gypsies, Travellers and Travelling Showpeople	The following change to policy wording is recommended (in bold): <i>Development proposals on allocated and unallocated sites should not be located adjacent to uses likely to endanger the health of occupants such as a refuse tip, water recycling centres or contaminated land.</i>	Change made to policy. This change will help ensure that a high level of health and well-being for all residents is promoted in the area. This will strengthen the positive impacts against Objective 2, particularly in relation to residential amenity.
	The following change to policy wording is recommended (in bold): <i>already be, or be capable of being, provided with appropriate infrastructure such as electricity, drinking-water supply, waste-water treatment and recycling/waste management.</i>	Change made to policy. This change will help ensure that residents have access to appropriate supporting physical infrastructure. This will generate more positive impacts against Objective 10.
	The following change to policy wording is recommended (in bold): Change recommended: <i>sites for permanent residential use should; already be, or be capable of being, suitable for mixed residential and business use.</i>	Change made to policy. Given that self-employment is common amongst the gypsy and traveller community this change will have a positive impact by ensuring the provision of space related to business operation. This is likely to generate more positive impacts against Objective 13.
18: Houses in Multiple Occupation and the Sub-Division of Dwellings	It is recommended that the policy could be strengthened through reference to <i>the provision of safe and secure cycle parking</i> in the criteria.	No change required - It is considered that this issue is adequately covered by the design of new development, and vehicle and cycling parking policies.
19: Replacement Dwellings in the Countryside	It is recommended that the policy makes reference to the significant adverse impact replacement dwellings can have, individually and cumulatively, on the character of individual properties and their surroundings.	Changes have been made to the supporting text to reflect the need for the design to be sympathetic to the site itself, the surrounding area and the character of the countryside. These changes will help generate positive impacts particularly with regard to Objective 8.
	The following should be included within the policy wording itself: <i>the LPA will consider removing Permitted Development Rights for extensions and outbuildings to prevent future additions that cumulatively would add to the impact of the development on the landscape.</i>	The policy has been amended accordingly. Given that the policy is specifically designed to manage the appropriate replacement of dwellings in the countryside, this change will provide more certainty that the visual impact upon the landscape, both individually and cumulatively in the long term will be protected. More positive impacts will therefore be achieved against Objective 8.

20: The Reuse of Buildings in the Countryside for Residential Use	It is recommended that reference is made to the potential requirement for an ecological survey where protected species may be present in a building.	Change added to supporting text. Many rural buildings make ideal habitats for protected species such as bats and barn owls and so this change in the policy will help generate positive impacts against Objective 6.
	The following should be included within the policy wording itself: <i>the LPA will consider removing Permitted Development Rights for extensions and outbuildings to prevent future additions that cumulatively would add to the impact of the development on the landscape.</i>	The policy has been amended accordingly. Given that the policy is specifically designed to manage the appropriate reuse of buildings in countryside for residential use, this change will provide more certainty that the visual impact upon the landscape, both individually and cumulatively in the long term will be protected (Objective 8).
21: The Retail Hierarchy	It is recommended that reference is made to new development being expected to have good pedestrian and cycle links with the rest of the centre.	Change made to policy. This change will help ensure that sustainable access is promoted. This will strengthen the positive impacts against Objective 3.
	The addition of the following wording in bold is recommended: <i>Development within these locations will be expected to ensure suitable access to the highway network, whilst promoting an acceptable level of safety.</i>	Change made to policy has taken this issue into consideration. This change will help ensure that appropriate vehicular access is promoted which will strengthen the positive impacts against Objective 3, particularly when viewed with those for community safety.
	The addition of the following wording in bold is recommended: <i>Development within these locations will be expected to already be, or be capable of being, provided with recycling and waste management facilities.</i>	Criterion 5 has been amended so as to cover this. This change will ensure that refuse and litter is managed appropriately, which should promote the more sustainable use of land and waste (Objective 10).
22: Primary Shopping Frontages	It is recommended that the following criterion is added: <i>Will not have an adverse impact on surrounding amenity (noise, odour, waste, highways and parking)</i>	No change required – it is considered that these issues are adequately covered by the development management and design of new development policies.
	It is recommended that the following criterion is added: <i>Result in the enhancement or restoration of the character of the site or its immediate area</i>	No change required – it is considered that character issues are covered by the development management and design of new development policies.
23: Additional Retail Provision	There is no reference within the policy to the protection of the character of an area and so the policy could be improved by the addition of: <i>New floorspace should be consistent with a centre's scale, function and physical capacity to integrate such development. It should also respect the character of the centre, including its special architectural and historic interest, and not adversely affect the amenity of any adjacent residential areas.</i>	No change required – It is considered that this is adequately covered by the retail hierarchy and historic environment policies.

24: The Natural Environment	It is recommended that the following addition is made to the policy: <i>Proposals should particularly seek to contribute towards the UK priority habitats and species in South East Lincolnshire, and any additional Lincolnshire Biodiversity Action Plan species.</i>	Reference to priority habitats and species has been added to the policy (criterion A2). Changes have also been made to the supporting text. This change will promote significant positive impacts, particularly with regard to Objective 6 by promoting sustainable habitat networks.
	The addition of the following wording in bold is recommended: <i>maximising opportunities for the creation, restoration, enhancement and connection of natural habitats and species of principal importance.</i>	Changes made to policy criterion B3. This change will promote significant positive impacts, particularly with regard to Objective 6 by promoting sustainable habitat networks.
	It is recommended that the following addition is made to the policy: <i>biodiversity and geodiversity conservation features that will help wildlife to adapt to climate change where appropriate.</i>	Changes made in the form of policy criterion B5. The natural environment is an important tool in helping the area adapt to climate change. This change will ensure that the area is more able to adapt to climate change in the long term, thereby generating more positive impacts against Objective 12.
25: The Historic Environment	It is recommended that the following addition is made to the policy: <i>proposals that either secure the future of heritage 'at risk' or prevent assets from becoming 'at risk' in the first place will be encouraged where the significance of the asset can be adequately protected.</i>	Change added to supporting text as proposed. This change should ensure significant positive impacts are generated by this policy, particularly against Objective 7.
	It is recommended that the following addition is made to the policy: <i>The significance, character and setting of heritage assets of local interest, including those on a local list, will be protected by using the criteria for designated assets when assessing the demolition of a non-designated heritage asset; requiring alterations and extensions to be based on an accurate understanding of the significance of the asset and respect the architectural character, and detailing of the original building. The structure, features, and materials of the building which contribute to its architectural and historic interest should be retained or restored with appropriate traditional materials and techniques;</i>	No change required – It is considered that reference to a local list should not be included because the criteria used would need to be justified and there is reference within the policy to non-designated heritage assets.
	It is recommended that the following addition is made to the policy: <i>Proposals for enabling development, which would otherwise conflict with national and local planning policies, but which would secure the future conservation of a heritage asset, may be permitted if it secures the long-term future of an asset, and the amount of enabling development is the minimum necessary to secure the future of the asset.</i>	Change added to policy. This change should ensure significant positive impacts are generated by this policy, particularly against Objective 7. It could also generate positive impacts with regard to the economy (Objective 13), and sustainable use of existing buildings (Objective 10).

	<i>The public benefit of securing the future of the asset should significantly outweigh the disbenefits of not being in accordance with other policies.</i>	
	Change recommended: <i>Opportunities for heritage assets to mitigate and adapt to the effects of climate change will be promoted through the maintenance, sensitive and energy efficient adaptation and re-use of historic assets’.</i>	Change added to supporting text. This change should help generate positive impacts against Objective 12, as well as in terms of being an important factor in creating sustainable communities, in terms of addressing fuel poverty.
26: Pollution	The addition of the following wording in bold is recommended: <i>the natural, historic and built environment.</i>	Change made to policy. This change should ensure that the impacts on the environment are minimised, thereby generating more positive impacts against Objective 8.
	The addition of the following wording is recommended: <i>Where pollution is unavoidable, mitigation measures to reduce pollution to an acceptable level will be required.</i>	Change not required – It is considered that this point is now adequately covered by the fact that the policy will not permit proposals where there are adverse impacts.
27: Climate Change and Renewable and Low Carbon Technology	The addition of the following wording is recommended in relation to renewable energy and ensuring that there would be no demonstrable harm to: <i>landscape character and quality.</i>	Reference to landscape character or quality has been added to policy criterion 4 (renewable energy). This change will help generate positive impacts against Objective 8.
	The addition of the following wording is recommended in relation to minimising and mitigating the consequences of climate change: <i>High-quality design which minimises energy consumption (mitigation) and, for existing buildings, that which increases resilience to climate change through energy efficiency improvements (adaptation).</i>	Change made to policy so that high quality design is referenced in policy criterion 1 of the Climate Change section. The supporting text has also been amended so as to cover energy efficiency of buildings. This change will help generate more positive impacts against Objective 12.
	It is recommended that the policy should make reference to aiming for reduced or zero carbon development in accordance with the zero carbon hierarchy.	It is considered that reference to low-carbon development adequately covers this issue. This change will help generate more positive impacts against Objective 12.
	Add reference to <i>decentralised energy.</i>	Changes made to policy. Decentralised energy is produced close to where it will be used. This local generation therefore means that carbon emissions are lowered. Recognising this form of energy within the policy will help generate more positive impacts against Objective 12.
	It is recommended that the policy make reference to the need for development proposals to incorporate and/or enhance green infrastructure.	Changes made to policy. Reference to measures that promote and enhance green infrastructure has been added as policy criterion 5. The creation of/improvements to green infrastructure will contribute to the absorption of greenhouse gases, generating positive effects in terms of adapting to climate change but also in protecting biodiversity, landscape, reducing flood risk, enhancing the setting of heritage assets and

		encouraging walking/cycling, thereby generating positive impacts against a range of SA Objectives.
	It is recommended that the following wording in bold is added to aid decision making in respect of the redevelopment or change of use of an existing community facility: <i>an assessment has been undertaken which has clearly shown that the facility is surplus to requirements – and in the case of open space, that it does not make an important contribution in amenity, visual or nature conservation terms.</i>	Change made to policy. This change should ensure that the other green infrastructure qualities that recreational open space can have, in terms of amenity, visual impact or nature conservation are recognised. This would strengthen the impacts of Policy 28 against a range of SA Objectives including Objectives 6, 7 and 8.
28: Community, Health and Wellbeing	It is recommended that reference is made to the important contribution that open space can have in visual terms by changing the wording to the following: <i>an assessment has been undertaken which has clearly shown that the facility is surplus to requirements – and in the case of open space, that it does not make an important contribution in amenity, visual or nature conservation terms.</i>	Change made to policy. This change will ensure that further positive impacts are generated against Objective 8.
29: Delivering a More Sustainable Transport Network	It is recommended that reference should be made to the possible need for the expansion of bus services. The following addition to the policy is recommended: <i>The design must be in keeping with the streetscene and character of the local area and attractive, well-integrated soft landscaping should be used appropriately to reduce visual impact.</i>	Change made to policy. This change should ensure that further positive impacts are generated against Objective 3. Amendments have been made to the policy to ensure that parking is well-integrated within the townscape or landscape through an appropriate use of materials and landscaping. This change should ensure that any adverse visual impacts arising from parking areas are minimised. This should add to the positive impacts highlighted by Objective 8.
30: Delivering the Spalding Transport Strategy	For clarity on the settlement boundaries of Spalding and Pinchbeck, reference to Inset Map 2 could be added to the first sentence of the policy: <i>In accordance with Policy 6: Developer Contributions, Policy 10: Distribution of New Housing and Inset Map 2: Spalding and Pinchbeck, the following housing allocations and all developments for 11 or more dwellings</i>	Change made a proposed to policy.
31: Vehicle and Cycle Parking	In many terraced streets and town centres there are significant on-street parking problems and so it is recommended that the policy could be improved through addition of the following: <i>In areas suffering from significant on-street parking problems, greater provision will be sought where possible, or alternative arrangements will be</i>	No change required – the Car Parking Standards set out within the Local Plan are considered to be adequate.

	<i>required.</i>	
	It is recommended that the policy should be improved by adding reference to the townscape and landscape in relation to parking in residential development.	Change made to policy. This change will ensure that further positive impacts are generated against Objective 8.

5. Monitoring

Compliance with the SEA Directive

The SEA Directive states that:

“Member States shall monitor the significant environmental effects of the implementation of plans and programmes in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action.” (Article 10 (1))

- 5.1 The SEA Directive is clear that it is not necessary to monitor every potential impact of implementing the Local Plan, rather it requires that monitoring should be focused on those sustainability effects that:
- Are likely to be significant (such as a breach of international, national or local legislation, recognised guidelines or standards);
 - May give rise to irreversible damage, with a view to identifying trends before such damage is caused; or
 - Where there is uncertainty in the SA and where monitoring would enable preventative or mitigation measures to be taken.
- 5.2 A range of possible indicators for monitoring the potential significant effects of implementing the Plan are set out in Table 18 below. These indicators are partly based on those identified in the SA Framework. Indicators identified for monitoring the Local Plan will also be considered for inclusion in the monitoring framework where appropriate.
- 5.3 The Directive states that existing monitoring arrangements may be used if appropriate, with a view to avoiding duplication of monitoring. In the case of South East Lincolnshire, an Annual Monitoring Report (AMR) and would provide an appropriate tool to monitor the effects against SA Objectives.
- 5.4 Given that there is the potential for the Publication Version Local Plan to be altered post-publication, the monitoring measures proposed should be considered as draft. Reflecting this, new policies were identified following examination. The SA Addendum published alongside this report considered potential amendments to monitoring as a result of this.

Table 18: Potential monitoring indicators for the significant effects of the Local Plan

SA Objective	Indicator
1. To provide a mix of sustainably designed new housing to provide everybody in South East Lincolnshire with the opportunity to live in a decent home in the area they want to live	<ul style="list-style-type: none"> • Net total of dwellings completed by market, starter homes and affordable • Net total of dwellings completed by tenure and number of bedrooms • Net additional authorised Gypsy and Traveller Pitches/plots
2. To improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles for residents of South	<ul style="list-style-type: none"> • Access to natural greenspace • Amount of public open space provision • Number of new green infrastructure projects associated with new developments.

East Lincolnshire	<ul style="list-style-type: none"> • Provision of sports facilities (sqm per 1000 population) • Number of accessible playing pitches • Access to services and facilities by public transport, walking and cycling • Levels of adult and childhood obesity • Excess weight in adults • Levels of physical activity • Life expectancy at birth (males & females)
3. To make efficient use of South East Lincolnshire's transport infrastructure, reduce the need to travel by car, and promote greater accessibility to services, employment, public transport, cycling and walking	<ul style="list-style-type: none"> • Mode of travel to work • Access to services and facilities by public transport, walking and cycling
4. To promote strong, secure, socially inclusive and cohesive communities for all residents of South East Lincolnshire	<ul style="list-style-type: none"> • Index of Multiple Deprivation (IMD) Rank (various categories) by area • Notifiable offences recorded by the police • Average earnings of employees in the area • Unemployment rate • Provision of sports facilities (sqm per 1000 population) • Number of accessible playing pitches • Access to natural greenspace
6. To protect, enhance and sustain green infrastructure, biodiversity and geodiversity across South East Lincolnshire	<ul style="list-style-type: none"> • Number of local sites (Local Wildlife Sites and Local Geological Sites) in (and within close proximity) of South East Lincolnshire, and are in positive management • Number of SSSIs in 'favourable' or 'unfavourable recovering' condition • Change in area of designated biodiversity sites (ha) (RAMSAR, SPA, SAC, SSSI, NNR, LNR, LWS) • Area of UK priority habitats (ha) and trend of priority species in South East Lincolnshire • Number of new green infrastructure projects associated with new developments
7. To conserve, enhance and promote South East Lincolnshire's distinctive urban and rural historic and built environment, heritage assets and their setting	<ul style="list-style-type: none"> • Number and % of heritage assets on Historic England's Heritage at Risk Register (Conservation Areas, Grade I and II* Listed Buildings, Listed Place of Worship, Protected Wreck Sites Registered Battlefields, Scheduled Ancient Monuments) • Number of up-to-date conservation area appraisals
8. To protect the quality and character of landscape and townscape and seek opportunities for enhancement	<ul style="list-style-type: none"> • Loss of open land (ha)
9. To protect and improve the quality of soil, air and water resources by encouraging their sustainable and efficient use	<ul style="list-style-type: none"> • Loss of Grade 1, 2 and 3a agricultural land (ha) • Per capita reduction in CO2 emissions in each local authority area • Number of AQMAs • Concentrations of nitrogen dioxide in specific AQMAs

	<ul style="list-style-type: none"> • Percentage of rivers with good/fair quality in terms of chemical and biological factors • Number of planning permissions granted contrary to Environment Agency advice on water quality grounds
10. To encourage the sustainable use of land and waste management	<ul style="list-style-type: none"> • Percentage annual gross housing completions on brownfield/greenfield land • % of Municipal Waste landfilled, dry recycled and composted
11. To reduce the risk of fluvial, coastal and surface water flood hazard to people, property and land in South East Lincolnshire by managing the risk and adapting to climate change	<ul style="list-style-type: none"> • Number of new planning permissions granted for development in areas with a high-probability of flooding (flood zones 2 and 3) • Number of planning permissions granted contrary to Environment Agency advice on flooding • Number of new developments granted planning permission incorporating Sustainable Drainage Systems (SuDS)
12. To reduce South East Lincolnshire's greenhouse gas emissions and increase the area's resilience and ability to adapt to climate change	<ul style="list-style-type: none"> • CO₂ emissions per head • Average annual domestic energy consumption (electricity and gas, kWh per Meter) • Technical renewable energy resource potential • Existing and projected renewable energy development and capacity • Mode of travel to work
13. To promote business growth and create high quality employment opportunities with a sustainable and diverse economy	<ul style="list-style-type: none"> • Proportion of economically active people unemployed • % of long term unemployed claimants • Available allocated employment land with and without planning permission • Employment land commitments and completions • Number of active businesses • Number of new businesses and businesses ceased to exist • Land currently in B1, B2 and B8 use classes • Distribution of shopping floorspace (A1) • Number of vacant ground floor units in town, district and local centres

6. Conclusion

- 6.1 This report, and associated appendices, is the result of a detailed assessment of the strategic priorities, policy options, policies and site allocations (and the reasonable alternatives) of the Publication Version Local Plan incorporating updates, recommended by the Local Plan Inspector, to reflect and clarify the assessment of the Plan's preparation up to Publication Version. Main Modifications and proposed Further Main Modifications have been considered through the SA Addendum 2018 against the 13 SA objectives developed through the SA process. This report meets the requirements for SA as set out under the Planning and Compulsory Purchase Act 2004 and the requirements of the SEA Directive.
- 6.2 The Local Plan includes site allocations which will together provide a large amount of housing and employment development across South East Lincolnshire to meet the future identified needs of the area. Consequently, the SA identified that there would likely be cumulative significant positive impacts on the housing and employment objectives as a result of the implementation of the Local Plan. However, given the level of development proposed, there is the potential for negative effects particularly in relation to the environmental objectives such as: the landscape; air, soil and water resources; the sustainable use of land and waste; and climate change. The SA has helped guide the selection of sites to be allocated and, in general, these sites will have fewer significant negative effects than the reasonable alternative site options considered in the appraisal.
- 6.3 The Local Plan also includes a wide range of criteria based policies which aim to protect and enhance the social, environmental and economic conditions of the area. Furthermore, the Plan includes policies which aim to facilitate the delivery of the necessary infrastructure to support the growth proposed and at the correct time. Cumulatively, these policies will make an important contribution towards mitigating the potential negative effects of the level, and distribution of, growth proposed in the Plan. The majority of relationships between the policies and SA objectives are significantly positive or positive, although some of the impacts identified are likely to depend upon implementation. Where uncertainties exist, these would have to be managed when specific proposals for development are received by the relevant Local Planning Authority.
- 6.4 In order to monitor the potential significant effects of implementing the Plan, a number of monitoring indicators have been identified.

7. Next Steps

- 7.1 The Further Main Modifications to the Local Plan this updated Main SA Report and the Main and Further Main Modifications SA Addendum will be published for a public consultation during late November, December (2018) and January 2019. Following this consultation period, the Inspectors examining the Local Plan will consider the comments received and these will, where appropriate,

inform their Final Report. On adoption of the Local Plan, a post-adoption statement will be prepared and published on the South East Lincolnshire Local Plan website in accordance with Regulation 16(4) of the Environmental Assessment of Plans and Programmes Regulations 2004.