

AGENDA



South East Lincolnshire
Joint Strategic Planning Committee

- Committee - **SOUTH EAST LINCOLNSHIRE JOINT STRATEGIC PLANNING COMMITTEE**
- Date & Time - Friday, 13 July 2012 at 10.00 am
- Venue - Council Chamber, Council Offices, Priory Road, Spalding

Membership of the South East Lincolnshire Joint Strategic Planning Committee:

South Holland District Council: Councillors B Alcock, R Gambba-Jones and H R Johnson
(Substitutes: Councillors F Biggadike, C J T H Brewis and R M Rudkin)

Boston Borough Council: Councillors P Bedford, C Brotherton and R Leggott
(Substitutes: Councillors F Pickett, O Snell and M Wright)

Lincolnshire County Council: Councillors E Poll and M Brooks and G K Dark
(Substitutes: Councillors C J T H Brewis, P Skinner and W Webb)

Substitutions – Substitute members will have full voting rights for individual meetings only; and Substitute members allowed to attend all meetings of the South East Lincolnshire Joint Strategic Planning Committee to contribute but not vote.

Terms of Reference – The preparation, submission, adoption, monitoring and revision of joint local development documents identified in a joint local development scheme; and the preparation, submission, adoption, monitoring and revision of a joint local development scheme, in respect of those documents.

A voting member who is unable to attend any meeting of the Joint Committee shall inform the Chair of the Joint Committee in writing as soon as practicable and in any event not later than 24 hours before the meeting is due to take place

Member Services
Council Offices, Priory Road
Spalding, Lincs PE11 2XE

Persons attending the meeting are
requested to turn their mobile telephones to
silent

Date: 29 June 2012

AGENDA

1. Apologies for absence
2. Election of Chairman
3. Election of Vice-Chairman (to be from a different authority to that of the Chairman)
4. Minutes (Pages 1 - 4) - To sign as a correct record the notes of the meeting of the South East Lincolnshire Joint Strategic Planning Committee meeting held on 27 April 2012 (copy enclosed).
5. Draft Revised Local Development Scheme for South East Lincolnshire (Pages 5 - 26) - To seek approval for a revised Local Development Scheme for South East Lincolnshire. (Report of the Joint Policy Unit Manager enclosed.)
6. Draft Vision Statement and Objectives (Pages 27 - 70) - To allow the Committee to consider and amend the draft Vision and Objectives of the Strategy and Policies Development Plan Document. (Report of the Deputy Manager of Joint Policy Unit enclosed.)
7. Assessment of the Sustainability of Rural Settlements (Pages 71 - 98) - To provide information on settlement assessment. (Report of the Joint Policy Unit Manager enclosed.)
8. Any other items which the Chairman decides are urgent - NOTE: No other business is permitted unless by reason of special circumstances, which shall be specified in the minutes, the Chairman is of the opinion that the item(s) should be considered as a matter of urgency.
9. Proposed future meeting dates - Friday 21 December 2012 at 10.00 a.m., Boston Borough Council

- 7 -

Minutes of the **SOUTH EAST LINCOLNSHIRE JOINT STRATEGIC PLANNING COMMITTEE** held in the Committee Room of Boston Borough Council Offices, West Street, Boston on Friday 27 April 2012.

PRESENT:

South Holland District Councillors: B Alcock, R Gambba-Jones, H R Johnson, F Biggadike, C J T H Brewis and R M Rudkin

Boston Borough Councillors: P Bedford, C Brotherton, R Leggott, F Pickett, O Snell

Lincolnshire County Councillors: E Poll, M Brookes, C N Worth

Paul Jackson, Planning Manager for Breckland and South Holland District Councils;
Steve Lumb, Head of Planning and Strategy, Boston Borough Council;
Gary Alexander, Joint Policy Unit Manager;
Phil Norman, Planning Policy Officer, South Holland District Council;
Hannah Albans, Planning Policy Officer, South Holland District Council;
Amanda Taylor, Member Services Officer, South Holland District Council;
Christopher Holliday, Deputy Manager of Joint Policy Unit Boston Borough Council;
and
Jim Scarsbrook, Consultant.

11. APOLOGIES FOR ABSENCE

There was none.

12. MINUTES

The minutes of the meeting held on 9 September 2011 were signed by the Chairman as a correct record, subject to the following amendments to page 2, minute 4/11 – that the words ‘Local Plan Steering Group’ be amended to ‘Joint Strategic Planning Committee’.

The Joint Policy Unit Manager advised that the revised final version of the Standing Orders had been appended to the minutes for members’ attention.

13. SOUTH EAST LINCOLNSHIRE STATEMENT OF COMMUNITY INVOLVEMENT

Consideration was given to the report of the Joint Policy Unit Manager which sought approval of a Statement of Community Involvement (SCI) for South East Lincolnshire.

The Joint Policy Unit Manager referred to the draft SCI which was attached as Appendix A within the report and advised that various views had been expressed following consultation on the document, which resulted in minor presentational alterations.

SOUTH EAST LINCOLNSHIRE JOINT STRATEGIC PLANNING COMMITTEE

– 27 April 2012

Councillor R Gambba-Jones reported that he had recently attended a meeting with the South Holland Chamber of Commerce where concerns had been raised that members felt the visioning statement deadline was 30 April 2012 and they had not been consulted. He explained that in addition to having a list of statutory consultees it was important to ensure that the groups/organisations closest to the authorities be involved. Councillor B Alcock suggested that where areas did not have Parish Councils, their local Chamber of Commerce groups should be used. The Statutory Consultation list formed Appendix 1 within Appendix A.

Councillor Gambba-Jones suggested that social media (twitter, facebook, etc) be used as a method for consulting with people, as it was important to use every method available.

The Deputy Manager of Joint Policy Unit advised that the consultation list covered over 600 groups, including small business and hard-to-reach groups, which was continually being updated. He added that it was the aim of the Planning Authority to try and engage with everyone, which was very difficult to do. Councillor R Leggott suggested that relevant drainage boards be included within the list of consultees. The Chairman requested that the consultation list be added to the website.

The Joint Policy Unit Manager referred to Appendix 2 within Appendix A, Boston Borough Council's Code on the Publicity of Planning Applications, and advised that this document was the final version and therefore the word 'draft' could be removed.

- DECISION:
- a) That the content of the report and draft Statement of Community Involvement be noted;
 - b) That the method of consultation be reviewed to include the use of social media;
 - c) That the list of consultees be amended, as discussed, and added to the website; and
 - d) That the draft Statement of Community Involvement be adopted, with the agreed amendments.

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– 27 April 2012

14. NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

Consideration was given to the report of the Joint Policy Unit Manager which outlined the contents of the National Planning Policy Framework (NPPF).

The Government published the NPPF on 27 March 2012. The NPPF ran to approximately 50 pages making it far shorter than the 47 existing documents that it replaced.

Members noted that the NPPF re-emphasises that in planning law the Development Plan takes the lead role, and that applications must be determined in accordance with the Development Plan unless material considerations indicated otherwise. Therefore Local Planning Authorities would need to ensure that adopted policy was properly reflective of the principles of sustainable development.

Concerns were raised that there may be challenges from other authorities regarding the 'Duty to Cooperate' (to deal with cross-boundary issues), which the Local Planning Authority would need to demonstrate had been adequately undertaken in preparing its Local Plan documents. Councillor Gambba-Jones stated that the Local Planning Authorities would need to be robust in working together.

Councillor Gambba-Jones referred to the footnotes within the NPPF regarding the supplementary information and technical guidance, which he asked members to note.

DECISION: That the report, and issues arising from the NPPF, be noted.

15. ANY OTHER ITEMS WHICH THE CHAIRMAN DECIDES ARE URGENT

Update on Visioning Exercise

The Deputy Manager of Joint Policy Unit reported that the visioning exercise had been publicised online and over 600 different individual and group interests had been consulted. He noted a response rate of 7 - 8%.

Councillor Gambba-Jones queried whether consideration was being given to possibly running an open forum, an option where people could access the website on an ongoing basis in order to provide feedback. He suggested that posters be dispatched to public places, libraries, hospitals etc, to advertise and encourage community engagement.

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Local Plan Steering Group

The Joint Policy Unit Manager reported that a meeting of the Local Plan Steering Group was scheduled on 1 June 2012, at which items of evidence and results from the visioning exercise would be presented.

16. DATE OF NEXT MEETING

To be confirmed – Annual General Meeting, Council Chamber, South Holland District Council, Priory Road, Spalding.

(The Meeting ended at 11.20 p.m.)

(End of Minutes)

SOUTH EAST LINCOLNSHIRE JOINT STRATEGIC PLANNING COMMITTEE

Report of: Joint Policy Unit Manager

To: Joint Committee – 13 July 2012

(Author: Gary Alexander, Joint Policy Unit Manager)

Subject: Draft Revised Local Development Scheme for South East Lincolnshire

Purpose: To seek approval for a revised Local Development Scheme for South East Lincolnshire

Recommendations:

- a) That members consider the contents of this report and the attached Draft Local Development Scheme (Draft LDS);
- b) That the Draft LDS, with or without revisions, be approved; and
- c) That the Draft LDS take effect from 31st July 2012.

1.0 INTRODUCTION

1.1 Members will recall that, at its meeting on 9th September 2011, the South East Lincolnshire Joint Strategic Planning Committee (the Joint Committee) resolved to approve and submit its 'local development scheme' to the Secretary of State for Communities and Local Government for consideration no later than 30th September 2011. Following due process this document came into effect on 31st October 2011

1.2 Officers have now prepared a draft revised LDS, attached as Appendix 1, for Members' consideration.

2.0 THE LOCAL DEVELOPMENT SCHEME

2.1 Section 15 of the Planning & Compulsory Purchase Act 2004, as amended, requires that every local planning authority should prepare and maintain a scheme to be known as its local development scheme (LDS). In the case of the Joint Committee, the purpose of the LDS is to provide a public statement of its programme for the production of local development documents that will comprise its South East Lincolnshire Local Plan and its Statement of Community Involvement (SCI).

2.2 The LDS is basically a project plan and will be a living document that can be updated and amended as and when appropriate. The LDS for South East Lincolnshire covers planned work commencing in January of this year and running through to the first half of 2016 and sets out details of the documents whose preparation will be given priority during this period.

2.3 Under the provisions of the Localism Act 2011 and The Town and Country Planning (Local Planning) (England) Regulations 2012, there are new arrangements in place to govern the preparation of LDSs: in particular, all new and revised LDSs relating to areas outside London no longer need to be submitted to the Secretary of State for consideration.

3.0 THE NEED FOR A REVISED LDS

3.1 Following a reappraisal of the plan-preparation process relating to the **Strategy and Policies** development plan document (DPD), officers consider that the inclusion of a more definitive 'Preferred Options' stage will serve to increase the robustness of the emerging DPD's proposals that will be submitted to the Planning Inspectorate for consideration and, as a result, raise the probability of the document being declared 'sound'. Significantly, undertaking this stage permits earlier involvement by the public at large in discussion on emerging proposals. However, by 'front-loading' the process, there are clear opportunities to accelerate later stages of plan preparation and enable documents to be adopted on a timeline similar to the 2011 LDS.

3.2 In respect of the current work on the Strategy and Policies DPD, the LDS proposes the completion of the Preferred Options version of the document by the end of 2012 and despatch of the 'Submission' version to the Secretary of State for independent examination by the end of 2013. Subject to favourable circumstances, over which both the Joint Committee and the Joint Policy Unit have no control, it is hoped to adopt the DPD in the summer of 2014.

4.0 VIEWS OF THE HEAD OF PLANNING AND STRATEGY FOR BOSTON BOROUGH COUNCIL, THE PLANNING MANAGER FOR BRECKLAND COUNCIL AND SOUTH HOLLAND DISTRICT COUNCIL, AND OTHER CONSULTEES

4.1 The Planning Manager, Breckland and South Holland District Councils has commented:

'The LDS presented to this Committee provides a robust project plan for Local Plan work. Importantly it reflects the NPPF, the new Town and Country Planning Regulations 2012 and the current work programme agreed with the Local Plan Steering Group. The priority on delivering the Strategy and Policies document is important for South Holland and will enable a controlled transition from the saved policies in the South Holland Local Plan (pages 10-11 of Appendix 1) to a NPPF compliant Local Plan. The key milestones for the Strategy and Policies document should be supported and will allow for two key opportunities for meaningful participation. The approach of preparing a comprehensive 'preferred options' document by the end of 2012 will have

dividends by enabling the latter stages of plan production to be accelerated. Members should note that there are risks to the Local Plan timescales that are beyond the control of the Local Authorities. Principally, these risks relate to the volume and content of responses received at the consultation stages but to some extent because the Strategy is not identifying specific development sites the probability of this risk is low. The Committee also needs to consider that the Project Plan for the Joint Committee does not include milestones for CIL although the levy is addressed in paragraphs 5.5 and 5.6 of Appendix 1. A decision on CIL will need to be taken by Members in due course given the encouragement in the NPPF that CIL is prepared concurrently with the strategy. The evidence for CIL and initial consultation stages could be prepared under the umbrella of the Joint Committee but it will be for individual authorities to adopt their own charging schedule. Additionally, Members need to be aware that as well as the documents identified in the LDS, South Holland does have a duty, under the Localism Act 2011, to facilitate and support the preparation of Neighbourhood Plans and the likely impact on resources is difficult to predict but could have an impact on the project plan.'

- 4.2 The Head of Planning and Strategy for Boston Borough Council has commented:

'The LDS is an important project plan for the delivery of the Local Plan. We need to get on with plan preparation as quickly as possible and to embrace the principles of the new NPPF. It is vital that the timetable is not permitted to slip, but at the same time it must be realised that the plan must be sound, robust and firmly based on evidence and be deliverable. Given the current financial climate and the prospects over the next several years it must also be acutely realistic in what it can achieve. The government places planning at the heart of its Localism Act and as a significant lynch pin in unlocking development and enabling communities and businesses to achieve their aspirations. We must ensure that the LDS is itself realistic and that all the appropriate resources are available to enable timescales to be met and a sound plan established.'

- 4.3 The Monitoring Officer for Breckland Council and South Holland District Council has been consulted and has offered no views.
- 4.4 The Monitoring Officer for Boston Borough Council has been consulted and has offered no views.
- 4.5 The s151 Officer for Breckland Council and South Holland District Council has been consulted and has offered no views.
- 4.6 The s151 Officer for Boston Borough Council has been consulted and has offered no views.
- 4.7 The Lincolnshire County Council Strategic Planning Manager, Monitoring Officer and s151 Officer have been consulted and have offered no views.

5.0 OPTIONS

5.1 Members can accept the contents of the Draft LDS or request amendments to it.

6.0 REASONS FOR RECOMMENDATIONS

6.1 There is a current statutory requirement for the Joint Committee to revise its scheme at such time as it considers appropriate.

7.0 IMPLICATIONS

7.1 **Risk:** There are no direct risks arising from the recommendations to this report.

7.2 **Financial:** There are no direct financial implications arising from the recommendations to this report.

7.3 **Legal:** See para 6.1

7.4 **Equality and Diversity:** There are no direct equality and diversity implications arising from the recommendations to this report. However, it is a requirement of the LDS, and indeed all Local Plan documents, that equality and diversity issues are fully considered and taken on board. The SCI ensures that all Local Plan documents involve widespread consultation and the full participation of residents and businesses within both Boston Borough and South Holland District. The views, needs and aspirations of each district's diverse population will in this manner be reflected in subsequent plans and policies aimed at meeting the various needs of all societal groupings.

8.0 WARDS/COMMUNITIES AFFECTED

8.1 The implications of the proposed new Local Plan documents affect all wards/communities.

Background papers - None

Lead Contact Officer

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Appendices attached to this report:

Appendix – Draft Revised Local Development Scheme

**SOUTH EAST LINCOLNSHIRE
JOINT STRATEGIC PLANNING COMMITTEE**

**Draft
Revised**

LOCAL DEVELOPMENT SCHEME

July 2012



South East Lincolnshire
Joint Strategic Planning Committee

PREFACE

On 5th July 2011 the South East Lincolnshire Joint Strategic Planning Committee Order 2011 came into force (2011 No.1455). This Order establishes a Joint Strategic Planning Committee (Joint Committee) for the areas of the districts of Boston and South Holland (known collectively as South East Lincolnshire). The constituent authorities are Lincolnshire County Council, Boston Borough Council and South Holland District Council.

Article 3 of the Order constitutes the Joint Committee as the local planning authority for South East Lincolnshire for the purposes of Part 2 (local development) of the Planning and Compulsory Purchase Act 2004, as amended, (the 2004 Act). Together with article 4 it provides for the Joint Committee to exercise the functions of a local planning authority in relation to:

- the preparation, submission, adoption, monitoring and revision of joint local development documents identified in a joint local development scheme; and
- the preparation, submission, adoption, monitoring and revision of a joint local development scheme, in respect of those documents.

Article 4(2) modifies section 15 of the 2004 Act so as to require the Joint Committee to submit its 'local development scheme' to the Secretary of State for Communities and Local Government (Secretary of State) no later than 30th September 2011.

The Joint Committee approved its first local development scheme (LDS) for submission to the Secretary of State at its first meeting held on 9th September 2011. That LDS came into effect on 31st October 2011.

This document supersedes the first Joint Committee LDS.

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- Appendix 2: Supplementary planning guidance and SPDs supporting saved policies
- Appendix 3: DPD Profiles
- Appendix 4: South East Lincolnshire Local Plan timetable
- Appendix 5: Contact details

1.0 Introduction

- 1.1 Under section 15 of the Planning & Compulsory Purchase Act 2004, as amended, (the 2004 Act) every relevant local planning authority must prepare and maintain a scheme to be known as its Local Development Scheme (LDS). The purpose of the LDS is to specify the subject matter, area and the timetable for the preparation and revision of local development documents (LDDs), including the Statement of Community Involvement (SCI).
- 1.2 This LDS has been prepared by the South East Lincolnshire Joint Strategic Planning Committee (the Joint Committee) and sets out a rolling programme for the production of LDDs that will comprise its South East Lincolnshire Local Plan (the Local Plan).
- 1.3 In essence, it is a project plan with a particular focus on the next four years or so, and will be a living document that can be updated and amended as and when appropriate. It covers work to be undertaken from July 2012 to the end of 2015 and sets out details of the documents whose preparation will be given priority during this period.
- 1.4 It should be noted that this LDS has been prepared having regard to the Localism Act 2011, the Government's National Planning Policy Framework (NPPF), published in March 2012, and the Government's Town and Country Planning (Local Planning) (England) Regulations 2012 (the 'Local Planning Regulations' [which came into force on 6 April]).
- 1.5 Unlike previous related regulations, the Local Planning Regulations do not contain any specific provisions relating to the preparation of the LDS, giving councils the freedom to report the information that they think most relevant to local people, while maintaining the requirement to keep the public informed about the status of planning documents. In particular, local planning authorities are no longer required to submit the LDS to the Secretary of State.

2.0 Content

- 2.1 This LDS illustrates in detail how the Joint Committee intends to progress preparation of its Local Plan up to the end of 2015.
- 2.2 Priority has been given to preparing LDDs which will follow full statutory processes and will form part of the 'development plan'¹ for the area. These

¹ The 2004 Act states that the 'development plan' for an area in England outside Greater London is:

are known as 'development plan documents' (DPDs). The preparation of these documents will be subject to the process of independent examination by an inspector appointed by the Secretary of State (for Communities and Local Government). Each adopted DPD will then form part of the Local Plan.

- 2.3 Future consideration will be given to the preparation of the other principal type of LDD, known as 'supplementary planning documents' (SPDs). SPDs are documents which add further detail to the policies in the Local Plan. The process for preparing a SPD is similar to the process for preparing a DPD but simplified. In particular, there is no requirement for a SPD to be subject to independent examination.

3.0 Extension of saved policies

- 3.1 Under the Government's transitional arrangements for moving from the old to the new system of plan-making – as set out in the 2004 Act - most of the saved policies in the adopted Boston Borough Local Plan (April 1999) have been 'extended' by the Secretary of State², so as to continue to form part of the development plan for the Boston Borough element of the new area of South East Lincolnshire until replaced by one or more new DPDs.
- 3.2 Policies in the adopted South Holland Local Plan (July 2006), covering the period to 2021, have likewise been extended³ and will continue to form part of the development plan for the South Holland District element of the new area of South East Lincolnshire until replaced by one or more new DPDs
- 3.3 Appendix 1 to this document lists the saved policies of both Local Plans which have been extended.
- 3.4 In respect of Boston Borough Council, SPG and SPDs which relate to the saved (1999) Local Plan policies are set out in Appendix 2.

'(a) the regional spatial strategy for the region in which the area is situated (if there is a regional strategy for that region), and
(b) the development plan documents (taken as a whole) which have been adopted or approved in relation to that area'.

Section 38(6) of the 2004 Act states:

'If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.'

² This follows a direction from the former Government Office for the East Midlands (GOEM) under paragraph 1(3) of Schedule 8 to the 2004 Act which came into effect on 21st September 2007.

³ GOEM's direction became effective on 18th July 2009.

- 3.5 In respect of South Holland District Council, supplementary planning guidance (SPG) prepared under the old system cannot be saved since none of it relates to the saved (2006) Local Plan policies. Supplementary planning documents (SPDs) and other guidance prepared under the new system and which relate to the saved (2006) Local Plan policies are set out in Appendix 2.

4.0 The Development Plan

- 4.1 The development plan for South East Lincolnshire **currently** comprises:

- the Lincolnshire Minerals Local Plan (adopted February, 1991) prepared by Lincolnshire County Council ;
- the Lincolnshire Waste Local Plan (adopted May, 2006) prepared by Lincolnshire County Council;
- the Regional Spatial Strategy for the East Midlands (approved March 2009) prepared by the East Midlands Regional Assembly;
- **for the South Holland District part only**, the saved policies of the South Holland Local Plan (adopted July, 2006) prepared by South Holland District Council; and
- **for the Boston Borough part only**, the saved policies of the Boston Borough Local Plan (adopted April 1999).

5.0 The South East Lincolnshire Local Plan

- 5.1 Over time the Local Plan will replace the saved policies in the Boston Borough and South Holland Local Plans. The Local Plan should attempt to give an effective spatial expression to the vision and aspirations of South East Lincolnshire's local communities and to those elements of the relevant strategies and programmes which relate to the development and use of land in the area. This should be coupled with a local interpretation of the requirements of the national planning policies, particularly the new NPPF. **NB:** The Localism Act repealed the requirement for LDDs to be in general conformity with the relevant regional spatial strategy.

- 5.2 The Local Plan will, in essence, comprise two parts: Part 1 will be entitled **Strategy and Policies DPD**; and Part 2 will be entitled: **Site Allocations DPD**. A **Community Infrastructure Levy (CIL) Charging Schedule** may also form part of the Local Plan (see paras 5.5-6) but this will not have development plan status.

Strategy and Policies DPD

- 5.3 The Strategy and Policies DPD will be the principal document in the Local Plan. It will contain the Joint Committee's spatial vision and strategic aims

for South East Lincolnshire; a spatial strategy, 'core' policies and strategic sites for delivering the vision and aims; and a monitoring and implementation framework with clear objectives for achieving delivery. In addition, it will contain a limited number of generic development control policies, against which planning applications for the development and use of land and buildings will be considered. All subsequent DPDs and SPDs must be consistent with it until such time as it is intended to supersede part or all of it. On adoption it will be supported by an adopted **proposals map** which will be updated on each occasion a new or revised DPD is adopted.

Proposals Map

- 5.4 The adopted proposals map will express geographically the adopted development plan policies of the Joint Committee. It can only be changed as a result of a DPD being adopted.

Community Infrastructure Levy (CIL)

- 5.5 The CIL is a new planning charge that allows local authorities to raise funds from developers. The money can be used to pay for infrastructure that is needed as a result of development. Under current arrangements, the responsible body for approving a CIL is an individual local authority's Full Council (known as a 'charging authority'). Therefore, in the case of South East Lincolnshire, CILs will have to be approved separately by Boston Borough and South Holland District Councils – and not the Joint Committee.
- 5.6 The Government expects charging authorities to implement the CIL on the basis of the infrastructure requirements identified in an up-to-date DPD which should normally be a draft or adopted 'core strategy' (or equivalent-type document). The preparation of an individual CIL 'charging schedule' must also involve consultation and independent examination. Consequently, it is envisaged that work on the preparation of CILs relating to South East Lincolnshire will be undertaken in conjunction with DPD preparation and by the same staff resources. A final decision on the preparation of CILs for South East Lincolnshire will be informed by future work on development viability which forms part of the preparation of the Strategy and Policies DPD.

Site Allocations DPD

- 5.7 The Site Allocations DPD will identify sites allocated for specific uses that will help to deliver the spatial strategy set out in the Strategy and Policies DPD and, where appropriate, revised boundaries for the designated

settlements within which development is to be encouraged. It may also set out the policies relating to the delivery of the site allocations.

Additional LDDs

- 5.8 The need to enhance the Local Plan through the preparation of additional LDDs will be considered in due course.

Other related documents

- 5.9 Under section 18 of the 2004 Act, the Joint Committee must produce a **Statement of Community Involvement (SCI)**. The SCI sets out the Joint Committee's policy on community involvement in the preparation of the Local Plan and the determination of planning applications.
- 5.10 The Joint Committee adopted its SCI in April 2012.
- 5.11 The SCI will be monitored and kept up to date via the Joint Committee's '**Monitoring Report**'. Under the Localism Act, a local planning authority no longer has to make an annual monitoring report, on the implementation of its LDS, to the Secretary of State. But the duty to monitor remains, and requires a Monitoring Report to be prepared for local people, in the interests of local transparency and accountability. The new Local Planning Regulations set out the detailed requirements of the Monitoring Report, including monitoring information to be made available 'online' and in council offices as soon as it is available to the local planning authority, rather than waiting to publish it only on an annual basis.
- 5.12 In view of these requirements, it is intended to publish relevant information on the Local Plan website as soon as it becomes available and consolidate it in the form of a South East Lincolnshire Monitoring Report to be published in July of each year from 2013 onwards.
- 5.13 More detailed information on the DPDs featured above is set out in Appendix 3: DPD Profiles. In addition, this information is set out in a tabular format in Appendix 4: South East Lincolnshire Local Plan timetable.

Appendix 1: Local Plan policies saved by a direction under paragraph 1(3) of Schedule 8 to the 2004 Act

Boston Borough Local Plan

- G1: Amenity
- G2: Wildlife and Landscape Resources
- G3: Foul and Surface Water Disposal
- G4: Safe-Guarding the Water Environment
- G6: Vehicular and Pedestrian Access
- G7: Accessible Environment
- G8: Air and Soil Resources
- G10: External Lighting Schemes
- ED1: Development in Industrial/Commercial Areas
- ED2: Development of Ports
- ED3: Development of The Business Park
- ED5: Development in the Area of Mixed Use
- ED6: Small Developments within or next to Settlements
- ED7: Developments in the Countryside
- ED8: Office Development
- ED9: Expansion of Existing Firms
- ED10: Transport Depots and Lorry Parks
- ED11: Renewable Energy
- ED12: Telecommunication Developments
- RTC1: Retail Development in Town Centre
- RTC4: Chain Bridge Retail Area
- RTC5: Main Ridge East shopping area
- RTC6: Prime Shopping Frontages
- RTC7: Other Prime Shopping Frontages
- RTC8: Town Centre Land Uses
- RTC10: Village Shops
- RTC11: Shops in the Countryside
- RTC12: Sites for Redevelopment
- T1: New Accesses onto Major Roads
- T2: Roads and Footpaths in New Developments
- T3: Town Centre Car Parking
- T6: Taxi Businesses
- T7: Docks Railway Line
- H1: Allocated Housing Sites
- H2: Windfall Housing Sites
- H3: Quality of Housing Development
- H4: Open Space in Housing Estates
- H6: Housing for the Disabled
- H7: Low Cost Housing for Local Needs
- H8: Creating Extra Accommodation in Existing Premises
- H9: Housing for Elderly
- H10: Extensions and Alterations

- R1: Protection of Existing Recreational Open Space
- R2: New Recreational Open Space
- R3: New Indoor Leisure Facilities
- R4: Water-based Recreational Facilities
- R5: Witham Way Footpath and Nature Reserve
- R8: Leisure Facilities in the Countryside
- R9: Built Development for Countryside Leisure Pursuits
- R10: Allotments
- R11: Static Holiday Caravans and Chalets
- R12: Touring Caravan and Camping Sites
- C7: Development of Sites Adjacent to River Witham
- C8: Stump Views
- C13: Changes of Use in Wormgate
- C14: Changes of Use of Shops in Wormgate
- C15: Shopfronts and Advertisements in Wormgate
- C17: Sites of local Nature Conservation Interest
- C22: Coastal Zone
- C24: Protected Landscape Sites
- CF1: Proposed Community Facilities
- CF2: Existing Community Facilities
- CF3: New Community Facilities
- A1: Guidelines for Advertisements
- A2: Flag Advertisements
- A3: Advertising Boardings
- A4: Advertisements in the Countryside
- A5: Advance Signs in the Countryside
- CO1: Development in the Countryside
- CO6: Re-use of Buildings in the countryside for Employment Uses
- CO7: Re-use of Buildings in the Countryside for Residential Purposes
- CO8: Intensive Livestock Units
- CO9: Agricultural Buildings
- CO10: Kennels and Catteries
- CO11: Equestrian Facilities
- CO12: Replacement Dwellings

South Holland Local Plan

- SG1: General Sustainable Development
- SG2: Distribution of Development
- SG3: Settlement Hierarchy
- SG4: Development in the Countryside
- SG6: Community Infrastructure and Impact Assessment
- SG7: Energy Efficiency
- SG11: Sustainable Urban Drainage Systems (SUDS)
- SG12: Sewerage and Development
- SG13: Pollution and Contamination
- SG14: Design and Layout of New Development
- SG15: New Development: Facilities For Road Users, Pedestrians And Cyclists

- SG16: Parking Standards in New Development
- SG17: Protection of Residential Amenity
- SG18: Landscaping of New Development
- SG19: Protection of Open Spaces
- SG20: Extensions and Alterations to Existing Buildings
- SG21: Extension of Curtilages
- SG23: Advertisements Outside Defined Settlement Limits
- HS3: New Housing Allocations
- HS4: New Housing in Spalding and the Area Centres (Other Towns and Donington) (Non-Allocated Sites)
- HS6: New Housing in the Group Centres (Non-Allocated Sites)
- HS7: New Housing in the Open Countryside including Other Rural Settlements
- HS8: Affordable Housing
- HS9: Rural Exceptions
- HS11: Open Space In New Residential Developments
- HS14: Accommodation for Transient Agricultural Workers
- HS16: Conversion of Redundant Rural Buildings to Residential Use
- HS17: Replacement Dwellings in the Countryside
- HS18: Change Of Use Of Property To Housing In Multiple Occupation (HMO) Use
- HS19: Sites for Gypsies and Travellers
- EC1: Major Employment Areas - Sites Allocated for Employment Use
- EC3: Existing Employment Areas/Premises
- EC4: Farm Diversification Including Re-use of Redundant Rural Buildings
- EC5: Development Within Retail Town, District and Local Centres
- EC6: Development In Primary Shopping Areas
- EC7: Retail Development Outside Defined Retail Centres
- EC8: Small Scale Retail Development
- EC9: Town Centre Evening Economy
- EC10: Hot Food Take-Aways
- EC12: Garden Centres
- EC13: The Northern Expansion Area, Spalding
- EC14: Land Rear of The White Hart, Spalding
- EN1A: Development and Sites of Local Biodiversity Interest
- EN11: Security Shutters
- LT2: Safeguarding Open Space For Sport, Recreation And Leisure
- LT3: Recreational Routes, Public Rights-Of-Way, Disused Railway Lines
- LT4: The Fens Waterways Link
- LT7: Caravan Sites
- TC1: Safeguarding Road Routes
- TC2: Cycling, Cycleways
- TC4: Roadside Services

NB: The next review of the LDS will identify which saved policies have been replaced or have become redundant.

Appendix 2: Supplementary planning guidance and SPDs supporting saved policies

Boston Borough Council

1. Open Space in New Residential Development

Adopted in October 2002 and supports Boston Borough Local Plan **Policy H4: Open Space in Housing Estates**

South Holland District Council

1. Open Space in New Residential Developments SPD

Adopted in June 2007 and supports saved South Holland Local Plan **Policy HS11 - Open Space in New Residential Developments**

2. Affordable Housing SPD

Adopted in November 2007 and supports saved South Holland Local Plan **Policy HS8 - Affordable Housing and Policy HS9 - Rural Exceptions**

3. Holland Park Development Brief

Approved by Full Council in January 2008 and supports saved Local **Plan Policy HS3 - New Housing Allocations**

Appendix 3: DPD Profiles

The following tables set out a brief description of each proposed DPD, along with its timetable for production.

Profile for Strategy and Policies DPD

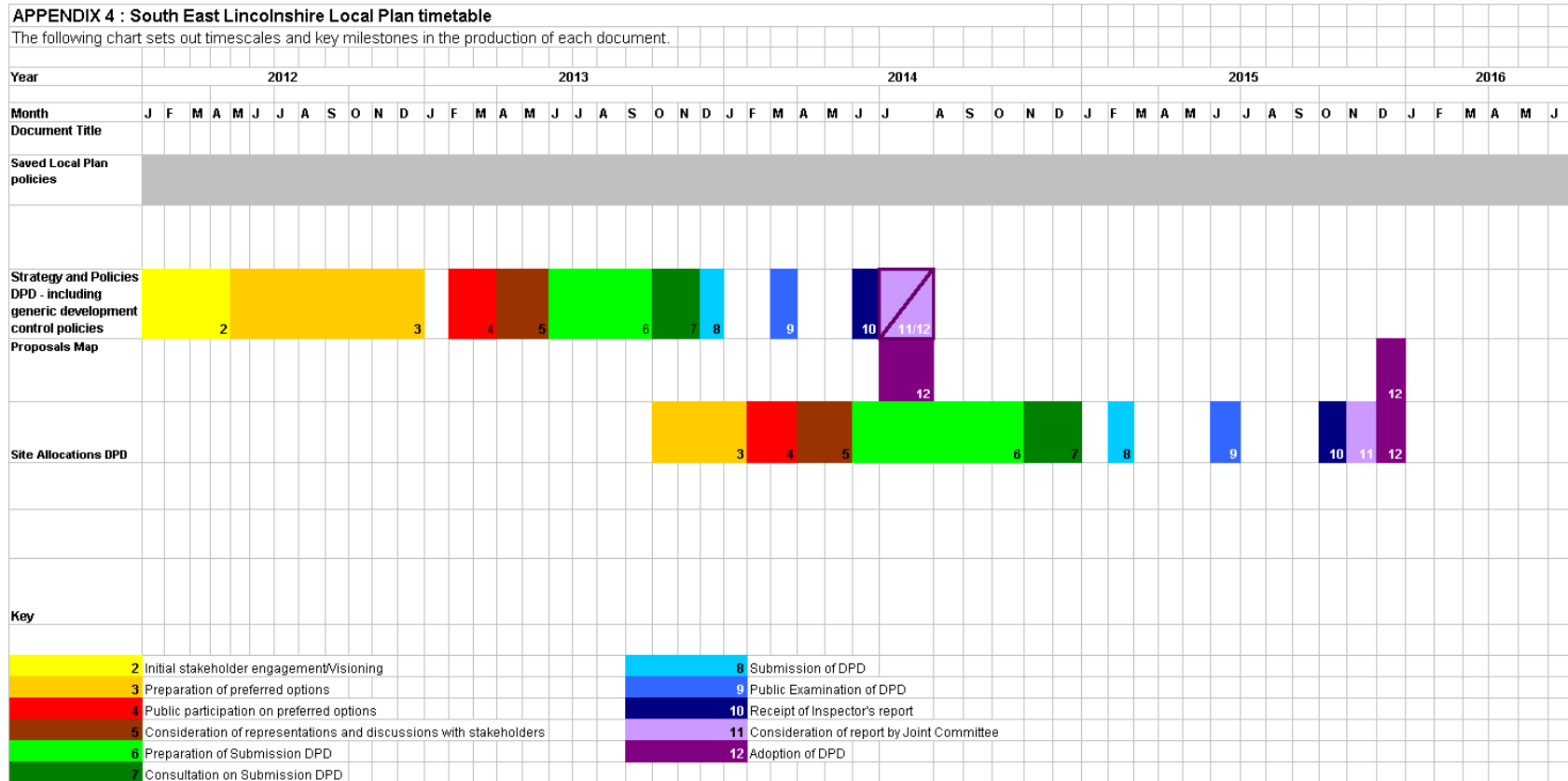
Strategy and Policies DPD		
Document Details	<ul style="list-style-type: none"> • Role and Subject • Geographic Coverage • DPD/SPD • Chain of Conformity 	<p>Document setting out the vision, aims and strategy for South East Lincolnshire to 2031, and the primary policies and strategic sites for achieving the vision (including a key diagram), together with a limited number of generic development control policies. It will be supported by a Proposals Map</p> <p>South East Lincolnshire</p> <p>DPD</p> <p>All other South East Lincolnshire DPD/SPDs to be consistent with this DPD.</p>
Timetable	<ul style="list-style-type: none"> • Initial stakeholder engagement/Visioning and preparation of Sustainability Appraisal scoping report • Preparation of Preferred Options and Sustainability Appraisal report • Public participation on Preferred Options and Sustainability Appraisal report • Consideration of representations and discussions with stakeholders • Preparation of Submission DPD and Sustainability Appraisal report 	<ul style="list-style-type: none"> • January - April 2012 • May - December 2012 • February - March 2013 • April - May 2013 • June - September 2013

	<ul style="list-style-type: none"> • Consultation period on Submission DPD and Sustainability Appraisal report • Submission of DPD to Planning Inspectorate • Public Examination • Receipt of Inspector's report • Consideration of report by Joint Committee • Adoption of DPD, including Proposals Map 	<ul style="list-style-type: none"> • October - November 2013 • December 2013 • March 2014 • June 2014 • July 2014 • July 2014
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Profile for Site Allocations DPD

Site Allocations DPD		
Document Details	<ul style="list-style-type: none"> • Role and Subject • Geographic Coverage • DPD/SPD • Chain of Conformity 	<p>Document providing site-specific allocations (and possibly some policies) for housing, employment, retail and other types of development proposal and defining settlement boundaries</p> <p>South East Lincolnshire</p> <p>DPD</p> <p>To be consistent with the Strategy and Policies DPD</p>
Timetable	<ul style="list-style-type: none"> • Preparation of Preferred Options and Sustainability Appraisal report • Public participation on Preferred Options and Sustainability Appraisal report • Consideration of representations and discussions with stakeholders • Consideration of representations and discussions with stakeholders 	<ul style="list-style-type: none"> • October 2013 - January 2014 • February - March 2014 • April - May 2014 • June - October 2014

	<ul style="list-style-type: none"> • Preparation of Submission DPD and Sustainability Appraisal report • Consultation period on Submission DPD and Sustainability Appraisal report • Submission of DPD to Planning Inspectorate • Public Examination • Receipt of Inspector's report • Consideration of report by Joint Committee • Adoption of DPD, including Proposals Map 	<ul style="list-style-type: none"> • June - October 2014 • November - December 2014 • February 2015 • June 2015 • October 2015 • November 2015 • December 2015
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Appendix 5: Contact details:

For more information about any of the issues raised in this LDS please contact:

the South East Lincolnshire Joint Policy Unit

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SOUTH EAST LINCOLNSHIRE JOINT STRATEGIC PLANNING COMMITTEE

Report of: Joint Policy Unit Manager

To: Joint Committee – 13 July 2012

(Author: Chris Holliday, Deputy Manager of Joint Policy Unit)

Subject: Draft Vision Statement and Objectives

Purpose: To allow the Committee to consider and amend the draft Vision and Objectives of the Strategy and Policies Development Plan Document

Recommendation:

That the draft Vision Statement and Objectives be approved.

1.0 INTRODUCTION

1.1 Members will recall participating in Steering Group workshops to consider shaping a vision statement for the Local Plan. This involved three stages:

- the Steering Group discussing and listing those issues within South East Lincolnshire that were considered to be Likes, Hopes, Dislikes and Fears;
- a visioning exercise whereby we asked our communities and plan making partners what they considered to be important and what outcomes they would like for 2031; and
- the Steering Group considering these outcomes and providing guidance on the scale, level of detail and priority messages that the vision statement should embody.

2.0 REPORT

2.1 The draft Vision Statement and Objectives can be found in Appendix 1 and the report on the visioning exercise in Appendix 2.

2.2 The primary purpose of a vision for a Local Plan is to express the broad aims and outcomes the Plan hopes to achieve by the end of the Plan period. The National Planning Policy Framework also expects that Local Plans should express the vision of the local community. It is also the expectation of the Framework that the Plan is based upon principles of sustainable development that are also supported by the local community.

2.3 The outcomes of the various visioning exercises provide strong indications of the key issues the community feel are important and also provide explicit views on the role expected of the planning functions and how sustainable outcomes should be sought within the context of South East Lincolnshire.

- 2.4 The Vision Statement is set out as a narrative which tries to capture the qualities and issues which make South East Lincolnshire unique as a Plan area. It therefore starts out with identifying what is perceived to be the overall distinctive function of the whole area. It continues by specifying what issues, needs and opportunities relate to the future outcomes and what these might mean for strategic geographical areas and communities in the Plan area.
- 2.5. It should be noted that the visioning exercises produced a vast number of equally valid, interesting and detailed views on the Plan area. Many of these views will have been captured in the vision statement either explicitly or in more generic terms for the purpose of this Local Plan Document which is focused at the strategic level. There will also be a substantial number of views that are too detailed for the focus of Local Plan document in preparation but will help the Joint Planning Unit in taking forward the Site Allocations document and work with individual organisations and settlements.
- 2.6 As it currently stands the Vision Statement and Objectives is the first piece of text presented on the Local Plan. It will be preceded by text on the statutory context of the plan making process and also factual and descriptive text on South East Lincolnshire and its settlements. Therefore there will be more extensive information preceding the Vision Statement to set the context for it. Similarly, the Vision Statement and Objectives will lead into the Policy sections of the Local Plan which will be supported by the details of specific proposals that help bring about the Vision. It is the policies and evidence base for the Local Plan that will bring about the Vision and not the actual wording currently proposed in the Vision. It should therefore be borne in mind that the text and scope of the draft Vision Statement has been expressed very purposefully with the possible policy framework very much in mind with regard to deliverability and realism (e.g. what elements might be achieved by Planning Committee decisions and what elements will require broader proactive partnership working).
- 2.7 At this stage the Vision Statement and Objectives should be viewed as a working draft. We have pieces of the evidence base yet to be completed, integration of this work with the Sustainability Appraisal to undertake and, in the full spirit of plan making, to share the outcomes of the draft Vision Statement with our Plan community.

3.0 VIEWS OF THE HEAD OF PLANNING AND STRATEGY, BOSTON BOROUGH COUNCIL AND THE PLANNING MANAGER, BRECKLAND COUNCIL AND SOUTH HOLLAND DISTRICT COUNCIL

- 3.1 The Planning Manager, Breckland and South Holland District Councils has commented:

‘It is key that a Vision is established early in the Plan preparation process and that the Vision is drawn from a combination of the available evidence, the comprehensive Sustainability Appraisal Scoping Report and feedback from the visioning work undertaken in the last few months. The Vision provided at Appendix 1 is broadly welcomed and needs to be seen in the context of what

are the specific priorities facing the area. Importantly, a Spatial Vision needs to be positively worded and aspirational about what the area will be like in 2031. On this basis the aspiration should be to consolidate the existing recognition that South East Lincolnshire is already one of the most important food growing and processing areas in the country. However, aspiration needs to be tempered by realism and the Vision needs to reflect how key infrastructure will be delivered. Therefore it must include sufficient detail to enable anyone reading the document to readily identify what is important to the area and how the Local Plan will contribute to its delivery. The Vision needs to contain the key strands of the settlement hierarchy and where possible, from the available evidence, provide suitable specifics. For example, it would be appropriate in the Vision to identify the broad location of the rail freight interchange and to express whether certain market towns, for example Holbeach, have more of a defined role in the settlement hierarchy. The inclusion of a specific reference to the Spalding relief road is welcomed and the broad content of the Vision reflects the work and discussions which have preceded it. Consideration of the Vision at this Committee is part of its iterative preparation process and Members are encouraged to consider whether further detail in the Vision would provide useful clarity or whether the balance lies in having a more flexible and accommodating Vision. It is important that this Committee provides feedback on the attached Vision to enable the strategies and policies to deliver that Vision to be formulated and the timetable presented separately on the agenda to be achieved.'

3.2 The Head of Planning and Strategy for Boston Borough Council has commented:

'The reference to Boston's Distributor Road is carefully and well worded. I wonder if there is lack of reference to the retail significance and/or changing roles of the town centre and how planning needs to take a pro-active role in ensuring new roles for such centres are supported and encouraged - making more use of the opportunities of the waterways (higher levels through Boston) for example. There is also the significant challenge of the changing demography, both in the ageing population but also in the migrant influx - in the news virtually everyday, but not so apparent in our vision for the future - provision of housing to meet needs etc?'

4.0 OPTIONS

- 4.1 Members can accept the contents of the Draft Vision Statement and Objectives or request amendments to them.

5.0 REASONS FOR RECOMMENDATIONS

- 5.1 The Vision Statement is an important starting point upon which to build consensus and public understanding of the scope and intents of the Local Plan.

6.0 IMPLICATIONS

- 6.1 **Risk** – Not having a Vision Statement for the Local Plan that is broadly supported and accepted as being deliverable can undermine the validity of the following plan policies and cause the plan to be found unsound.
- 6.2 **Financial** – There are no direct financial implications in considering this report
- 6.3 **Legal** – There are no direct legal implications with regard to this report.
- 6.4 **Equality and Diversity** – The Vision Statement and Objectives supports the Policies of the Local Plan which will be expected to be of benefit to communities within the whole plan area.

7.0 Wards/Communities Affected

- 7.1 The Vision Statement and Objectives apply to all wards/communities within South East Lincolnshire.

Background papers: None

Lead Contact Officer

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Appendices attached to this report:

- Appendix 1 – SEL Local Plan Strategy and Policies Document: Vision Statement and Objectives
Appendix 2 – Your Vision for the Local Plan area in 2031 – Synopsis of Responses.

SEL Local Plan Strategy and Policies Document

1.0 Vision Statement

- 1.1 By 2031 South East Lincolnshire will be recognised as one of the Country's most important food growing and processing areas. It will be recognised through commitments to investment in improved coastal defences and the building of the Boston flood barrier; protecting the quality of the agricultural land, reducing the probability of flooding and establishing greater confidence for home owners and investors.
- 1.2 The provision of a rail freight interchange and supporting employment land allocations will open up opportunities to diversify and expand the food production sector, establish clusters of related business growth that bring new technologies and provide improved employment opportunities for both unskilled and skilled workers.
- 1.3 The establishment of the rail freight interchange and supporting employment land allocations will change current patterns of industrial and agriculture related road traffic allowing more efficient use of the existing network for all road users. Further improvements to the highway network and accessibility to services will be brought about through; the provision of a relief road for Spalding (which will alleviate traffic congestion and reduce delays at level crossings), and the establishment of a distributor road for Boston (which will reduce the impact of industrial and port related traffic within Boston). Greater efficiencies in the use of the highway network will bring forward opportunities for improvements to public transport services, cycle routes and safer access to services for all.
- 1.4 The development needs of South East Lincolnshire will be met throughout the plan area according to the established hierarchy of settlements and principles of sustainable development as supported by the local population. The established sub-regional centres of Boston and Spalding will accommodate the majority of new housing. The larger towns and villages will also support new residential growth in proportion to their infrastructure capacities, community needs and the supporting role they provide to smaller settlements.
- 1.5 New development throughout the plan area will enhance its location through good design and will have a positive impact upon neighbouring land uses, buildings, ecology and the landscape. The potential impacts of flooding will be minimised through the design of buildings, infrastructure and the use of land.
- 1.6 In twenty years time the economy of South East Lincolnshire will have grown and diversified within, and facilitated by, the environmental capacity of the Plan area. A network of attractions and services for tourists and visitors will have developed based upon the area's rich heritage, social history and its natural and rural character. The navigable rivers and fenland waterways will have been enhanced and greater access will be enjoyed by all to these and the coastal areas of the Wash. The community will also benefit through this access and settlements will become better known for their heritage, landmark buildings and visitor attractions.

2.0 Objectives

2.1 The objectives set out here correspond to the paragraphs above

2.2 Paragraph 1.1

- Protect the best and most versatile agricultural land
- Ensure through partnership working and lobbying that long term plans for the maintenance and improvement of coastal flood defences, at least to current standards, are effectively funded and that competitive and affordable insurance cover is available to all.
- Ensure that the Boston flood barrier is provided and that it reduces the probability of tidal flooding

2.3 Paragraph 1.2

- Encourage new business locations to cluster and take advantage of the rail freight interchange leading to greater efficiencies in business growth and technological advances, maximising the opportunities for renewable energy use and recycling and minimising impacts upon existing infrastructure
- Encourage training and education to complement and respond to new technologies in business growth and provide an improved employment offer in the area

2.4 Paragraph 1.3

- Work with the local highways authority and rail freight operators to ensure that the optimum efficiencies are realised in the use of the highways network through the provision of the rail freight interchange
- To provide a by-pass for Spalding and to provide a framework for the delivery of a distributor road for Boston
- Work with the local transport planners and public transport providers in extending services to improve access for the community to services and jobs
- Improve and extend the highways network for all users and, in particular, pedestrians and cyclists, to improve access to everyday facilities and amenities more safely
- Improve poor air quality emanating from highway use

2.5 Paragraph 1.4

- Provide strategic locations for new housing provision within and around the sub-regional centres of Boston and Spalding
- Indicate how the main towns and villages may accommodate additional housing growth to meet community aspirations that is within their infrastructure capacity
- Provide for employment, commercial, retail, leisure education and healthcare within Boston and Spalding
- Protect and improve existing community facilities and amenities in all settlements

2.6 Paragraph 1.5

- Protect and enhance the rural character of the area, its landscape and ecology by the promotion of good design and refusal of developments that are considered to be detrimental
- Ensure that new development relates to existing land uses and buildings positively
- Promote the efficient use of energy generation and consumption within the design of development
- Improve flood risk mitigation through the design of new infrastructure (roads etc.) and through strategic land use (e.g. flood water storage areas)
- Ensure overall betterment in mitigating for flood risk in all development according to the consequences or probability of the flood risk
- Work with the Lead Local Flood Risk Authority and other responsible bodies on managing flood risk

2.7 Paragraph 1.6

- Promote the creation of visitor attractions and enhanced amenity throughout the plan area based upon its historical associations, built heritage, social history and its natural and rural character
- Ensure that natural habitats are protected and enhanced
- Ensure that historical assets are protected and enhanced
- Enhance and extend the navigable waterways of the plan area and encourage marina developments
- Promote the provision of, and access to, amenity open space, woodland and environmental assets at the local and strategic scale (e.g. community areas within settlements or habitat reserves on the Wash)

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The South East Lincolnshire Local Plan

Your vision for the Local Plan area in 2031 - Synopsis of responses

1.0 Introduction

- 1.1 Invitations to participate in the visioning exercise were widespread including; everyone on the database we would contact in respect of statutory consultation stages (that is according to our Statement of Community Involvement), and anyone accessing the South East Lincolnshire Local Plan web-site. We have also been actively promoting awareness and use of the web-site through press notices, links and publicity provided on Council web- sites. Posters have also been widely distributed to encourage “log ons”.
- 1.2 Whilst, high numbers of participants are always gratifying and a good indication of the level of interest created, the visioning exercise was as much about tapping into a good cross section of our plan community and generating a variety of viewpoints. Gaining consensus and understanding is important in such exercises but an incisive observation made by one lone voice can be equally valuable.
- 1.3 It was a deliberate decision not to load the pre-amble to the visioning exercise with facts and figures and statutory requirements so as not to confuse participants or give the impression that we had a set agenda. It was necessary, however, to set, through the questions, a context so that views would be encouraged that were relevant to spatial planning and community needs.
- 1.4 It is clear, from the responses, that the exercise did encourage a wide cross section of the community to participate. The responses represent over 60 submissions from individuals, councillors, parish councils, developers and organisations. As can be seen, from the responses, a broad geographical sweep of South East Lincolnshire has been covered with 21 settlements represented.

2.0 Summary of responses

- 2.1 The responses are summarized below.

Questions	Comments received
<p>1 The settlement in which you live (please specify): Should it accommodate more development over the next 20 years? If so, what types and scale of development would be appropriate?</p>	<p>Boston: Encourage industrial and agricultural sectors and match with demand for housing. Potential for living above the shop; good use of space, reduces need to travel and brings more activity to town centre. Growth must be in proportion to capacity of infrastructure; already at critical levels. Use of redundant sites and infilling between scattered development; making provision for off street parking Commercial, light industrial and residential; according to market demand Sustainable facilities on the east side of the river. Good roads, more doctors, better hospital, more drinking water. Homes if they are affordable to rent or buy with assistance. Stop in-migration. A focus for development, housing, employment, community facilities, retail, education. Significant development in the context of other settlements. New shopping areas; to the west (by the railway line), to the north by Norfolk St., east by the Maud Foster and south, John Adams Way/Liquorpond St.</p> <p>Spalding: Main growth point for South Holland; residential provision across all sectors need to be well integrated; good mixture rather than “ghettoes” of housing types. Older age groups need provision that meets their needs (similar generations in close proximity). Developments that engender social wellbeing as opposed to negative relationships. Only development to meet natural growth demands. Infrastructure is at capacity and the Spalding bypass is hijacked by slow moving HGV’s. Future growth should be in new settlements with all infrastructure capacity planned properly. South west of the town; affordable housing and good bus and cycling links to town centre. The area should become the national hub for growing, processing, packaging and distribution of fresh foods; establish enterprise zones to concentrate activities rather than have them develop haphazardly. No retail activities in such areas. Good transport links to reduce the impact of HGV. Lorry park provision and other supporting businesses, e.g. refrigeration and packaging material production. River through Spalding has great potential for leisure use/tourism. Retail provision to be encouraged in Spalding to stop the leak of trade to other centres Spalding needs to create its own identity as a major centre for food and make full use of the river.</p>

		<p>Holbeach: Broad mix of housing, mix of shops and restaurants, employment needs to be met</p> <p>Algarkirk: no more development but improved sewage disposal and fast internet Small development of new houses would be beneficial.</p> <p>Crowland: About 350 houses wanted over next 20 years from starter to exec. type and not concentration of one type. Supporting commercial including light industrial, office/professional and leisure.</p> <p>Donington: Small developments appropriate to the facilities in the village.</p> <p>Bicker: Some growth to sustain existing facilities; shop, village hall, pub, churches, sports organisations, garden club WI etc. Small industrial units could be provided on redundant food packing site.</p> <p>Freiston: Small selective infill plots over the period Yes small scale increase in light and agriculture related industry.</p> <p>Fishtoft: Better infrastructure and roads, agri-industry, limited housing. Yes young people need affordable homes locally</p> <p>Old Leake: Development potential limited. Community facilities for wider range of community (not just locals). Feeling that development is at capacity in terms of infrastructure and amenities</p> <p>Old Leake/Wrangle: Local job creation to keep people in the area – skilled farming, agri-industry, light industry and tourism. More access to shoreline, car parking and walks. A52; shops and restaurants, bicycle rental and storage. Better public transport in evenings and weekend. Extended service at the Old Leake Medical Centre. Larger housing developments at Old Leake and infilling at Wrangle.</p> <p>Gedney: Development sooner rather than later; Topsgate, Pinstock Lane, Church End, Churchgate and Stonegate.</p> <p>Deeping St. Nicholas: No, land surrounding the village is valuable farmland.</p> <p>Holland Fen: Mixed development required</p> <p>Kirton: Small scale development over a number of years to lessen impact upon services; rural in nature, not town houses.</p> <p>Quadring: Some new development has occurred over the years, supporting facilities include a shop, post office pub and takeaway.</p> <p>Wyberton: Development in the Wyberton Low Road area to access jobs on Marsh lane.</p>
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		<p>Swineshead: Limited housing development; infill and brownfield land only, no estates above 50 houses</p> <p>Saracens Head: Minor infilling to maintain vitality; no development has meant village services declining.</p> <p>Sutton St James: Very restricted growth – no housing estates.</p> <p>No settlement specified: Larger towns and villages that have facilities but there is a real need to address flood risk both from its potential impact and the problem of getting insurance. Also avoid over concentration/development of social housing (keep social services costs in check). All new proposed development should be assessed with regard to the impact upon the ecology of the area.</p> <p>More approvals for individual dwellings.</p> <p>Development of renewable energy installations (particularly wind turbines) are seen as beneficial to business and the community.</p>
2	Is there a need for new housing, such as market, social-rented or elderly persons' in your settlement?	<p>Boston: need should be driven by jobs and to meet retirement needs.</p> <p>There is a need.</p> <p>Does not seem to be a supply issue; expected population growth, especially if immigrants, may cause a shortage of suitable dwellings.</p> <p>Yes; conversion of redundant secondary shopping areas to housing</p> <p>There is a need.</p> <p>Social housing in control of public agencies rather than private landlords.</p> <p>Market housing is generally lower end family housing; need for high quality apartment provision for over 55 age group available on the open market. McCarthy and Stone should be encouraged in Boston.</p> <p>No</p> <p>Housing across all sectors in response to increase in the town's population.</p> <p>Low cost and rental social housing using Greenfield also infilling between the Endeavour roundabout and Kirton roundabout on the Spalding Road.</p> <p>Boston Borough: Boston should retain its status being the main urban area for some 30 miles. Houses, employment and services should be retained and expended appropriately. Single persons and socially rented accommodation is needed and a decreasing reliance upon</p>

	<p>unscrupulous landlords. Village housing provision needs greater availability and affordability for younger people working nearby. Perceived to be an excess of elderly persons accommodation in outlying villages. People chose Boston as a place to live and this should be where their needs are met, not in neighbouring Districts.</p> <p>Spalding: across the housing needs spectrum; older peoples accommodation should be close to facilities (minimising reliance on the private car) and not with “boisterous” neighbouring development. New housing but only on a small scale. South west of the town; affordable housing. If rail links to Peterborough improve (evening and Sunday services) there will be more housing demanded by London commuters.</p> <p>Holbeach: To meet local needs and attract a diverse range of people Crowland: Demand exists for all types; single occupancy housing for both young and old. Donington: No need in the village. Algarkirk: No Yes and also tree planting Bennington : Smaller, lower priced starter homes Bicker: Don’t know – but not “no growth.” Freiston: No Existing above average provision of social rented housing. More sheltered housing for the elderly. No plots left, infilling is needed. Fishtoft: Limited scope for market housing. Yes Old Leake: Need for social housing and old peoples bungalows and homes, particularly in response to ageing population. Housing for the elderly is scarce Wrangle: Social housing has caused anti-social behaviour – more policing needed. Nursing and older peoples accommodation is needed. Improvements to pavements to allow easier use by mobility scooters. Gedney: New housing needed Deeping St. Nicholas: No, mix within the community is good.</p>
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		<p>Holland Fen: A small amount</p> <p>Kirton: Meet the affordable housing needs of younger people; rent to buy and social landlord provided housing</p> <p>Quadring: Don't know</p> <p>Wyberton: Yes to new housing as long as infrastructure, community centre, shops playing fields and schools are also provided.</p> <p>Swineshead: Limited across all types; don't turn Swineshead into a commuter village.</p> <p>Saracen's Head: Yes mixed sizes</p> <p>Sutton St James: Low cost housing priority given to local need</p> <p>No settlement specified: Need for social housing but in sustainable communities. Growth (S. Holland) in areas other than 5/6 main towns (Donington is the 6th town). Crowland and Deeping St Nicholas will probably need to accommodate growth demanded by Peterborough area (need to plan for this rather than react through windfall demand) Roads and housing should be considered and need for better hotels</p> <p>Larger towns and villages that have facilities but there is a real need to address flood risk both from its potential impact and the problem of getting insurance. Also avoid over concentration/development of social housing (keep social services costs in check). No flat development unless professionally managed (consequences are litter and rubbish in the streets). No demand for flats identified for South Holland by Peterborough sub regional housing assessment; houses and bungalows required.</p> <p>In South Holland's smaller settlements if infrastructure can support it or can be expanded. Need for good quality, more environmentally friendly family housing</p>
3	Across South-East Lincolnshire as a whole, where should the majority of housing be located?	<p>Boston, Spalding, Holbeach, Long Sutton and larger sustainable settlements. Not communities where services are scarce and additional development would detract from the character and appearance.</p> <p>Need to ensure that Boston and Spalding retain their place as providing two viable and thriving communities (not one causing the other to decline). It is perceived that Spalding has become stronger at the expense of Boston.</p> <p>Boston should expand to the south west to take advantage of facilities and road links to the east Midlands and avoiding traffic in the town centre.</p> <p>Spread evenly</p> <p>Town and villages and although ribbon development is seen as detrimental the need for self</p>

		<p>sustainable small holdings is not being met.</p> <p>Towns and larger villages to meet employment generated need</p> <p>Outside Lincolnshire</p> <p>Flood risk and transport access to employment opportunities are strong determinants. Rural character means that use of the private car is an inevitability.</p> <p>The best transport routes should be a key locational consideration.</p> <p>Service provisions are also key; avoid isolated development of scale that lack appropriate facilities and employment opportunities.</p> <p>Affordable housing should be genuinely to meet local needs and that includes any market housing that supports it.</p> <p>Plan development to minimise traffic flows through relatively peaceful locations</p> <p>Good understanding of population growth and their needs is very important.</p> <p>Relationship of housing growth to car trip generation a key consideration.</p> <p>Near shops and workplaces using brownfield sites</p> <p>New planned settlements rather than existing over built settlements.</p> <p>Spalding would be a good location along transport corridors; 505 bus route – not inaccessible places.</p> <p>More development in villages – too much emphasis on larger towns</p> <p>Where it best serves needs</p> <p>Where best access to work opportunities exist</p> <p>Larger towns and villages that have facilities but there is a real need to address flood risk both from its potential impact and the problem of getting insurance. Also avoid over concentration/development of social housing (keep social services costs in check).</p> <p>In existing towns and villages ensuring the support of at least one convenience store.</p> <p>In existing settlements only and in numbers relevant to those settlements.</p> <p>In and around existing urban area.</p> <p>South west quadrant for Boston</p> <p>None required</p> <p>Urban areas and villages with enough local amenities</p> <p>Spalding, due to its superior roads and rail links to major cities</p> <p>Growing immigrant population requires response in terms of housing, schools, hospitals. Impact on traffic a major problem.</p>
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		<p>In and around largest towns (Boston & Spalding) not in countryside. In the main towns. More access for housing associations to market housing and so reduce need to build in rural areas. Main towns and through infilling in surrounding villages so as to preserve character and minimise the loss of Greenfield sites. In and around major towns Within established towns providing infrastructure is increased in proportion Need to ensure proposed sites are checked with regard to causing harm to heritage assets. In the main settlements and places where infrastructure is provided. Infill development should take place before Greenfield. In or on the edge of urban areas Due account should be taken of flood risk and national policy in strategic assessment and of the Coastal Study Principles. Decisions should also be informed by an appropriate Water Cycle Study. Mainly Boston and Spalding but also in smaller places that can sustain growth (e.g. Gedney and Saracen's Head) Boston and Spalding where employment opportunities are concentrated. No development unless accompanied by shopping facilities, access to GP's etc. Close to towns in sustainable settlements with healthcare, travel and other facilities. Main settlements (Boston) but also villages (mainly infill) but also extensions where infrastructure allows and farmland is not the premium asset. Majority will be in Boston and Spalding but also villages where sustainable. Need for Affordable supported by market housing. Located in relation to main towns and services and where road network is best. Near larger towns for ease of access to services Between Deeping St. Nicholas and Market Deeping Boston is ideally situated. Need to compete with shopping areas of Lincoln and Peterborough to reduce income going out of SE Lincs. Near to Boston with its shopping offer and proposed transport links. South west Boston – The Quadrant; capacity to meet future housing needs together with employment, retail and leisure. Provision of a phased bypass and marina and compatible with</p>
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		<p>tourism growth and use of the waterways. Also Tytton Lane providing football stadium for relocation of Boston Utd., retail, health care and hotel accommodation. River taxis, community centre, and easy accessibility to everyday services.</p> <p>Close to transportation (road/rail) facilities to keep people mobile, or provide access arrangements.</p>
4	<p>Do you find the provision of local services and facilities, such as shops, education, health and leisure, adequate in your locality? What changes might be beneficial by 2031?</p>	<p>Boston: Needs an all purpose theatre plus smaller halls on edge of town. Adequate for the current population but need to be extended for any growth. Shopping offer is poor (lower end retailers) so local residents go elsewhere for choice and quality.</p> <p>Education and health needs have not met growth in population; more schools and doctors and hospital expansion</p> <p>Local facilities etc. adequate. Potential for more extensive green space to attract future Bostonians from elsewhere.</p> <p>More school places will be needed plus expansion of Pilgrim Hospital.</p> <p>Insufficient green space and leisure land</p> <p>No, doctors overcrowded with in-migrants etc.</p> <p>Support for education sector to respond to cutbacks; new build, investment and support for site disposal.</p> <p>Town centre is very important and should be preferred to out of town shopping areas. Pedestrian and cycle access important as well as public transport. Access by public transport from villages is important to minimise car use. But Villages should retain facilities for everyday needs.</p> <p>In general yes, need for supermarket on the south east of the town to reduce cross farm traffic flows.</p> <p>Expansion should be matched by improvements to services; education and health, also needed to respond to immigrant population growth.</p> <p>A bypass is needed now, long before 2031.</p> <p>Spalding: Totally inadequate. In migration since the 80's onwards has had adverse social consequences. The first influx was by commuters attracted by cheap housing.</p> <p>Generally adequate; leisure centre improvements or new town centre facility.</p> <p>Shopping offer in Spalding needs promoting to stop leakage to Peterborough and Stamford.</p> <p>Niche shopping areas to be created.</p>

	<p>Education: needs to support business development (e.g. food technology); Boston College, Holbeach Food Technology Campus. Aspire to be Centre of Excellence for horticulture.</p> <p>Health; more consultant's clinics to be held in the Johnson Hospital. Look to the specific needs of Eastern European population.</p> <p>Leisure: No hard courts for football etc. Spalding swimming pool needs upgrading. River walks and seating to be provided. The Wash "Country Park" to stretch from Skegness to King's Lynn.</p> <p>Holbeach: Growth in relevant physical, social and green infrastructure to meet future development needs. Retail and visitor facilities to grow. Expansion in primary healthcare.</p> <p>Algarkirk: No, public transport is very poor Satisfactory but a better bus service would be an improvement.</p> <p>Crowland: Loss of secondary school is a major set-back. Chance to share community facilities has also gone. Healthcare provision is marginal. Fitness/exercise/leisure and youth facilities need addressing. Hotel and B & B accommodation is lacking in the area.</p> <p>Donington: Need original ideas to regenerate village centre. Community facilities, "start up retail", training facilities, service providers, community projects. Leisure facilities; no open space/public access to open land.</p> <p>Bennington : Services are adequate at present</p> <p>Bicker: Village shop and pub (about to re-open), churches and organisations. Street-lighting around central area is poor meaning access to facilities and bus stops is not good on dark winter afternoons and evenings. Access to health, education and leisure is in neighbouring villages.</p> <p>Freiston: Yes but Doctor's at Old Leake need additional capacity Shops, education and leisure are adequate. Healthcare is inadequate-surgeries needed for villages.</p> <p>Fishtoft: Health ok but referral to GP is a problem. Education is ok. Shops; some of larger multiples (e.g. IKEA) lacking. Local demography changes mean that we need more schools, health facilities and more local businesses encouraged to flourish.</p> <p>Old Leake: Education and health ok. Shops and leisure inadequate. Sustainable small businesses should be revived. Doctors surgery is at full capacity. Amenities are being outgrown by building. Primary school is almost at capacity. Medical centre needs an expanded pharmacy and space for other facilities. Need for larger</p>
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	<p>supermarket with off-street parking.</p> <p>Wrangle: General store needed for food and non-consumables. Play area for pre-school, skateboarding area for teenagers and open space/exercise facilities for older people. Village Halls (Old Leake and Wrangle) need data protection facilities for video performances.</p> <p>Gedney: Facilities in decline; new development needed to sustain them (e.g. local school - more children needed).</p> <p>Deeping St. Nicholas: Need for more shops and leisure facilities of any kind.</p> <p>Holland Fen: services only accessible by car</p> <p>Kirton: Current provision good relative to existing population/no. of houses. Protection for local shops and mini-supermarkets especially to enable those with restricted accessibility (i.e. reliant on public transport) easy access to facilities.</p> <p>Quadring: All services in village or within 3 miles. Main leisure in Spalding 8 miles away.</p> <p>Wyberton: No, nearest facilities are over a mile away, no public transport, expensive to use taxis to and from town.</p> <p>Swineshead: Local shops limited, small supermarket would be useful. Health centre very good but could provide greater range of services on site</p> <p>Saracen's Head: Access ok with own transport</p> <p>Sutton St James: Local services and facilities are considered to be adequate.</p> <p>No settlement specified: Not every settlement can sustain everyday facilities but existing local centres can provide support</p> <p>Improved facilities (e.g. "big name" retailers) comes at a price of accepting greater levels of growth.</p> <p>Access to health (hospitals) is really lead by national agendas and there has to be some resignation that this will result in increased need for access by private car.</p> <p>Leisure provision probably has most potential for more local provision although larger scale facilities can only be met by correspondingly larger scale growth.</p> <p>Supermarkets are too dominant. More diversity through daily covered produce markets (open until mid evening) would give producers new outlets.</p> <p>More buildings for theatre and meeting places.</p> <p>Provision is variable; Pilgrim Hospital deteriorating. Leisure facilities are moderate. Good restaurants are few and far between.</p> <p>Increased access to greenspace to meet national guidelines. Health and wildlife benefits can</p>
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		<p>result.</p> <p>The needs of gypsies and travellers should be known and provided for.</p> <p>More provisions for health (including dentists) by 2031.</p> <p>The SEL LP should encourage improvements to facilities pro rata in respect of settlement size and proposed development.</p>
5	<p>Do you have any concerns about transport in your locality and across South-East Lincolnshire as a whole?</p> <p>What improvements should we aim for by 2031?</p>	<p>Transfer of road freight to rail; support for rail freight node. Disruption to road traffic using level crossings is outweighed by benefit to County economy.</p> <p>Public transport improvement Skegness to Boston Saturday evenings needed</p> <p>More frequent bus service on main routes, "call connect" is good but could be more versatile and information more accessible allowing more use.</p> <p>Employment/housing locations need to minimise transport impact.</p> <p>Motorway through Boston</p> <p>Cycle paths to encourage safe cycling</p> <p>Regular bus service up to midnight.</p> <p>Transport links, especially costs of rail travel (to Peterborough) promote more car use.</p> <p>Low cost transport schemes; car sharing, electric cars, community buses, driverless trains.</p> <p>A16 is a key route to the area; need to ensure it meets needs and possible problems (bottlenecks/pinch points) are kept on top of.</p> <p>Springfield roundabout requires widening and additional current capacity for development will exacerbate this need. Similarly the Enterprise Park.</p> <p>Western relief road (Spalding) is needed but will have impacts upon need to improve adjacent roads etc.(Wardentree Lane/West Marsh Road).</p> <p>Holbeach town centre has bottleneck issues that require addressing. Also roundabout at the A151 junction with A17 should be considered in planning approach to Holbeach.</p> <p>If petrol fuelled cars have a future then expand road network, if not, look to train and bus provision.</p> <p>Boston's road problems are well known and will take years to resolve. Trunk roads have many restrictions and fast moving traffic is only possible by incurring major risk. Inward investment is deterred by poor road network. Major investment from east to link with N/S networks is needed.</p> <p>Spalding bypass is very dangerous due to HGV traffic and gridlocks occur.</p> <p>Bus improvements; rail (Sunday service) and better services north and to London via Lincoln.</p> <p>Cycling – poor routes in Spalding; less blockages and more routes. Cycle parking is inadequate.</p>

	<p>Road “rat runs” also inhibit cycling. Good provision in relation to new housing developments. Route at Cowbit needs replacing.</p> <p>Services to Peterborough need improvement train or busses that run later.</p> <p>Gedney has suffered from inappropriate road development splitting the village. More consideration in the future.</p> <p>Up- grade road structure network and encourage other infrastructure use (rail and air) provision. Better roads with better planning in towns</p> <p>Road network is poor; A17 is awful and some need to be dualled. M11/Humber linked. Rail freight. Within Boston accessibility is a nightmare at certain times of the day.</p> <p>Sparsely populated area means public transport will be limited. Could do more for provision of safe cycle routes around Boston.</p> <p>Public (road transport) expanded and improved so to reduce car usage.</p> <p>No modern road system south of Sleaford; north/south route is only single carriageway which is unacceptable.</p> <p>Freiston has good bus service</p> <p>None</p> <p>HGV movements on roads close to Old Leake; conflict with pedestrian movements. Busy at school times. Damage to roads and buildings due to weight of traffic.</p> <p>Local bus service running around the outskirts of town (Boston/Wyberton) connected to local supermarkets.</p> <p>Kimes bus service in Swineshead is adequate; big gaps in afternoon buses to/from Boston and Spalding. No evening or Sunday services.</p> <p>Saracen’s Head; no public transport. Better provision for cyclists needed – continuous cycle tracks, some investment but provision has stalled – more budget provision.</p> <p>Limited public transport; encourage/protect more local facilities and plan for public accessibility rather than the private car.</p> <p>Call connect bus service is very important.</p> <p>Holbeach; marginally acceptable week daytime bus service to/from Spalding and Peterborough. No service east-west or evenings and Sunday. A16 improvements good but roads east-west are very poor increasing LGV movements need addressing.</p> <p>Traffic congestion can detract from the character and appearance of an area. Traffic relief (e.g. new roads) should not be at the expense of causing harm elsewhere (e.g. to heritage assets).</p>
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		<p>More freight trains through Spalding will have detrimental impact unless current road layout is addressed and bridges are provided. A new district shopping centre to the north of the town. Passenger rail upgrade to allow commuting to London.</p> <p>Upgrading of roads around Spalding to lessen the impact of HGV/food related traffic.</p> <p>Traffic plan for Spalding to create an improvement of flow; one way system, parking enforcement and free car parks.</p> <p>Mix for transport modes should be maintained.</p> <p>Spalding and Peterborough Transport Forum: Need to reduce traffic levels especially given growth status of Peterborough and subsequent housing plans for Holland Park. Employment growth impacts and Holland market. Reduce air pollution, carbon dioxide emissions and health and fitness of residents. Detailed responses on improvements particularly evening bus services, access to Johnson Hospital, Springfields or employment areas by public transport. Poor or no services for villages despite Call Connect. Sunday service is practically non-existent for Spalding. Many green travel plans/initiatives could be promoted. Freight upgrade must also be used to upgrade passenger transport.</p> <p>No major concerns about transport.</p> <p>Bus services and train services need coordinating. Through trains to London, Birmingham and Manchester. Evening and Sunday bus services to town centres.</p> <p>Park and ride operations for Boston.</p> <p>Bypass or alternative river crossing to take traffic out of the town centre.</p> <p>Road network (and other infrastructure) to develop in conjunction with other growth planned for next 20 years.</p> <p>Establishment of wind turbine installations needs corresponding logistics planning for bringing abnormal loads to the locations required. Road improvements for South Holland and Boston are needed to support growth of renewable energy.</p> <p>Car use is only option to access employment (Quadring)</p> <p>Car ownership is important especially as evening public transport limits access and activity. Bus stops are not well marked and street lighting is poor (Bicker).</p> <p>Investment in road infrastructure is vital for housing and employment growth.</p> <p>Second biggest problem; dual A17 to A1, Boston bypass, M11 extension to Humber.</p>
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		<p>A need for a cheap local transport (bus) service linking villages and employers outside towns providing transport for their employees.</p> <p>Train use should be increased in Spalding in line with its growth. Littleworth Station should be re-opened (buildings already there) to offset congestion taking place in Spalding as the new housing estates are finished. Trains to counter road congestion. Also increase bus service as bus and trains do not, currently offer a viable alternative to the car.</p> <p>Buses; poor service for outlying areas no service in evenings or Sundays</p> <p>Rail; through service to London.</p> <p>Roads; Improvements to existing roads will have limited affect, complete circular by-pass of the town.</p> <p>Bus services generally good except for evenings. Roads deteriorating. Better pedestrian and cycle links between villages.</p> <p>Cycling is more cost effective than investing in additional road infrastructure. Cycling should be given due emphasis in transport planning. A number of routes within Spalding are not continuous and therefore deter use and cycling on pavements. Routes in and around Spalding could be improved.</p> <p>Cycling helps reduce CO2 emissions/air pollution.</p> <p>Planning for cyclists should also include safe storage, good signposting and shower facilities/changing facilities at places of work.</p> <p>Expansion of rail network services.</p>
6	<p>What strengths and weaknesses does the area have with regard to the economy?</p> <p>What are the things the Plan could do to expand or encourage business growth, and what types of business?</p>	<p>Ports at Boston and Sutton Bridge and opportunities for rail freight node. Agriculture and agri-technology. Office and service industry in Boston and Spalding. Tourism niche markets; long distance footpath around the Wash.</p> <p>Agriculture is strong sector but economy needs to bring in other industries as a future safeguard</p> <p>The Nations' food growing area; expansion into processing imported food stuffs.</p> <p>Street lighting excessive; night light pollution, drain on economy and burden on environment.</p> <p>Agriculture is very strong but should not be seen as a factory on the land. Also agriculture is not a large employer and its machinery adds costs to highway maintenance, traffic tailbacks and pollution also result.</p> <p>Agriculture sector is low paid and creates a need for correspondingly low cost housing offer.</p> <p>Poor access and communication limits growth in high skill employment.</p> <p>Population changes can create unmet demands for services that the economy can meet.</p>

		<p>Need to capture the disposable income for services through local provision to stop leakage out of the area (retirement sector a potential market).</p> <p>Heritage and natural environment deserve concentration.</p> <p>Potential for agri-science, education; water engineering to counter flooding concerns.</p> <p>Better road network and need to solve flood issues before development can take place.</p> <p>Need for service industry growth.</p> <p>Small business are the future and need help; in-migrants have set up new business these and existing new help in difficult trading conditions.</p> <p>Too many low paid jobs and few prospects for a decent career for the young. Brain drain is a consequence. Immigrant labour keeps wages low but also helps keeps food prices down.</p> <p>Need to attract non-low paid businesses; investment in infrastructure problems and retain quality workers.</p> <p>Agriculture is dominant and little additional business growth is needed. Existing industrial areas are sufficient for future planned growth.</p> <p>Support for the freight interchange.</p> <p>Local workforce has declined with increase in retired population or commuters working elsewhere. Greater influx of young families needs to be encouraged.</p> <p>Diversify agricultural so it caters to local market.</p> <p>Docks are an asset.</p> <p>Tourism</p> <p>Transport and traffic is key, particularly the use of rail freight. Traffic is heavily criticised but there is also a fear of developing freight.</p> <p>Addressing the threat of flooding is also vital.</p> <p>Best agricultural land in the country so farming is hugely important. Farms are also good locations for renewable energy; wind, photo-voltaics, anaerobic digestion, ground source heat pumps, biomass and bio-fuel. Valuable extra income for farmers.</p> <p>Better transport links are needed.</p> <p>Flood risk is a fundamental concern; coastal defences need maintenance and improvement.</p> <p>Increased and improved Broadband access for business and private users.</p> <p>Docks and timber processing important.</p> <p>Agriculture most important but does not provide many jobs.</p> <p>Small specialist industry including modern technology should be encouraged.</p>
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	<p>Strength agriculture, weakness, remoteness. Improve transport infrastructure; road and rail. Agriculture sector strong plan should encourage associated growth.</p> <p>Encourage affordable hotel accommodation carrying the Lincolnshire County “brand”.</p> <p>Mainly farming which is doing ok</p> <p>Provision of more work places</p> <p>Road repairs are urgent</p> <p>Large farm/food related business supported by agriculture. Improved roads needed.</p> <p>Weaknesses; roads A16/A52 roundabout poor. Additional bridge over river access to Marsh Lane to cope with HGV traffic.</p> <p>Concern over flood barrier; it might protect from coastal flooding but increase river flooding.</p> <p>Agriculture very strong; some diversification into tourism and manufacturing. Don’t expand too fast and spoil it all.</p> <p>Agriculture and related businesses.</p> <p>Holbeach; gateway to the Wash, potential for tourism.</p> <p>Expansion of food industry and encouragement of higher skilled work opportunities through maintenance and enhancement of higher education opportunities; Lincoln/Holbeach Campus and University Academy.</p> <p>Agricultures and horticulture.</p> <p>Small industrial units in redundant farm buildings.</p> <p>Need for more light industrial/office/ leisure development</p> <p>Strength and weakness is huge dependence upon food, agriculture, horticulture and distribution. Could be very vulnerable if more favourable conditions for such businesses caused decanting.</p> <p>Higher paid “technical” jobs need creating in supporting industry such as refrigeration, IT and vehicle maintenance to increase prospects for younger, brighter people.</p> <p>Leisure trade expansion based upon waterways; Waterwayspace Strategy for Spalding.</p> <p>Boston needs to raise its profile; it has a market edge having a relatively low cost workforce and land prices.</p> <p>Boston college is an asset and key employer/nurturing talent. More links to business, developing key strengths and promoting them.</p> <p>Flood risk is an issue but this should not constrain business growth except vulnerable businesses such as caravan parks.</p> <p>Agriculture: needs plenty of scope for expansion. Weaknesses lie in poor communication links</p>
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		<p>and particularly broadband.</p> <p>Agriculture very important perhaps more scope for energy from waste and biological digesters. Too much reliance on low paid jobs only attractive to migrant workers which causes social problems.</p> <p>Walking and cycling based tourist initiatives supported by cafes and restaurants etc.</p> <p>Green economy could be a strength of the area particularly encouraging renewable energy generation; technology, manufacturing, research, service support.</p> <p>Over reliance on the car for access.</p> <p>High dependence upon a small number of industrial sectors and companies.</p> <p>Must improve the perception of the area as flood prone</p> <p>Improve the roads.</p> <p>Perceived flood risk is blighting the economy and local insurance etc. Entrepreneurs will not invest. Need to confront the EA and challenge the negative aspects of Boston portrayed by the media.</p> <p>Hi-Tech industries that have low impact on the landscape but which offer local employment opportunities. Clusters of buildings no more than 2 stories high that fit into the countryside and the farming community. Reduce commuting to employment in cities elsewhere.</p> <p>Agriculture is very important but there is a need for more manufacturing; light engineering, electronic and electrical engineering. Better supply of cheap housing will attract more skilled workforce.</p> <p>Agriculture, port and supporting industries are a strength. Traffic flows are a weakness that affect all businesses.</p> <p>Education could be more business related.</p> <p>Encourage start up businesses by providing better transport facilities and subsidized start-up premises. Small local industrial property opportunities for entrepreneurs. Marketing support groups for start up companies and practical internet support to maximise this type of distribution. Marketing and internet support seen to be major factors affecting income producing activities.</p>
7	<p>How important is the natural environment in South-East Lincolnshire?</p> <p>Do we make the most of our assets?</p>	<p>Unique fenland landscape; but not a “factory floor” whereby development prioritised. Wind farms are erosive to enjoyment of the landscape, therefore unsustainable development diminishing the quality of life.</p> <p>Dominated by agriculture but the Wash is a feature.</p> <p>Primary asset and a primary policy consideration. People need the environment to function.</p>

	<p>Need for more parks and woods</p> <p>Mainly a man-made environment; open spaces but not necessarily open access. The waterways are a major asset and could be used for the leisure needs of our local communities; the Fens Waterway is a reality that should be realised. The tourism potential should also be realised.</p> <p>Very important for tourism but not enough is done to extend peoples' stay.</p> <p>Rural and natural environment very important for the quality of life. We attract visitors to Freiston Shore and Frampton Marsh, plus Lincolnshire coast and Boston Market but Boston has huge unrealised potential for tourism.</p> <p>Dominated by agriculture; need for mandatory hedge planting to improve compatibility with nature and help address global warming.</p> <p>Not enough open space; woodland, nature reserves and children's play space. Older children need more (skate park is good but whole district (SH) needs more public space.</p> <p>Very important but spoilt by wind turbines; big open sky is lost.</p> <p>Very important as a natural asset and workplace of agricultural industry</p> <p>Natural environment is a major asset with untapped potential.</p> <p>Boston Woods Trust project is important and will benefit locals and tourists.</p> <p>Very important; needs to be preserved not eroded away.</p> <p>Yes RSPB are evidence of qualities</p> <p>No</p> <p>Very important but local dominance is agricultural.</p> <p>Very important; assets such as duck ponds in villages spoilt by new housing, grass verges driven over and increase in litter.</p> <p>Very important but access to open space limited, short of POS and need to protect existing and expand them/provide more</p> <p>Very important; protection of all viable trees and increased pedestrian access to countryside as many current routes conflict with heavy traffic. Protect public rights of way from development</p> <p>Very important – walking, riding, fishing, bird watching – tourism</p> <p>More use of waterways</p> <p>Very important but access needs to be increased. Use of waterways has tourism potential.</p> <p>Skyscape needs protection.</p> <p>Natural assets can also protect historic assets and their settings.</p>
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		<p>The assets of the area are unknown due to poor transport links; waterways are a major assets and could provided better links as well as tourism growth. Wetland, rivers, canals and bird reserves are assets but limited access to much of the area and there is limited woodland. Electric car hire, cycle routes and boating could enhance the offer.</p> <p>Very important especially as an asset for tourism</p> <p>The range and network of sites and species is hugely important. The Plan should work within existing legislation and partnership initiatives to ensure protection, new designations of areas, protection, expansion and interpretation/appreciation. Access has huge educational and public health benefits.</p> <p>The importance of natural assets have direct health benefits and these should be protected and enhanced. The contamination of land, water, air needs to be controlled by planning policy.</p> <p>Very important. Celebrated through Spalding flower parade which should be better publicised and more events planned and places promoted to increase visitors and exposure.</p> <p>Very important; national coastal path and local walks need sign-posting.</p> <p>River Witham is important and more riverside/tourist activities should be promoted. Plans to manage the tidal waters should be a prompt for stimulating tourist attractions.</p> <p>The capacity for the natural environment to accommodate change and realise the benefits of siting renewable energy plants should be viewed positively. The Landscape Capacity Study (2003) should recognise that delivering sustainable development and utilising renewable energy are important expectations.</p> <p>Not promoted enough – village trails and walks</p> <p>Very important but low awareness especially in relation to local facilities; need for education and promotion, signposting of local walks and access to waterways. Some footpaths lead nowhere now (Bicker).</p> <p>Huge potential for tourists experiencing the wildlife and general assets of this rural area; business development for accommodation and skills courses and activities such as fishing, art and photography. Use of the waterways and marina, caravan sites etc.</p> <p>Vital, we don't exploit the full potential; B&B's and guided tours should be promoted.</p> <p>Big skies and ever changing fields are a big asset and should be preserved. Boston Fenland, wetlands etc. are a resource where people can walk and learn about conservation etc. Award winning farms are also important and need to be known and supported and further boosting the importance of farming to the well being of the county.</p>
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		<p>Waterways, marinas, sailing, including sailing classes. More water taxis and footpath access to the waterways.</p> <p>Artists should be catered for and artists schools promoted.</p> <p>Very important for locals and tourists; better advertising, the Council makes insufficient promotion of the assets.</p> <p>Very important; yes we make most of our assets.</p> <p>With absence of open parkland or wooded areas (Donington) better access to Wash and coastal land is desired.</p>
8	<p>How important is the historic environment in South-East Lincolnshire? What beneficial changes could be brought about by 2031?</p>	<p>Rich heritage. Conservation Areas require proactive measures; a more thriving economy should be focussed on investment in historic features (Listed Buildings).</p> <p>Preserve places of interest; history of agriculture important.</p> <p>Archaeological heritage needs to be explored; locals and visitors would benefit if greater information provided. Funding needed.</p> <p>Not at all.</p> <p>Our heritage has strong connections with areas in other parts of the world which we do not take full advantage of.</p> <p>Through the Boston Barrier the lure of the town will be greater and heritage trails linking with the US can be exploited.</p> <p>Churches are very significant. English Heritage unrepresented. Much more potential with the right publicity.</p> <p>Boston is historically rich comparatively; prioritise tourism and offset the negative.</p> <p>Little of great historic value; what has value has been swamped by badly planned development.</p> <p>Spalding has historic appearance but BT building is a distraction. Parish church is spoilt by derelict pub; replace by more modern building. Social services building could be redeveloped with open space car parking as daytime use and hard surface sports at other times.</p> <p>Old potato light railway and agricultural heritage has potential if costs were not prohibitive.</p> <p>An attraction but not one that necessarily brings about infrastructure improvements for continued regeneration.</p> <p>Information on theatre; Roman times to present day.</p> <p>Historic environment is relatively unimportant and an unnecessary cost to planning.</p> <p>Villages have medieval churches. Boston has many important buildings and we need to encourage "overnight tourists" to enjoy them.</p>

		<p>Far better publicity needed especially regarding historic links. Very important but we should encourage overnight visits not just day trips. Very, Boston needs to promote it. Historic links; Guild Hall, Stump and local churches and history of farming important Very important for tourism, America, Australia and the far east Docks also very important and could be made more attractive Boston is a town of major historic importance urgent protection is needed; Bank House and Hussey Tower etc. have taken a long time to protect/safeguard. Village conservation is important and reviews to action plans important. Swineshead CA to include High Street/South Street. Very important but it needs protection. Each town and village has an inherited identity which should be preserved. Very important – stop HGV's on B and minor roads except for access. Very important; Crowland has important medieval remains. The historic environment also brings social, environmental, economic and cultural benefits. Heritage assets at risk need addressing Public realm improvements in historic places Grant aid for heritage assets; townscapes and parks Improve public interpretation and understanding about assets (but whilst protecting assets) Conservation area management plans Local lists and Lincolnshire Historic Environment Record. Consider removing permitted development rights for threatened conservation areas. Rural churches are important and can play a valuable role for visitors and communities as information centres etc. The Fenland is a visitor asset; history of fenland creation, interpretation boards, pumping stations, visitor tours and school education visits. Very important but it should not hinder new development. The historic environment should be better protected. Churches are very important but their use is in decline; need to encourage new uses. Boston has a rich history, especially in respect of America but has minimal impact upon town life. An annual cultural festival centred on the Stump and market place could establish traditions and sense of history.</p>
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		<p>The historic environment is important but no more so than anywhere else in the Country. Specific assets need protection but landscapes and townscapes change over time and there is no reason why they cannot capacitate additional wind turbines.</p> <p>Not promoted enough- better access, village trails and walks</p> <p>Very important but not enough is done to raise awareness. Important buildings, brick built and mud and stud. At least one larger village has no Conservation Area. Protection for archaeology important. Heritage at Risk surveys should support initiatives.</p> <p>Greta heritage and room for grater promotion; heritage trail, shellfish industry celebrated with visitor centre; restaurants etc. Linked to produce available at the market as well as crafts and continental goods also available in nearby lanes and quays. Encourage people to stay and boost the tourist trade.</p> <p>Unexploited – attention to historic buildings and tourism potential.</p> <p>Vital; local pride in Boston need to be encouraged, engage with the Borough and local history. Historic tours, fen talks, better transport links, water taxis, conservation education. More interaction with the farming community.</p> <p>Very important but so few know about it. Perhaps a joint tourist board should be formed to promote the historic and natural environment of SE Lincs.</p> <p>Important and in everyday use.</p> <p>Donington; little in the way of natural or historical assets. No picnic areas or open areas for walks. Local group are active in upgrading the village look and small projects but have a limited budget and scope.</p>
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	<p>What outcomes are most important to you for the future of the Plan Area?</p>	<p>Realising the benefits of rail freight network in tackling transport problems, including Boston/Sleaford line. Recreational use of waterways, support for Lincolnshire Waterways partnership.</p> <p>Cheaper housing</p> <p>Better broadband</p> <p>Industrial sectors to compete with agriculture</p> <p>Olympic sized swimming pool urgently required particularly for younger generation.</p> <p>Environmental sustainability</p> <p>Energy efficient energy/not for profit energy systems that are capital sustainable</p> <p>Reducing hedgerow loss and field sizes</p> <p>Good local transport</p> <p>Community open space and parks</p> <p>Promotion of cycling for health and access; extension of “sustrans” Hull – Harwich (via Boston)</p> <p>Joined up planning for East Lincs. (to include East Lindsey).</p> <p>New highway network maybe at the cost of demolishing old buildings.</p> <p>Emphasis on improving the health and wellbeing of the community.</p> <p>What is the area for: national food growth requirements, retirement area, tourist area (waterways</p>

		<p>based).</p> <p>Better environmental management and the street scene is essential to maintain these assets.</p> <p>Delays between demands for services and their provision causes discontent.</p> <p>Future development should not stifle potential to realise other assets; be aware of these potential assets (e.g. routes for cycleways)</p> <p>Sorting out flood risk; the barrage.</p> <p>Do not destroy the good things (natural habitats could be better protected and extended).</p> <p>Better transport systems if not at expense of our assets.</p> <p>Boston and Spalding must retain their individual roles and importance; serious improvements to infrastructure required</p> <p>Higher quality jobs, education and housing plus infrastructure</p> <p>People need an uplift to feel proud of the place they live in raise the quality of life; raise expectations and create positivity to counter the negativity and poor perception of other sectors of the community. Prosperity should be raised.</p> <p>It is our duty to bring about improvements for future generations.</p> <p>Better public transport and cycling</p> <p>All development in Spalding to have a positive impact on the surrounding area.</p> <p>Good quality transport network and safe routes for cyclists (especially for children)</p> <p>More use of renewable energy</p>
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	<p>More housing in Gedney</p> <p>A good range of outdoor and indoor sport facilities (an Olympic legacy)</p> <p>Homes, jobs and infrastructure</p> <p>Our natural assets have more scope for community enjoyment and profitability for business.</p> <p>Creating small industry to support and supplement the farming economy .</p> <p>Comprehensive audit of sports and leisure facilities, delivery policies and investment plans for future provision.</p> <p>Organic growth</p> <p>Encouragement of; agriculture based industries, commerce, twice weekly markets are an asset on which to build more commerce for Boston.</p> <p>Roads and infrastructure are poor, litter and social problems are terrible.</p> <p>Sustainable, thoughtful provision of housing and local services</p> <p>Distributor road etc.</p> <p>Sustainable assessment is based upon town expectations; village needs and lifestyles not appreciated. Pressures from neighbouring villages on services not taken into account. A more balanced sustainability assessment is needed.</p> <p>Relief road around Boston will encourage expansion and trade</p> <p>Character of villages (e.g. Swineshead) is maintained and not swamped by large developments.</p> <p>Improvements to public transport.</p>
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		<p>Swineshead; improved retail facilities, retain post office and pharmacy and health centre</p> <p>No wind farms</p> <p>Bus services for all settlements</p> <p>Modest housing building in all settlements</p> <p>Spalding; better train services, particularly northwards</p> <p>Small industrial development in minor settlements not just industrial parks</p> <p>Improvements for cycle access between settlements</p> <p>Improve health, social and cultural well-being for all; sufficient community and cultural facilities to met local needs. Playing areas, shared facilities and established facilities should be protected and be allowed to develop. Theatres, cinemas and museums should not be overlooked.</p> <p>Community facilities such as halls and pubs offer a variety of potential uses; performance spaces that can extend the evening economy.</p> <p>Appropriate design approach to houses; incorporate solar panels, rainwater storage and use systems. Safe and pleasant environments.</p> <p>No more wind farms</p> <p>A healthy economy, also a healthy mix of population growth and integration. Employment across all spheres and adequate infrastructure.</p> <p>Management of the historic environment through a strategic policy approach based upon an audit of historic asset information</p>
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	<p>Identify defined areas for business, leisure and housing.</p> <p>Lifestyle strategies for all ages as well as economic development priorities, social welfare provisions skills training and best use of natural resources.</p> <p>New regional/national attraction (e.g. Eden Project) celebrating all that is best about South East Lincolnshire.</p> <p>A great place to do business, to live and to visit.</p> <p>Sustainability and development of local communities</p> <p>Development opportunities must go hand in hand with improvements to transport and green travel initiatives.</p> <p>The recognition of coastal communities and the impacts of Marine Plans needs to be noted</p> <p>SEL Local Plan should recognise relationships with neighbouring areas; West Norfolk, particularly with regard to impact of traffic (A17 route), environmental impacts, flood risk and services/status of neighbouring settlements e.g. Wisbech</p> <p>Increase in biodiversity; create and restore habitats. Help deliver the Lincolnshire BAP and landscape projects (such as the South Fenlands project).</p> <p>A sustainable approach to climate change is essential; mitigation in respect of flooding where appropriate and support for economic growth.</p> <p>Algarkirk garden plots for growing own garden needs (provision of 4, half acre plots and 4, quarter acre plots)</p> <p>Nice pace of life and it is not overcrowded but too much immigration could be a threat and</p>
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		<p>identity lost</p> <p>Better broadband and communications fear of the area being marginalised due to isolation.</p> <p>The area benefits from peace and quiet but there is a need to ensure activity becoming of an urban area but whilst maintaining qualities of a rural idyll.</p> <p>Green energy and a low carbon future is something to which SEL can make a major contribution. Community schemes can help meet local needs.</p> <p>Likes- rural area, dislikes-expensive but poor public transport, hopes- affordable housing, fears-over development creating unsustainable communities.</p> <p>In 2031 Boston is not a sterile museum or bland pastiche but a vibrant town where people are proud of their heritage and continue to make their mark around the world.</p> <p>Perceptions regarding flood risk</p> <p>Improve roads</p> <p>Sustainable energy</p> <p>Market towns, peace cleanliness, wildlife.</p> <p>Need more local engagement</p> <p>Windfarms are appreciated. Need to make use of our assets. Faster Broadband, retain talent, keep the agricultural industry and encourage tourism.</p> <p>Increased shopping and industry but without losing the market town identity.</p> <p>Improve drainage and sea defences to benefit both business and housing. Protect settlements</p>
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	<p>What things do we need to put in place to get there?</p>	<p>from flooding.</p> <p>Improve; transport links and healthcare</p> <p>Balance employment provision with housing</p> <p>Take our example from Holland in South Holland in the approach to cycling.</p> <p>Cycling and other modes of transport can operate together with planning positively for all needs.</p> <p>Comprehensive, safe and well signposted cycling routes in Spalding and nearby villages.</p> <p>All new homes to have covered cycle storage and the same for places of work where changing and shower facilities will be available.</p> <p>Public cycle facilities in the town centre and leisure centres</p> <p>Transport and travel plans and planning policies to promote cycling appropriately and consistently.</p> <p>Need for housing and also employment and lifestyle opportunities to encourage people to move. No obvious coordinated, overall plan for sustainable development, transport and communications.</p> <p>Tourism, faster broadband, public works of art.</p> <p>Good design is needed; without being dictatorial get better design and not accept the developers optimal offer; densities, open space, approach to off road parking are all issues that have let down development in the past.</p> <p>Integrated planning of roadways is important so that street layout and design is not a retro fit and</p>
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		<p>all users are considered at the outset.</p> <p>Increased traffic levels need further consideration in Spalding. In addition increased freight traffic will have impacts it needs to be considered before 2014.</p> <p>Provide/promote business start-up units.</p> <p>Much better infrastructure</p> <p>Road and bridge access to docks and industrial area</p> <p>Swineshead; faster Broadband, reduce HGV movements/ traffic calming</p> <p>Parish Council's to hold open meetings to get public involvement in planning and that local views have more weight in decision making.</p> <p>All housing developments to have off-road parking</p> <p>No cramming through infilling</p> <p>Speed restrictions enforced for 30 mph areas.</p> <p>More cooperation from District and County Councils and more weight given to Parish Council/local views</p> <p>Robust economic development plan is a must; balanced economy in the region. Agriculture and food production are important but higher value opportunities should also be sought.</p> <p>Measures which will contribute to the economic regeneration of the area, e.g. infrastructure, employment and housing developments.</p> <p>Need to ensure local wildlife site surveys are carried out and that the Plan and planning</p>
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		<p>decisions protect and enhance such assets at a scale appropriate to the development.</p> <p>Making space for water (flood alleviation) will also generate benefits for wildlife.</p> <p>An agreed long-term social, economic and education development plan for Boston that all parties will follow. Similar Parish Plans at the rural level</p> <p>Vast improvement to public transport linking villages to urban areas</p> <p>Encourage public to have a sense of ownership for their “public goods” and to support and defend them.</p> <p>Boston should have a new bypass/distributor road that allows traffic to get through easily but that is also planned, along with car parks to access the town centre. The town centre streets will then be safer for pedestrians, cyclists and public transport. The new road will feature iconic bridges and help to keep HGV traffic away from residential areas.</p> <p>Flood risk will be addressed with innovation and lessons learnt from the continent on flood resilient development. Bold architecture will blend with the old. Use will also be made of brownfield sites and particularly to meet open space and leisure needs. These need to be overlooked by shops and active places to reduce anti-social use.</p> <p>Niche business development to be encouraged as well as industries supporting agriculture and horticulture</p> <p>Improve flood protection</p> <p>Road improvement programme</p> <p>Wash barrier</p>
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	<p>What outcomes are most important for your settlement?</p>	<p>Produce a 5 and 10 year plan within the 20 year plan for SE Lincs.</p> <p>Secure more funding from government and/ or business</p> <p>Local Plan ASAP</p> <p>Bennington: Retention of small businesses, retention of village centres, Re-use of church building as community centre/village shop</p> <p>Sports facilities for Holbeach and revitalisation of the town centre through rent rebates.</p> <p>Holland Fen: steady growth in housing for local people who will bring energy and capital resource to stimulate regeneration.</p> <p>Improve countryside assets around Boston and allow enterprises to start-up businesses anywhere.</p> <p>Better jobs for up and coming families.</p> <p>Community</p> <p>Good planning for the future</p> <p>Wyberton; public transport</p> <p>Preservation of rural identity</p> <p>Preservation of the status quo</p>
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	<p>Balanced development by 2031 i.e. community needs, infrastructure, opportunity.</p> <p>Increased employment opportunities to support other developments and mitigation of some of the existing constraints e.g. flood risk.</p> <p>Holbeach Air Weapons Range; is an irreplaceable resource for training, required in the open countryside. Planning policy should ensure that its use is not compromised by the siting of non-compatible development.</p> <p>A by-pass; any growth will increase traffic but not much more will bring the town to a standstill. Better planning can reduce cross town traffic flows but will only be short term.</p> <p>Local healthcare, evening bus service, pedestrian and cycle links between Freiston and Butterwick – could be extended to connect coastal villages with Boston.</p> <p>Frampton and Wyberton will be attractive rural areas separate from Boston (no greenfield expansion causing joining). A Strong community identity will prevail. Development will be infilling providing a mix of housing both affordable and market allowing limited population growth. Employment opportunities to complement population based upon existing business growth and through tourism, leisure and higher skilled work. Improvement of bus services to provide a viable alternative to the private car. Distributor road for Boston will improve access (including Wyberton High Bridge and Four Cross Roads). Increase in cycling and more sustainable forms of transport. Access to many tourist attractions in the parishes will be included.</p>
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3.0. Conclusions

- 3.1 The visioning exercise has generated a large number of diverse views across a range of subjects. Although there are a number of blunt and non-committal responses there are many more detailed and fulsome views expressed. As was expected, and hoped, an excess of information has been collected whose usefulness will have an impact at later stages in our plan and policy making as well as for the specific task of drafting a vision for our Strategy and Policies Local Plan document. It is also the case that some views fall outside the remit for a spatial planning document and are more relevant for other functions within the Council or are best taken up through some of the Council's partner service providers.
- 3.2 Whilst the substance and thoughtfulness demonstrated by most of the replies is very positive it would be wrong to attribute too much weight to the responses as being representative of the community at large except where broad consensus is clearly reached. This is particularly the case where only one or two views have been expressed from a particular settlement. Such views are valuable but mainly as starting points for further work. Similarly there are one or two views which stand out as being singularly innovative which should be explored further.
- 3.3 There are few, if any comments of dissent towards the planning process, many, of course, level a degree of criticism and ask for improvement but these are still expressed with an expectation that the planning process has a necessary and important role. A few explicitly demand the production of a plan as quickly as possible. It is also amply evident that the vast majority of comments both see the necessity for plan making and support its role in bringing about positive changes as opposed to a means to block development. It has not been the case that the consultation exercise has generated any anti-development comment of any note.
- 3.4. On the whole most comments show, at least, a rudimentary understanding of sustainable development whether this relates purely to their settlement or to sustainability being a primary consideration in plan making. It is probably also legitimate to conclude that most responses understood the breadth and functionality of the whole plan area; e.g. the differences between what the main towns can offer and the importance of elements such as transport, employment opportunities, protection of assets and potential for future growth. In many ways the responses give us a solid platform, not only to draft a vision, but also to build a detailed picture of sustainable development for the plan area and express, geographically, what can be expected of particular settlements, locations, other land uses and supporting infrastructure. The Localism Act and the National Planning Policy Framework expect local views and values to set the agenda for what is considered to be important and sustainable in plan and policy making. The responses to the visioning exercise for South East Lincolnshire give a strong start to our plan making process.

3.5 Shaping the vision

- 3.6 A vision for the plan area needs to be understandable within the community, relevant to the timeframes of the Plan and deliverable. In the same way that the vision needs to be adopted by the community, the community (from the highest levels of influence to the grassroots) needs to have involvement in its realisation. Therefore responsibility for the delivery of the vision does not just rely on the South East Lincolnshire partnership.
- 3.7 The strongest themes coming out of the visioning exercise are in respect of transport and accessibility. This is from the strategic scale regarding new highway provision, passenger and rail freight to the local scale with regard to bus services, pedestrian and cycle access. Many responses also link the expected scale of growth needed to the size of settlement, its infrastructure and services and accessibility. In more detail a large number of responses recognise that it is important to meet housing need for all and even that some housing sectors (e.g. socially rented) need greater surety in who provides and manages them.
- 3.8 A less common response, yet one expressed as being of fundamental importance, is dealing with flood risk, both as a practical issue and as a matter of perception that has a profound influence upon the future of the area. This again is expressed at the strategic scale in terms of influencing investment, the insurance industry and improving defences, to practical steps, in the selection of areas for growth and designing flood proof development.
- 3.9 Overall there are messages of optimism for the area based upon the strengths of the economy. Agriculture and food production is recognised as being key for the future and particularly if it can evolve and diversify into more high tech. and higher paid employment opportunities. The links between agriculture and traffic movement is also noted.
- 3.10 Diversification of the economy was also strongly supported and, in the main, using the areas' natural, historical associations and assets to build a stronger tourism industry. Common to many responses this was also expressed at both the strategic level (development of our inland waterways and a Wash country park) to the local in the provision of accommodation, specialist pursuits and importance of local churches etc.
- 3.11 Many respondents also place great store on the natural environment, access to open space, the general open character and being part of a rural community. Whilst there is also a strong desire for progression (e.g. faster Broadband) and recognition that development is needed to meet other community needs a common view is that good design is needed to maintain the character of the area and that harmful development (e.g. wind farms) must be controlled.

SOUTH EAST LINCOLNSHIRE JOINT STRATEGIC PLANNING COMMITTEE

Report of: Joint Policy Unit Manager

To: Joint Committee – 13 July 2012

(Author: Peter Udy, Planning Policy Officer)

Subject: Assessment of the Sustainability of Rural Settlements

Purpose: To provide information on settlement assessment work

Recommendations:

- a) That members consider the contents of this report and the attached South East Lincolnshire - An assessment of settlements and their sustainability credentials; and
- b) That the contents be noted.

1.0 INTRODUCTION

1.1 Background

In order to consider the relative role and function of each of the settlements in South East Lincolnshire - except for Boston and Spalding - they have been assessed using a methodology that was prepared by Boston Borough Council for a similar piece of work in 2007/8 (see Appendix A).

1.2 Options

There are no options as this report is for discussion only.

1.3 Views of the Head of Planning and Strategy, Boston Borough Council:

'It is imperative that Members, understand and approve of the underlying approach and reasons for establishing a settlement hierarchy and are comfortable and agreeable to the criteria approach adopted in establishing this evidence base. Members must adopt a view as to what makes a sustainable settlement that might take future development and what does not. In settlements that might be considered much lower down the sustainability ladder, Members will also be asked at some point as to what development, if any such settlements are capable of accommodating and in what circumstances. Members must also be clear that this in itself is not determining future development policy, but an important tool to enable that in the months ahead.'

1.4 He has further stated:

‘Concurs with the SHDC Planning Manager’s views as to the significance of this work and just as in South Holland, Boston has a number of larger settlements outside of Boston itself, which are likely to be more than capable of taking certain levels of growth. Indeed these will need to be considered most carefully, in close consultation with the specific communities and to explore the opportunities that can be offered. This is particularly relevant when issues such as flood risk might mean alternatives to development concentrations in the main town of Boston, but these will also need to be fully appraised to ensure the Local Plan delivers sustainable development.’

1.5 **Views of the Planning Manager, Breckland Council and South Holland District Council:**

‘It is important that the Local Plan contains a clear settlement hierarchy and the role of rural settlements is articulated and reflected in the development management process. The Rural Settlements Paper provides part of the proportionate local evidence base as required by the NPPF and is an approach/methodology utilised and found sound by other Local Planning Authorities. In analysing the contents of the Paper, it should be noted from a South Holland perspective that some larger rural settlements will have a level of service provision, employment and public transport that could support an appropriate level of growth, notably Holbeach, Long Sutton and Crowland which were all identified as Area Centres in the South Holland Local Plan. Additionally, communities such as Donington, Gosberton, Pinchbeck and Surfleet have a good level of service provision and Moulton, Moulton Chapel, Sutton St James, Weston and Whaplode a reasonable level of service provision and public transport. The settlement hierarchy needs to consider whether these communities should be distinguished in the Strategy document and having a policy framework geared to protecting services in these communities and making positive allocations of development. The Paper is a very thorough and comprehensive piece of work but Members should note it is a quantitative analysis and the quality of service provision and available capacity (i.e. can the local school accommodate the extra pupils?) will require further investigation. Members of the Committee are encouraged to give an early indication of how the results should be translated into the Strategy document.’

1.6 **REASONS FOR RECOMMENDATIONS**

The assessment will be helpful in informing proposals for the location, nature and scale of development across South East Lincolnshire.

2.0 **IMPLICATIONS**

2.1 **Risk:** Without empirical evidence on the sustainability of settlements there is a risk the Secretary of State will find the local plan unsound as there is no evidence to support the decisions made on settlements.

2.2 **Financial:** There are no direct financial implications arising from the recommendations to this report.

2.3 **Legal:** There are no direct legal implications arising from the recommendations of this report.

2.4 **Equality and Diversity:** Planning seeks to balance the needs of all elements of society. This report is based on data of what exists at present and therefore is not biased in favour of one section over another.

3.0 **WARDS/COMMUNITIES AFFECTED**

3.1 The implications of the proposed new Local Plan affect all wards/communities.

Background papers:- Boston Borough Council: A sustainability study of rural settlements 2008.

Lead Contact Officer

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Appendices attached to this report:

Appendix – South East Lincolnshire - An assessment of settlements and their sustainability credentials

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South East Lincolnshire – An assessment of settlements and their sustainability credentials

Introduction

It is an established principle of the National Planning Policy Framework (NPPF) that Local Plans should be focussed upon delivering sustainable development. It is also the challenge of the NPPF that, within the remit of the national understanding of what constitutes sustainable development; Local Plans should also reflect the local understanding and context for sustainable development.

The plan preparation process has also involved a visioning exercise which asked the planning community its views on future development and community needs. A very strong message from both communities and individuals was that future development needs should be met where the offer of services and infrastructure was best able to meet the community's needs. This was not only expressed in relation to particular facilities (e.g. healthcare) but also in a geographical context. Many respondents to the visioning exercise recognised the existing hierarchy of settlements and suggested that this was the best framework for assessing how future development needs might be met.

This report provides the assessment of sustainability factors in three distinct sections; Services and Facilities, Transport and Employment. Each section has its own methodology for evaluation and provides scoring mechanisms. The resulting tables are effectively a current snapshot of the most and least sustainable settlements within the Plan area and give an indication of which areas and settlements have interdependencies.

Establishing a list of settlements to be assessed

The starting point for deciding which settlements to assess was to include all those settlements with a development boundary in the South Holland District Local Plan 1998 and both the Adopted Boston Borough Local Plan 1999 and the Boston Borough Interim Local Plan 2006. This seems the most logical list of settlements as they are all established settlements. Many of the South Holland settlements do not have a development boundary in the South Holland 2006 Local Plan. Nonetheless we are aware that through associated work on evaluating strategic housing land a number of these settlements have been suggested by various parties for growth.

Boston and Spalding are not subject to the assessment as it is recognised that both settlements are established as sub-regional centres upon which other settlements have dependencies.

Settlements that are analysed in the study.

Algarkirk	Leake Commonside
Amber Hill	Leverton
Benington	Little Sutton
Bicker	Long Sutton
Butterwick	Lutton with Lutton Gowts
Cowbit	Moulton
Crowland	Moulton Chapel
Deeping St Nicholas	Moulton Seas End
Donington Village	Nene Terrace
Fishtoft	Old Leake
Fleet Church End	Pinchbeck
Fleet Hargate	Quadring
Fosdyke	Saracen's Head With Holbeach Clough & Bank
Frampton	Shepeau Stow
Frampton West	Surfleet
Frieston	Surfleet Seas End
Gedney Black Lion	Sutterton
Gedney Church End	Sutton Bridge
Gedney Dawsmere	Sutton St Edmund
Gedney Drove End	Sutton St James
Gedney Dyke	Swineshead
Gedney Hill	Swineshead Bridge
Gosberton	Throckenholt
Gosberton Risegate and Clough	Tongue End
Haltoft End	Tydd Gote
Holbeach	Tydd St Mary
Holbeach Drove	West Pinchbeck & Northgate
Holbeach Hurn	Weston
Holbeach St Johns	Weston Hills
Holbeach St Marks	Whaplode
Holland Fen	Whaplode Drove
Hubbert's Bridge	Whaplode St Catherine
Kirton	Wigtoft
Kirton End	Wrangle
Kirton Holme	Wrangle Common
Langrick Bridge	Wyberton

Services and Facilities

To compile information on services and facilities present in each settlement, other than Boston and Spalding.

Service and facilities - Introduction

A key part of a sustainable community is the need for a place to be 'well served with public, private, community and voluntary services that are appropriate to people's needs and accessible to all'. Having good quality and accessible facilities is certainly an important factor in all settlements but it is especially important for those in more remote and rural areas. This section of the study looks to carry out an audit of what services and facilities are present in each settlement, as an indicator of how well provided each settlement is in terms of services and facilities required on a regular basis. There is also another factor surveyed under this section which looks at the distance of settlements from the nearest main service centres. This survey results in a score being produced which is dependent on the services and facilities found in each settlement. This score will then be fed into a total in the final conclusion along with the other sections of this study.

The Survey – Changes to the Methodology

The methodology used is that which was prepared for a similar study carried out for Boston Borough in 2007/8. A list of services and facilities were pulled together from a range of regional and national guidance and was consulted on in January 2007 with key stakeholders and the general public¹. Following this consultation and site visits, some changes were made to the methodology.

In relation to this project for SE Lincolnshire Dentists were reinstated as there are dentists present in two of the South Holland villages surveyed.

The Survey

A survey of the services and facilities was carried out in 2011 and the data was stored on Map Info GIS by use class, sui generis or vacant. Open space data was also recorded at the same time and is also stored on Map Info GIS. School travel zones and mobile library routes were found on the County Council web site. The following services and facilities were recorded in the survey.

Convenience services <ul style="list-style-type: none">• Post Office• Food/general store• Cashpoint• Bank/building society	Education and childcare facilities <ul style="list-style-type: none">• Primary school• Secondary school• Access to a secondary school via provided public transport• Childcare provision
Community and recreational facilities <ul style="list-style-type: none">• Public house• Place of worship• Community hall	Healthcare services <ul style="list-style-type: none">• GP• Dentist

¹ Boston Borough Councillors, Parish Councils and agents were consulted (166 letters were issued) and a press notice was issued to contact the public

<ul style="list-style-type: none"> • Library/ mobile library • Children's play area • Playing field • Police station • Fire station 	
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Distance from nearby service centres

Google provided distances by road between each settlement and the main service settlements of Boston, Peterborough, Skegness, Sleaford, Spalding and Wisbech. This shows which settlements benefit from having easier access to main service centres.

The Scoring System

The scoring system was also consulted upon in January 2007. Following comments received some changes were made to the scoring system. This was because of the need to allocate more of the scoring towards what a settlement provides by itself to ascertain individual settlement performance. Therefore the services and facilities section of this study will account for 50% of the scoring. The other sections on transport and employment will have an equal weighting of 25% each. This means that the actual provision of each settlement will equate to 75% of the scoring, including services and facilities and employment. The public transport section is important in showing how well connected a settlement is to surrounding areas and other service centres however it does not specifically relate to what tasks in daily life can and cannot be carried out in one settlement. The scores in this section range from 4 – 0 in the services and facilities and 8 – 0 in the distance from main service centres.

The Scores

Services and facilities scoring		
Convenience services	Post Office	4
	Food/general store	4
	Cashpoint	2
	Bank/building society	2
Education and childcare facilities	Primary school	4
	Secondary school	4
	Access to secondary school via provided public transport	3
	Childcare provision	4
Healthcare services	GP	4
	Dentist	2
Community & recreational facilities	Public house	2
	Place of worship	2
	Community hall	2
	Library	2
	Mobile library	1
	Children's play area	2
	Playing field	2
	Police station	1
	Fire station	1

Distance from nearest service centre (Boston, Peterborough, Skegness, Sleaford, Spalding, Wisbech)	0-2 miles	8
	2-4 miles	6
	4-6 miles	4
	6-8 miles	2
	8 + miles	0
<i>NB – Services and facilities marked in blue will only be awarded to those settlements who do not have a permanent facility. The glossary of what has been counted for the purposes of this survey can be found at the end of this section.</i>		

Reasons for weightings

Convenience services

The Post Office and food/general store have been weighted more heavily as they are services that are more essential to daily life. The banks/building societies and cash points are identified as playing an important role but with many banking facilities being incorporated into the Post Office they are not given as much weight.

Education and childcare facilities

The importance of locally provided education is highlighted in this section with both primary schools and secondary schools receiving higher scores. Due to the rural nature of South East Lincolnshire it is also important to acknowledge that many villages are well provided for in terms of transport provided for children to get to secondary school. The provision of transport for primary schools is not recognised here due to the issues with regard to the age and safety of primary school age children travelling by themselves. Childcare provision includes nursery and playschool groups and plays a very important role in South East Lincolnshire and is therefore given a high score.

Healthcare services

Easy access to a GP surgery is an important aspect of the provision of healthcare services; therefore the top score is awarded for this facility. A local dentist is convenient but not as important as a GP surgery.

Community and recreational facilities

The provision of these different services and facilities will be weighted very differently by people depending on their individual interests. Therefore a lower but equal score has been appointed to these facilities and services. The mobile library provision receives a lower score to differentiate it from a permanent library facility. With regard to the police station and fire station, because of wider provision, based in the built up areas, this receives a lower score.

The Results – Summary

Services and Facilities

Settlement	TOTAL	Settlement	TOTAL
Algarkirk	12	Leake Commonsides	7
Amber Hill	7	Leverton	21
Benington	20	Little Sutton	3
Bicker	26	Long Sutton	97
Butterwick	34	Lutton with Lutton Gowts	13
Cowbit	27	Moulton	38
Crowland	68	Moulton Chapel	40
Deeping St Nicholas	18	Moulton Seas End	14
Donington	57	Nene Terrace	3
Fishtoft	28	Old Leake	38
Fleet Church End	10	Pinchbeck	69
Fleet Hargate	16	Quadring	28
Fosdyke	13	Saracens Head with Holbeach Clough & Bank	16
Frampton	21	Shepeau Stow	8
Frampton West	13	Surfleet	50
Freiston	34	Surfleet Seas End	9
Gedney Black Lion	10	Sutterton	36
Gedney Church End	14	Sutton Bridge	44
Gedney Dawesmere	6	Sutton St Edmund	24
Gedney Drove End	16	Sutton St James	38
Gedney Dyke	20	Swineshead	54
Gedney Hill	24	Swineshead Bridge	7
Gosberton	50	Throckenholt	4
Gosberton Risegate and Clough	36	Tongue End	5
Haltoft End	12	Tydd Gote	22
Holbeach	119	Tydd St Mary	28
Holbeach Drove	12	West Pinchbeck & Northgate	24
Holbeach Hurn	14	Weston	38
Holbeach St John	10	Weston Hills	24
Holbeach St Marks	18	Whaplode	36
Holland Fen	9	Whaplode Drove	20
Hubberts Bridge	17	Whaplode St Catherines	18
Kirton	88	Wigtoft	14
Kirton End	8	Wrangle	31
Kirton Holme	10	Wrangle Common	11
Langrick Bridge	7	Wyberton	12

The Results – Full table

Services and Facilities

	Post Office	Food/General Store	Cashpoint	Bank/Building Society	Primary School	Secondary School	Access to Secondary School via provided school transport	Childcare provision	GP	Dentist	Public House	Place of worship	Community Hall	Library	Mobile Library	Childrens Play Area	Playing field	Police Station	Fire Station	Distance from nearest service centre	TOTAL	
Algarkirk							3				2	2			1	2				2	12	
Amber Hill							3									2					2	7
Benington		4					3				2		2		1	2	2				4	20
Bicker	4	4					3				4	4	2		1	2	2				0	26
Butterwick	4	8			4		3				2	2	2		1	2	2				4	34
Cowbit		4			4		3				2	2	2			2	4				4	27
Crowland		20	4		4	4		4	2		4	6		2		8	8	1	1		0	68
Deeping St Nicholas					4		3				2	2			1	2					4	18
Donington	4	16	2	2	4	4					6	4	4	2		4	4		1		0	57
Fishtoft					4		3				2	2	2		1	4	4				6	28
Fleet Church End					4		3					2			1						0	10
Fleet Hargate							3				4	2			1	4	2				0	16
Gosdyke							3				2	2	2			2	2				0	13
Prampton							3	4			2	2	2				2				6	21
Prampton West							3					2	2								6	13
Freiston	4	8					3				4	2	2		1	2	4				4	34
Gedney Black Lion							3				2		2		1	2					0	10
Gedney Church End					4		3					2			1	4					0	14
Gedney Dawesmere							3					2			1						0	6
Gedney Drove End					4		3				4		2		1	2					0	16
Gedney Dyke	4	4	2				3				2		2		1		2				0	20
Gedney Hill	4	4			4		3				2	2	2		1		2				0	24
Gosberton	4	12			8		3	4	2		2	6	2		1	2	2				2	50
Gosberton Risegate and Clough	4	4			4		3				6	6	2		1	2	2				2	36
Haltoft End							3				2				1						6	12
Holbeach	8	24	8	10	8	4		4	12		10	6	4			12	8	1			0	119
Holbeach Drove		4					3				2	2			1						0	12
Holbeach Hurn							3				2	2	2		1	2	2				0	14
Holbeach St John							3				2		2		1		2				0	10
Holbeach St Marks					4		3				2	2	2		1	2	2				0	18
Holland Fen							3					2	2								2	9
Hubberts Bridge							3				2		2				4				6	17
Kirton	4	28	2	2	4	4		4	4		6	6	4	2		8	4	1	1		4	88
Kirton End							3								1						4	8
Kirton Holme							3					2			1						4	10
Langrick Bridge							3														4	7
Leake Commonsides							3				2					2					0	7
Leverton		4					3				2	2	4		1	2			1		2	21
Little Sutton							3														0	3
Long Sutton	4	20	6	6	4	4		12	4		8	4	4	2		8	10		1		0	97
Lutton with Lutton Gowt							3				2	2	2			2	2				0	13

	Post Office	Food/General Store	Cashpoint	Bank/Building Society	Primary School	Secondary School	Access to Secondary School via provided school transport	Childcare provision	GP	Dentist	Public House	Place of worship	Community Hall	Library	Mobile Library	Childrens Play Area	Playing field	Police Station	Fire Station	Distance from nearest service centre	TOTAL
Moulton	4	8			4		3		4		2	4	2		1		2			4	38
Moulton Chapel	4	8			4		3				4	4	2		1	4	2			4	40
Moulton Seas End							3				2		2		1	2	2			2	14
Nene Terrace							3													0	3
Old Leake	4	4			4	4			4		4	2	2			2	8			0	38
Pinchbeck	4	20	2		4		3	4	4		4	4	2	2		6	4			6	69
Quadring	4	4			4		3				2	2	2		1	4	2			0	28
Saracens Head with Holbeach Clough & Bank					4		3				2		2		1	2	2			0	16
Shepeau Stow					4		3								1					0	8
Surfleet	4	8	2		4		3				6	2	4		1	6	6			4	50
Surfleet Seas End							3				2									4	9
Sutterton	4				4		3	4	4		4	4	2		1	2	2			2	36
Sutton Bridge	4	16			4		3		4		8	2	2		1					0	44
Sutton St Edmund							3					2	2		1	10	6			0	24
Sutton St James	4	12			4		3				2	4	2		1	2	4			0	38
Swineshead	4	12			4		3	8	4		2	4	4		1	2	4			2	54
Swineshead Bridge							3				2									2	7
Throckenholt							3								1					0	4
Tongue End							3													2	5
Tydd Gote		4					3				2	2	2		1	2	2			4	22
Tydd St Mary		4			4		3				2	2	2		1	4	4			2	28
West Pinchbeck & Northgate		4			4		3					2	2		1	2	2			4	24
Weston	4	4			4		3				2	2	2		1	6	4			6	38
Weston Hills					4		3	4			2	2	2		1					6	24
Whaplode	4	8			4		3				2	4	2		1	4				4	36
Whaplode Drove	4	4					3					2	2		1	2	2			0	20
Whaplode St Catherines	4						3				2		2		1	2	2			2	18
Wigtoft							3				2	2	2		1	2				2	14
Wrangle	4	4			4		3				2	4	2			2	6			0	31
Wrangle Common							3						2			2	4			0	11
Wyberton							3					2			1					6	12

Facility available in the settlement



Services and Facilities Glossary

Following the initial round of consultation it was clear that a focused and definitive glossary was required to show what was recorded and counted through the surveys.

Service/facility	Definition for the purposes of this study
Post Office	Any Post Office listed on the branch locator section of the Post Office website – www.postoffice.co.uk and physically present in the settlement.
Food/general store	Any shop in which you can purchase essentials for daily life. This means the store must sell enough food items in order to make a meal. The food/general store must be located within the settlement.
Cashpoint	An external 24 hour accessible cashpoint where anyone with a cashpoint card can draw money from, located within the settlement.
Bank/building society	Any bank or building society providing normal banking facilities, such as depositing and withdrawing money, located within the settlement. This facility is distinct from a Post Office.
Primary school	Primary schools accepting children between the ages of four (Reception Class) and eleven (Year 6). This includes infant and junior schools where applicable. For the purposes of this study this definition only includes maintained schools.
Secondary school	A secondary school looks after the education of young people between the ages of 11 and 16. This includes Grammar, Comprehensive, Secondary Modern, Specialist and Bilateral schools as applicable. For the purposes of this study this definition only includes maintained schools.
Access to secondary school via provided transport	Where a settlement does not have a secondary school present but there is a bus service provided for children to use to attend a nearby secondary school, from bus stops present within the settlement.
Childcare provision	Day care providers (those childcare providers who care for children in a non-domestic situation) as stated by Ofsted. For the purposes of this study this includes pre-school playgroups (available to children aged between two and five years), nursery schools and classes (Provide early education for children aged between three and five years) and day nurseries (offer full care and education for children aged six weeks to five years). These day care providers must be located in the settlement.
GP	A surgery providing a GP service located within the settlement.

Dentist	A surgery providing a Dentist service located within the settlement.
Public house	An establishment licensed to sell alcohol located within a settlement, which opens for this purpose on a daily basis. For the purposes of this study, this does not include those buildings that have a premises license for special events but are not open on a daily basis, such as community halls or social clubs.
Place of worship	A specific meeting place for worship of any religion. This facility must be located within or close to the settlement.
Community hall	Any meeting place where the community can gather and meet and hold events. This may include village halls, community halls, youth centres, church halls, designated areas for dual use such as school halls and community centres. This facility must be located within or close to the settlement.
Library	A library listed with the Lincolnshire County Council library services section, in a permanent structure which is located within the settlement.
Mobile library	A mobile library which is listed as visiting a settlement by those who run it, Lincolnshire County Council library services section.
Children's play area	An area designated for children with installed play equipment aimed at young people. This must be located within the settlement.
Playing field	A designated large area of green open space for use by people of all ages for outdoor sporting or recreational activities. This must be located within the settlement.
Police station	A police station which is manned at least on a part time basis by Lincolnshire Police. This must be located within the settlement.
Fire station	A fire station which is manned at least on a retained fire service basis located within the settlement.

Public Transport Provision

Public Transport – Introduction

A key area of sustainability is the need for a place to be well connected to other places for employment, shopping and leisure purposes. Therefore the provision of public transport which is accessible to all is very important to enable all people to go about their daily lives in a more practical and sustainable way.

The Survey – Changes to the Methodology

When assessing the ability of people to get to and from the urban centres for employment purposes by 08.30am and after 17.30pm, Peterborough and Wisbech were added to Boston, Spalding, Sleaford and Skegness identified in the 2007/8 survey. Also Dial a ride was removed as it does not appear to operate.

The Survey

The aspects of this section regarding the number of buses stopping in the settlements, the number of days a week that public transport is provided and the ability of people to get to and from an urban centre for employment purposes by 08.30am and after 17.30pm were carried out through desk-based research. Information from Lincolnshire County Council web site was used to pull together all public transport provision serving the settlements assessed in this study. This part of the assessment does not include school or college transport as this is not provided all year round. Provision of public transport to secondary schools is assessed under Services and Facilities. The provision of Call Connect was also established from information provided by Lincolnshire County Council.

The assessment of households within 400m of a bus stop was carried out by using a Map Info GIS layer of bus stops, provided by Lincolnshire County Council. A 400m buffer was drawn around each bus stop and the residential address points within it calculated. 400m was chosen as it represents a ten minute walk and the furthest distance that any new development should be from a bus stop or train station. The number of households located within the development boundary of each settlement were also queried to enable a percentage figure to be calculated.

The Scoring System

Following comments received from the January 2007 consultation some changes were made to the scoring system. Public transport provision will represent 25% of the final score for each settlement to differentiate this from what is actually present in the settlement in terms of services and facilities.

The Scores

T1 – Number of buses and trains stopping in the settlement each week (excluding school and college transport)	Survey result	Score
	300+	7
	250-259	6
	200-249	5
	150-199	4
	100-149	3
	50-99	2
	1-49	1
	0	0
T2 – Ability of people to get to and from the urban centres of Boston, Peterborough, Spalding, Sleaford, Skegness and Wisbech for employment purposes by 08.30am and after 17.30pm	Yes	5
	No	0
T3 – Number of days that a bus or train service run per week	7	7
	6	6
	5	5
	4	4
	3	3
	2	2
	1	1
	0	0
T4 – Presence of Call Connect services in the settlement	Yes	3
	No	0
T5 – Percentage of households that are within 400m of a bus stop or train station (number of households within 400m of a bus stop compared with the number of households located within the settlement development boundary)	Good (90%+)	3
	Average (50% - 89%)	2
	Poor (1% - 49%)	1
	None (0%)	0

Reasons for weightings

T1 – Number of buses and trains stopping in the settlement each week (excluding school and college transport) – These brackets of numbers have been identified to help differentiate the level of service provision in each settlement. The original starting point was the fact that DEFRA identify a weekly provision of 186 buses or trains as being a good service for rural areas. However some settlements within S E Lincolnshire have a much higher level of provision than this and the scoring reflects this varying level of service provision.

T2 – Ability of people to get to and from the urban centres of Boston, Peterborough, Skegness, Sleaford, Spalding and Wisbech for employment purposes by 08.30am and after 17.30pm – The ability of people to be able to get to work and home again, with regard to standard working hours is important to those in the population who are employed, and essentially those who work these fixed standard hours. Therefore the scoring for this, although important is less than the maximum score for the level of provision identified in T1.

T3 – Number of days that a bus or train service run per week – The need to use public transport more often and on varying days for employment, retail and leisure purposes is important in providing good access to services and also to enable the population more choices on what and when they carry out tasks. Therefore 1 point is awarded for each day of the week that a service is operational. This helps to differentiate quite finely the differences in provision between settlements.

T4 – Presence of Call Connect services in the settlement – The ability of people who are less mobile or those who need more help to get around rely on these community based services is important. However these are for specific groups of people and do not cover the population as a whole. Therefore while recognising these are crucial services the score is not as high as the level of provision or the number of days that services run.

T5 – Percentage of households that are within 400m of a bus stop or train station (number of households within 400m of a bus stop compared with the number of households located within the settlement development boundary) – The results of this section were a little problematic in that some of the smaller settlements, had bus stops that served many more households within 400m than were actually present within the development boundary itself. This led to one of the settlements receiving 300% of households being within 400m of a bus stop. Therefore scoring takes this into account. With this being to do with accessibility of bus stops and train stations rather than the level of provision available a lower score was awarded to this section.

The Results – Summary

Public transport

Settlement	TOTAL	Settlement	TOTAL
Algarkirk	6	Leake Commonside	8
Amber Hill	6	Leverton	24
Benington	24	Little Sutton	20
Bicker	19	Long Sutton	20
Butterwick	23	Lutton with Lutton Gowts	6
Cowbit	20	Moulton	20
Crowland	21	Moulton Chapel	14
Deeping St Nicholas	13	Moulton Seas End	6
Donington	20	Nene Terrace	0
Fishtoft village	13	Old Leake	17
Fleet Church End	6	Pinchbeck	24
Fleet Hargate	20	Quadring	19
Fosdyke	7	Saracens Head with Holbeach Clough and Bank	6
Frampton	6	Shepeau Stow	5
Frampton West	10	Surfleet	19
Freiston	22	Surfleet Seas End	4
Gedney Black Lion	6	Sutterton	22
Gedney Church End	20	Sutton Bridge	25
Gedney Dawesmere	6	Sutton St Edmund	9
Gedney Drove End	6	Sutton St James	6
Gedney Dyke	6	Swineshead	19
Gedney Hill	14	Swineshead Bridge	13
Gosberton	19	Throckenholt	13
Gosberton Risegate and Clough	6	Tongue End	5
Haltoft End	24	Tydd Gote	19
Holbeach	20	Tydd St Mary	19
Holbeach Drove	14	West Pinchbeck and Northgate	5
Holbeach Hurn	6	Weston	20
Holbeach St John	5	Weston Hills	14
Holbeach St Marks	6	Whaplode	20
Holland Fen	6	Whaplode Drove	8
Hubberts Bridge	14	Whaplode St Catherines	6
Kirton	25	Wigtoft	6
Kirton End	13	Wrangle	24
Kirton Holme	14	Wrangle Common	8
Langrick Bridge	6	Wyberton village	6

Results – Full Table

Public Transport

Settlement	Number of buses and trains stopping in the settlement each week (excluding school and college transport)	Ability of people to get to the urban centres of Boston, Kings Lynn, Peterborough, Skegness, Sleaford, Spalding and Wisbech for employment purposes by 08.30am	Ability of people to get home from the urban centres of Boston, Kings Lynn, Peterborough, Skegness, Sleaford, Spalding and Wisbech after employment from 17.30pm onwards	Number of days that bus and train services run per week	Presence of call-connect services in the settlement	Number of Households (Addpoints) within 400m of a bus stop or train station	Number of Households (Addpoints) within the development boundary of the settlement	Percentage of households that are within 400m of a bus stop or train station
Algarkirk	0	No	No	0	Yes	44	39	113%
Amber Hill	0	No	No	0	Yes	35	33	106%
Benington	272	Yes	Yes	7	Yes	116	125	93%
Bicker	87	Yes	Yes	6	Yes	326	272	120%
Butterwick	228	Yes	Yes	7	Yes	519	534	97%
Cowbit	123	Yes	Yes	7	Yes	358	458	78%
Crowland	148	Yes	Yes	7	Yes	1645	1664	99%
Deeping St Nicholas	30	No	No	6	Yes	464	467	99%
Donington	110	Yes	Yes	6	Yes	976	974	100%
Fishtoft village	54	No	No	6	Yes	296	336	88%
Fleet Church End	0	No	No	0	Yes	41	36	114%
Fleet Hargate	331	No	Yes	7	Yes	415	392	106%
Fosdyke	16	No	No	0	Yes	152	154	99%
Frampton	0	No	No	0	Yes	19	21	90%
Frampton West	10	Yes	No	5	Yes	16	56	29%
Freiston	234	Yes	Yes	6	Yes	156	146	107%
Gedney Black Lion End	331	No	Yes	7	Yes	121	124	98%
Gedney Church End		No	Yes		Yes	166	160	104%
Gedney Dawesmere	0	No	No	0	Yes	23	23	100%
Gedney Drove End	0	No	No	0	Yes	170	185	92%
Gedney Dyke	0	No	No	0	Yes	152	150	101%
Gedney Hill	50	No	Yes	6	Yes	180	191	94%
Gosberton	88	Yes	Yes	6	Yes	634	645	98%
Gosberton Risegate and Clough	0	No	No	0	Yes	281	277	101%
Haltoft End	272	Yes	Yes	7	Yes	106	91	116%
Holbeach	331	No	Yes	7	Yes	3851	3815	101%
Holbeach Drove	72	No	Yes	6	Yes	94	78	121%
Holbeach Hurn	0	No	No	0	Yes	85	68	125%
Holbeach St John	0	No	No	0	Yes	107	120	89%
Holbeach St Marks	0	No	No	0	Yes	147	152	97%
Holland Fen	0	No	No	0	Yes	35	33	106%
Hubberts Bridge	87	Yes	No	6	Yes	60	60	100%
Kirton	334	Yes	Yes	7	Yes	2033	1964	104%
Kirton End	15	Yes	No	6	Yes	113	102	111%
Kirton Holme	91	Yes	Yes	1	Yes	46	26	177%
Langrick Bridge	0	No	No	0	Yes	18	11	164%

Leake Commonsides	2	No	No	1	Yes	160	150	107%
Leverton	272	Yes	Yes	7	Yes	167	162	103%
Little Sutton	374	No	Yes	7	Yes	34	34	100%
Long Sutton	374	No	Yes	7	Yes	2282	2335	98%
Lutton with gowts	0	No	No	0	Yes	256	261	98%
Moulton	312	No	Yes	7	Yes	614	594	103%
Moulton Chapel	66	No	No	6	Yes	245	252	97%
Moulton Seas End	0	No	No	0	Yes	262	241	109%
Nene Terrace	0	No	No	0	No	0	34	0%
Old Leake	260	No	Yes	6	Yes	344	404	85%
Pinchbeck	302	Yes	Yes	6	Yes	1569	1561	101%
Quadring	92	Yes	Yes	6	Yes	355	347	102%
Saracens Head with Holbeach Clough and Bank	0	No	No	0	Yes	335	362	93%
Shepeau Stow	0	No	No	0	Yes	40	65	62%
Surfleet	92	Yes	Yes	6	Yes	332	276	120%
Surfleet Seas End	0	No	No	0	Yes	52	109	48%
Sutterton	219	Yes	Yes	6	Yes	553	538	103%
Sutton Bridge	383	Yes	Yes	7	Yes	1599	1655	97%
Sutton St Edmund	8	No	No	2	Yes	92	96	96%
Sutton St James	0	No	No	0	Yes	325	313	104%
Swineshead	80	Yes	Yes	6	Yes	997	951	105%
Swineshead Bridge	28	Yes	No	6	Yes	37	11	336%
Throckenholt	8	No	No	6	Yes	53	55	96%
Tongue End	0	No	No	0	Yes	42	69	61%
Tydd Gote	60	Yes	Yes	6	Yes	130	122	107%
Tydd St Mary	60	Yes	Yes	6	Yes	287	281	102%
West Pinchbeck and Northgate	0	No	No	0	Yes	279	325	86%
Weston	312	No	Yes	7	Yes	342	357	96%
Weston Hills	60	No	Yes	6	Yes	319	300	106%
Whaplode	312	No	Yes	7	Yes	558	553	101%
Whaplode Drove	60	No	Yes		Yes	162	179	91%
Whaplode St Catherines	0	No	No	0	Yes	100	95	105%
Wigtoft	0	No	No	0	Yes	95	96	99%
Wrangle	272	Yes	Yes	7	Yes	355	336	106%
Wrangle Common	2	No	No	1	Yes	53	40	133%
Wyberton village	0	No	No	0	Yes	84	73	115%

Employment

Defining the settlements for the purposes of assessing employment

For the purposes of this establishing the number of people who live and work within two Km of their settlement of residence, the settlements have been defined using census output areas. They provide the only consistent way of getting settlement level data. The output areas cover approximately 150 households each which mean they are useful for looking at individual places. Where a settlement is covered by more than one output area, the results are aggregated to give the clearest statistics about each village. Two particular issues still remain with this method, which need to be recognised as limiting factors. These are:

- The output areas do not always match the development boundaries of settlements exactly.
- There are 4 output areas considered in this study which include two separate settlements within their boundaries. Therefore census data on Frampton and Frampton West, Gedney Church End and Gedney Black Lion, Hubberts Bridge and Kirton Holme , Surfleet and Surfleet Seas End, will be limited by this.

Although this is not ideal, with there being no other realistic way of collecting and collating this data, these limitations have to be accepted.

To provide a description of employment provision in the district's settlements

Employment – Introduction

Employment provision is vital to enable people to live and work within a settlement and therefore this factor contributes to more sustainable communities. This section of the study looks at how well provided settlements are in terms of employment opportunities and includes statistical information on how many people work within two Km of their settlement of residence, based on the 2001 census, as the 2011 census data is not yet available. These two aspects are scored in this section and the total scores are fed into a total in the final conclusion along with the other scores from Services and Facilities, and Transport.

The Job Provision Survey and self-containment data – Changes to Methodology

This section of the survey does not follow the initial methodology that was consulted on in January 2007. Originally data was collected on how many people lived and worked within each settlement but it was not apparent how this data was collected as it did not accord with any provided by the 2001 census. Therefore, the analysis was amended so that the total number of persons in each settlement who had a job was compared with the number of them who worked within two Km from home. This data was available from the 2001 census.

In addition since the original survey was undertaken a GIS layer has been created that shows the location of businesses and classifies them by use class. A 2nd edition of the Employment Density's Guide 2010 has been issued, which is intended to help, amongst others, local authorities, estimate employment generated by property development based on 'employment density' ratios. Also DEFRA have published figures on the amount of agricultural employment there is in Boston Borough and South Holland District. This data was used to establish how many jobs there were within two Km of the settlement and how many people worked within two Km of their home.

Job Provision within two Km of each Settlement

The GIS was used to calculate how many square metres of each use class existed within two Km of each settlement boundary. The appropriate employment ratio was applied. The DEFRA agricultural employment total figures for Boston Borough or South Holland District were also apportioned for each two Km area.

Self-Containment data

The Census 2001 was used to find how many people work within two Km of their settlement of residence, and this was compared to how many people in total have a job and live in the settlement. This enabled an assessment of each settlement to see how many people lived and worked within the same area. A percentage was then calculated showing a comparison of the total number of people within the settlement who work and the number of those people who work within two Km of that settlement. There were limitations to this with four pairs of settlements being based within the same output area. As this could not be separated out in an accurate way these settlements were treated the same and each pair of settlements received the same score based on the totals for their particular output area. In addition the two Km buffers around each settlement overlap and so there is some double counting in the figures.

The Scoring System

A scoring system was consulted upon in January 2007. However, the thresholds have been amended to take account of a larger ratio spread of jobs to number of economically active people. The score could not be amended as a maximum total of 25 is required for the two aspects so that employment represents 25% of the total. This does have the impact of reducing the differences between settlements. The self containment scoring is unchanged. The following scoring systems have been used in this section:

Provision of Jobs Scoring		Self-containment Scoring	
Ratio of jobs to number of economically active people	Score	Percentage of people living and working in the same settlement	Score
0 - 0.99	0	0	0
1.0 - 2.99	5	1 - 10%	1
3.00 - 4.99	10	11 - 20%	2
5.00 - 6.99	15	21 - 30%	3
7.00 <	20	31 - 40%	4
		41 - 50%	5

Reasons for scoring

The more opportunities there are for people to live and work in the same settlement the more sustainable it is in terms of employment, therefore the scoring for this section is weighted more heavily. This helps to reflect the need for opportunities for people to find employment close to where they live. The self-containment of people, in terms of living and working in the same settlement is an important factor, but due to the data being retrospective (based on Census 2001) compared with the up to date information of the provision of jobs it is felt that this section should equate to 5% of the overall score.

Job Provision Survey Results and Scores

Settlement	Jobs per 2Km Buffer			Number of economically active people (Census 2001)	Ratio	Employment Score	Self Containment Score	Total Employment Score
	Use Class	Agriculture	Total					
Algarkirk	419	69	488	53	9.21	20	2	22
Amber Hill	14	71	85	133	0.64	0	3	3
Benington	708	84	792	261	3.03	10	4	14
Bicker	1022	92	1114	283	3.94	10	4	14
Butterwick	1014	92	1106	624	1.77	5	3	8
Cowbit	83	78	161	364	0.44	0	2	2
Crowland	1066	93	1159	1820	0.64	0	3	3
Deeping St Nicholas	158	79	237	509	0.47	0	2	2
Donington Village	1137	85	1222	991	1.23	5	3	8
Fishtoft	3161	90	3251	350	9.29	20	3	23
Fleet Church End	699	57	757	126	6.00	15	3	18
Fleet Hargate	1006	65	1071	616	1.74	5	4	9
Fosdyke	94	85	179	236	0.76	0	2	2
Frampton	626	78	705	208	3.39	10	3	13
Frampton West	1014	82	1096	208	5.27	15	3	18
Frieston	790	81	871	354	2.46	5	4	9
Gedney Black Lion	482	60	542	449	1.21	5	3	8
Gedney Church End	656	65	721	449	1.61	5	3	8
Gedney Dawsmere	31	55	87	313	0.28	0	3	3
Gedney Drove End	36	69	105	313	0.33	0	3	3
Gedney Dyke	198	65	262	293	0.90	0	3	3
Gedney Hill	136	71	207	293	0.71	0	3	3
Gosberton	483	83	566	745	0.76	0	3	3
Gosberton Risegate and Clough	284	102	385	458	0.84	0	3	3
Haltoft End	905	74	979	153	6.40	15	4	19
Holbeach	3173	123	3296	2911	1.13	5	4	9
Holbeach Drove	192	58	250	317	0.79	0	4	4
Holbeach Hurn	4371	60	4431	191	23.20	20	4	24

Holbeach St Johns	35	62	98	333	0.29	0	3	3
Holbeach St Marks	741	62	802	160	5.01	15	2	17
Holland Fen	6	75	81	136	0.60	0	2	2
Hubbert's Bridge	441	79	520	209	2.49	5	3	8
Kirton	995	125	1121	1507	0.74	0	3	3
Kirton End	712	81	793	188	4.22	10	3	13
Kirton Holme	393	70	463	209	2.22	5	3	8
Langrick Bridge	12	65	78	162	0.48	0	4	4
Leake Commonsides	864	82	946	191	4.95	10	3	13
Leverton	333	81	414	324	1.28	5	3	8
Little Sutton	2441	68	2508	57	44.01	20	2	22
Long Sutton	2749	108	2857	1856	1.54	5	4	9
Lutton with Lutton Gowts	1093	72	1165	299	3.90	10	3	13
Moulton	1352	81	1433	571	2.51	5	3	8
Moulton Chapel	82	69	150	392	0.38	0	3	3
Moulton Seas End	92	64	156	399	0.39	0	2	2
Nene Terrace	48	54	102	203	0.50	0	3	3
Old Leake	1305	91	1396	350	3.99	10	4	14
Pinchbeck	11785	121	11905	1944	6.12	15	4	19
Quadrang	505	75	580	352	1.65	5	3	8
Saracen's Head With Holbeach Clough & Bank	936	100	1036	456	2.27	5	3	8
Shepeau Stow	82	67	149	143	1.04	5	2	7
Surfleet	436	82	519	399	1.30	5	3	8
Surfleet Seas End	197	74	271	399	0.68	0	3	3
Sutterton	467	101	568	362	1.57	5	3	8
Sutton Bridge	4101	128	4228	1480	2.86	5	4	9
Sutton St Edmund	21	65	86	283	0.30	0	3	3
Sutton St James	116	77	193	322	0.60	0	4	4
Swineshead	981	121	1102	856	1.29	5	3	8
Swineshead Bridge	457	78	534	139	3.84	10	4	14
Throckenholt	70	78	148	283	0.52	0	3	3
Tongue End	0	80	80	164	0.48	0	3	3
Tydd Gote	70	59	129	134	0.96	0	2	2
Tydd Gote Fenland District	70	49	119	134	0.89	0	2	2
Tydd St Mary	70	73	143	377	0.38	0	2	2
West Pinchbeck & Northgate	108	90	198	751	0.26	0	3	3
Weston	840	69	910	387	2.35	5	3	8
Weston Hills	942	92	1034	352	2.94	5	2	7
Whaplode	1005	77	1082	641	1.69	5	3	8
Whaplode Drove	89	72	161	253	0.64	0	3	3
Whaplode St Catherine	35	60	95	141	0.67	0	2	2
Wigtoft	182	80	262	219	1.20	5	3	8
Wrangle	2084	101	2185	324	6.74	15	4	19
Wrangle Common	824	79	904	112	8.07	20	4	24
Wyberton	4590	78	4668	172	27.14	20	4	24

Self-containment results and scores

Number of people living and working within two Km of their settlement of residence (based on output areas that make up the settlements (Using Census data UV35))					
Settlement	Self Containment (%)	Score	Settlement	Self Containment (%)	Score
Algarkirk	20.8	2	Leake Commonside	28.8	3
Cowbit	20.1	2	Leverton	30.6	3
Deeping St Nicholas	20.8	2	Lutton	21.1	3
Fosdyke	18.6	2	Moulton	24.0	3
Holbeach Bank	17.0	2	Moulton Chapel	24.7	3
Holbeach Clough	18.3	2	Nene Terrace	28.1	3
Holbeach St Marks	17.5	2	Quadrang	24.7	3
Holland Fen	19.9	2	Saracens Head	27.1	3
Little Sutton	15.8	2	Surfleet & Surfleet Seas End	22.3	3
Moulton Seas End	20.3	2	Sutterton	28.5	3
Shepeau Stow	19.6	2	Sutton St Edmund	26.9	3
Tydd St Mary	17.2	2	Swineshead	21.7	3
Tydd Gote	15.7	2	Tongue End	25.6	3
Weston Hills	20.5	2	Weston	24.3	3
Whaplode St Catherines	13.5	2	Whaplode	24.2	3
Amber Hill	23.3	3	Whaplode Drove	30.0	3
Butterwick	23.6	3	Benington	33.0	4
Crowland	23.8	3	Bicker	32.9	4
Donington	30.5	3	Fleet Hargate	32.5	4
Fishtoft	26.3	3	Freiston	33.1	4
Fleet Church End	28.6	3	Haltoft End	31.4	4
Frampton & Frampton West	26.9	3	Holbeach	34.7	4
Gedney Church End & Black Lion	24.7	3	Holbeach Hurn	37.7	4
Gedney Dawesmere	26.2	3	Holbeach St Matthew	36.4	4
Gedney Drove End	26.2	3	Langrick Bridge	32.7	4
Gedney Dyke	27.0	3	Long Sutton	32.2	4
Gedney Hill	27.0	3	Old Leake	32.0	4
Gosberton	27.7	3	Pinchbeck	32.6	4
Gosberton Risegate and Clough	24.2	3	Sutton Bridge	34.6	4
Holbeach St John	23.1	3	Sutton St James	31.1	4
Hop Pole	23.0	3	Swineshead Bridge	33.8	4
Hubberts Bridge & Kirton Holme	30.6	3	Wrangle Common	36.6	4
Kirton End	27.7	3	Wrangle	36.7	4
Kirton	28.7	3	Wyberton	34.9	4

Total Scores in order of score (Decending) and Conclusions

The following table adds the three scores together and orders the settlements in order of score. For information the current hierarchy's in the Boston and South Holland Local Plans is given.

Settlement	Services and facilities	Public Transport Provision	Employment	Total Score	SHDC Hierarchy Policy SG2 2006 LP	Boston Hierarchy Policy H1 1999 LP
Holbeach	119	20	9	148	Area	
Long Sutton	97	20	9	126	Area	
Kirton	88	25	3	116		Larger
Pinchbeck	69	24	19	112	Group	
Crowland	68	21	3	92	Area	
Donington Village	57	20	8	85	Area	
Swineshead	54	19	8	81		Larger
Sutton Bridge	44	25	9	78	Area	
Surfleet	50	19	8	77	Other	
Wrangle	31	24	19	74		Larger
Gosberton	50	19	3	72	Group	
Old Leake	38	17	14	69		Larger
Moulton	38	20	8	66	Group	
Sutterton	36	22	8	66		Larger
Weston	38	20	8	66	Group	
Butterwick	34	23	8	65		Larger
Frieston	34	22	9	65		
Fishtoft	28	13	23	64		Medium
Whaplode	36	20	8	64	Group	
Bicker	26	19	14	59		Medium
Benington	20	24	14	58		
Moulton Chapel	40	14	3	57	Group	
Haltoft End	12	24	19	55		
Quadring	28	19	8	55	Other	
Leverton	21	24	8	53		
Cowbit	27	20	2	49	Group	
Tydd St Mary	28	19	2	49	Other	
Sutton St James	38	6	4	48	Group	
Fleet Hargate	16	20	9	45	Group	
Gosberton Risegate and Clough	36	6	3	45	Other	
Little Sutton	3	20	22	45	Other	
Weston Hills	24	14	7	45	Other	
Holbeach Hurn	14	6	24	44	Other	
Tydd Gote	22	19	2	43	Other	
Wrangle Common	11	8	24	43		
Gedney Church End	14	20	8	42	Other	
Wyberton	12	6	24	42		
Frampton West	13	10	18	41		
Gedney Hill	24	14	3	41	Group	
Holbeach St Marks	18	6	17	41	Other	
Algarkirk	12	6	22	40		
Frampton	21	6	13	40		

Hubbert's Bridge	17	14	8	39		
Sutton St Edmund	24	9	3	36	Other	
Fleet Church End	10	6	18	34	Other	
Kirton End	8	13	13	34		
Swineshead Bridge	7	13	14	34		
Deeping St Nicholas	18	13	2	33	Group	
Kirton Holme	10	14	8	32		
Lutton with Lutton Gowts	13	6	13	32	Other	
West Pinchbeck & Northgate	24	5	3	32	Other	
Whaplode Drove	20	8	3	31	Other	
Holbeach Drove	12	14	4	30	Other	
Saracen's Head With Holbeach Clough & Bank	16	6	8	30	Other	
Gedney Dyke	20	6	3	29	Other	
Leake Commonside	7	8	13	28		Medium
Wigtoft	14	6	8	28		
Whaplode St Catherine	18	6	2	26	Other	
Gedney Drove End	16	6	3	25	Other	
Gedney Black Lion	10	6	8	24	Other	
Fosdyke	13	7	2	22		
Moulton Seas End	14	6	2	22	Other	
Shepeau Stow	8	5	7	20	Other	
Throckenholt	4	13	3	20	Other	
Holbeach St Johns	10	5	3	18	Other	
Holland Fen	9	6	2	17		
Langrick Bridge	7	6	4	17		
Amber Hill	7	6	3	16		
Surfleet Seas End	9	4	3	16	Other	
Gedney Dawsmere	6	6	3	15	Other	
Tongue End	5	5	3	13	Other	
Nene Terrace	3	0	3	6	Other	

The analysis has listed Boston BC settlements in the hierarchy they appear in the Boston BC Local Plan 1999. Leake Commonside is well down the list but is a small village with few facilities.

The South Holland settlements have not followed the hierarchy of the South Holland DC Local Plan 2006. Pinchbeck has risen into the 'Area' settlements band, Surfleet has risen into the 'Group' settlements band, as have, to a lesser extent, Quadring and Tydd St Mary. Conversely Gedney Hill and Deeping St Nicholas have fallen into the 'Other' settlements band.

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